

**SUPPLEMENT 1
TO
TARIFF LKVL 110-O**
Supplement 1 contains all changes.



MC-97932

RULES AND REGULATIONS

BETWEEN POINTS IN:

AND:

UNITED STATES

UNITED STATES
CANADA
MEXICO

CANADA

MEXICO

Applies on Interstate, Intrastate, and Foreign Commerce

For governing publications, see Item 100

EFFECTIVE APRIL 19, 2010

ISSUED BY

JAMES E. MORSE
PRICING MANAGER
2833 FAIRVIEW AVENUE NORTH
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SUPPLEMENT 1 TO LKVL TARIFF 110-0

RULES--GENERAL

ITEM 750-115 @

PICKUP AND DELIVERY SERVICE USING LUMPERS/DRAYAGE, ST LOUIS, MO

For shipments picked up or delivered at points served in the greater St. Louis, MO area (including but not limited to Hazelwood and Bridgeton, MO), where additional services are required through the use of lumpers or drayage companies, (including deliveries to, but not limited to: Schnucks Markets), the following additional charges shall apply;

Minimum Charge	\$35.00
LTL - 1M	\$4.95
1M	\$4.65
2M	\$4.25
5M	\$3.50
10M	\$2.25

(LTL through 10M line of rates are stated as dollars and cents per 100 pounds.)

For Explanation of Abbreviations and Reference Marks, see Item 125.

TARIFF LKVL 110-O

Cancels

TARIFF LKVL 110-N



MC-97932

RULES AND REGULATIONS

BETWEEN POINTS IN:

AND:

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CANADA

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Applies on Interstate, Intrastate, and Foreign Commerce

For governing publications, see Item 100

EFFECTIVE MARCH 15, 2010

ISSUED BY

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LKVL TARIFF 110-0

TABLE OF CONTENTS

SUBJECT	ITEM OR ITEM SERIES
Abbreviations and Reference Marks	125
Abbreviations, Uniform Explanation of:	
CANADA (CN) - Province 2 Letter Code	130
United States (USA) - State 2 Letter Code	130
Additional Charges at:	
Alberta Oil Sands Projects	295
Hunts Point Produce Market, Bronx, NY	279
Jacob Javitz Center, New York, NY	280
Las Vegas, NV Convention Centers	282
Martha's Vineyard, MA, Nantucket, MA, Block Island, RI, Fishers Island, NY or Shelter Island, NY	290
McCormick Place, Chicago, IL	280
Points in Mexico	285
Richard J. Daley Center (aka MB Real Estate)	280
Advancing or Paying Charges	300
Application of:	
Accessorial Charges	150
Rates on Exempt Commodities	159
Rates with LTL Discounts	175
Rules	163
Unnamed Points	275
Arbitraries	330
Arrival Notice and Undelivered Freight	345
Articles, Extraordinary Value	350
Bills of Lading	360 thru 360-100
Bills of Lading - Contract Terms and Conditions	360-100
Bills of Lading - Corrected	360-03
Bills of Lading - Export Shipments	360-05
Bills of Lading - Order Notify Shipment	360-10
Bills of Lading - Third Party Billing	360-50
Bills of Lading Supplied by Shipper	360, 360-100
Canadian Border Processing Fee	368
Cancellation of Items	381
Capacity Loads and Overflow	390
Charges for Documents, Forms or Copies	360
Claims, Loss and Damage	825
Coastwise Rates	550
Collect on Delivery (COD) Shipments	429
Collection of Charges-Consolidating and/or Forwarding	435
Collection of Charges - Other than Export Shipments	435-10
Collection of Charges-Returned Checks	435-05
Consecutive Numbers	455
Containers, Shipments Transportation in	465
Control and Exclusive Use of Vehicle	470
Customs or In-Bond Freight	480
Customs Sufferance Warehouse Clearance	481
Dangerous Articles, Shipments to Mexico	485-10
Definitions	110
Delays, Special or Consequential Damages	490
Detention:	
Vehicles With Power Unit	500
Vehicles Without Power Unit.....	501
Discount Application For Accounts With No Published Pricing.....	168
Distances--Exception to HGB Mileage Guide	510
Diversion--Motor To Air	515
Document Pickup Charge.....	750-85
Door or Door in Frames Exception to NMFC	400
Equipment	520
Equipment Provided By Other Than Carrier	520-27
Exception to NMFC:	
Item 300.....	300
Excess Value Coverage	350
Exclusive Use and Control of Vehicle	470
Export, Import, Coastwise and Intercoastal Rates	550, 550-40
Extra Labor--Loading or Unloading	560
Freight Bills	360
Freight Broker Procedures	525
Fuel Surcharge	530
Full Value Coverage.....	350
Governing Tariffs	100
Guaranteed Service	536
Handling Freight at Positions Not Immediately Adjacent To Vehicle	566
Hazardous Materials	540
Heavy or Bulky Freight, Loading or Unloading	568, 568-10, 750
High Value Coverage	350
Hydraulic Tailgate Lift Service	567
Import Rates	550, 550-40

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

TABLE OF CONTENTS

SUBJECT	ITEM OR ITEM SERIES
Impracticable Operations	570
In-Bond Freight or Customs	480
Intercoastal Rates	550
Limitation of Liability	350
Loading and/or Unloading By Carrier	750
Loading By Consignor - Unloading By Consignee	578, 750
Lumper Service.....	568-15
Marking or Tagging Freight	580
Maximum Charge	595
Maximum Weights	596
Mexican Border Drayage	600
Minimum Charge--Absolute Floor.....	170
Minimum Charge--Cubic Capacity and Density	615
Minimum Charge--Household Goods or Personal Effects	616
Minimum Charge--Shipments at Actual or Released Value	620
Mixed Shipments:	
LTL or AQ Shipments	645
VOL or TL Shipments	645-10
Maximum Percentage of Mixture	645-20
Non-Application of Commodity Rates	646
Notification Prior to Delivery	647
Over Dimension Freight	670, 670-10
Overflow and Capacity Loads	390
Packing or Packaging--Non-Compliance With	687
Packing or Packaging Requirements	680
Palletized Shipments	710-10
Pallets, Return Of	710-10, 710-160
Participating Carriers
Paying or Advancing Charges	300
Payment of Charges:	
Late Payment	720,
Shipments from or to Mexico	720-100
Permits, Special	740
Pickup and Delivery Service:	
Delivery Service at Points in Washington, Oregon and Idaho.....	750-400
Delivery Service at Private Residence	751
General Application	750
Limited Access - Location.....	751-10
Mall of America, Bloomington, MN	750-75
Montana, Points in.....	750-90
New York	750-100
Other Than Normal Business Hours, Monday thru Friday	750-50, 750-55
Ontario, Canada, Points in.....	750-120
Saturdays	755
SuperValu, Albertsons or Midwest Regional in Oglesby, IL.....	750-80
Sundays or Holidays	754
Wyoming, Points in	750-500
Placement of Carrier's Vehicle	750
Prearranged Scheduling of Vehicle Arrival	503
Precedence of Rates, Rules or other Provisions	760
Prepayment or Collection of Charges:	
General Application	769
Export Shipments	770-10
Exports or Imports To or From Puerto Rico.....	770
Partial Prepayment or Partial Collection	770-20
Prohibited or Restricted Articles	350
Rates and Charges in United States Currency	815
Reconsignment or Diversion	850
Redelivery	830
Reference Marks and Abbreviations	125
Reference to Tariffs, Etc.	845
Reissued Matter, method of denoting	846
Released Value.....	350
Reporting Charge--Alcoholic Beverages	848
Return of Empty Shipping Containers	860
Security Inspection Fee.....	875-5
Security Service Requirement	875
Sorting and Segregating	886
Special Services:	
Quotations of Estimated Charges	890-20
Signature Security Service (SSS)	890
Shipments Consigned to United States Post Offices	890-30
Statement of Charges	360
Stopoffs For Partial Loading and/or Unloading	900
Storage	910
Tariff Cancellation.....	925
Terminal Areas	940

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

TABLE OF CONTENTS

SUBJECT	ITEM OR ITEM SERIES
Terminal Charges at Ports	950
Transfer of Lading	959
Unloading and/or loading By Carrier	750
Undelivered Freight and Arrival Notice	345
Undelivered Returned Shipment	980
Unnamed Points	275
Vehicle Furnished, But Not Used	985
Validation of Freight Bills	360
Waiver of Delivery Receipt	750
Weight Verification	992
Weights - Gross Weights and Dunnage	994

RULES--GENERAL

PARTICIPATING CARRIERS

1. The Official List of the Carriers Participating in this tariff is as maintained in the Offices of the carrier whose name appears on the title page of this tariff.
2. The listing contained in this Section is FOR INFORMATIONAL PURPOSES ONLY and is to be used as a ready reference to determine the application of routing provisions used in this tariff.

ALPHA CODE | PARTICIPATING CARRIERS

AVRT	Averitt Express Lines,
CFWL	Canadian Freightways, Calgary, AB, CDA
DTST	Dats Trucking, Inc, St. George, UT, USA
EPCE	Epic Express, Calgary, AB, CDA
LKVL	Lakeville Motor Express, Inc., St. Paul, MN, USA
LAXV	Land-Air Express of New England, LTD, Williston, VT
PITD	Pitt-Ohio Express, Inc, Pittsburgh, PA

ITEM 100

LIST OF GOVERNING TARIFFS

This tariff is governed, except as otherwise provided in this tariff, by the following described tariffs and by supplements thereto or successive issues thereof:

KIND OF TARIFF	ISSUING AGENT AND TARIFF SERIES	SEE ITEM
Classification, governing	NMF 100	845
Class, U.S. and U.S.- Canada	LKVL 500	...
Mileage Guide	HGB 105	510

ITEM 110

DEFINITIONS

SECTION 1--GENERAL

1. "BUSINESS DAY"... Each day, Monday thru Friday, excluding Holidays.
2. "BUSINESS HOURS"... The time during which operations are generally conducted by the carrier at the point where the service is performed.
3. "CARRIER", "CONSIGNOR" or "CONSIGNEE"... Will include the authorized representatives or agents of such Carrier, Consignor or Consignee.
4. "CONSIGNEE TO UNLOAD THE SHIPMENT"... The Consignee will perform the complete service of unloading the freight from the position in which it was transported on the carrier's vehicle.
5. "CONSIGNOR TO LOAD THE SHIPMENT"... The Consignor will perform the complete service of loading the freight on to the carrier's vehicle, including the proper stowing and/or stacking thereof to withstand the normal hazards of transportation. When blocking or bracing is necessary to insure safe transportation, such blocking or bracing must be furnished and installed by and at the expense of the Consignor.
6. "HOLIDAY"... Any day generally observed as a holiday by the carrier, at the point where the service is performed, including, but not restricted to:
New Years Day Independence Day Labor Day Thanksgiving Day Christmas Day
When the holiday falls on Sunday, the following Monday will be considered a holiday.
7. "LOADING"... Includes furnishing carrier with the Bill of Lading, forwarding directions, or other documents necessary for forwarding the shipment.
8. "NORMAL NON-WORKING PERIODS"... means meal, coffee and/or rest breaks.
9. "PALLET"... Includes Pallets, Platforms, Shipping Racks, or Skids, with or without standing sides or ends, but without tops.
10. "PLACE"... A particular street address or other designation of a factory, store, warehouse, place of business or private residence at a "Point", including only contiguous property which shall not be deemed separate if intersected only by a public street or thoroughfare.
11. "POINT"... A particular city, town, village, community or other area which is treated as a unit for the application of line-haul rates.
12. "PREMISES"... The entire property at or near the physical facilities of the Consignor, Consignee or other designated shipper or receiver of the shipment.

(Conc. on following page)

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 110
(Conc.)

DEFINITIONS

SECTION 1--GENERAL

13. "PRIVATE RESIDENCE"... Applies to the entire premises on which a dwelling for living is located, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of services, products or merchandise to the walk-in public during normal business hours.
14. "SITE"... A particular platform or specific location for loading or unloading at a "Place".
15. "TIR CARNET"... A document used to expedite the movement of goods in international trade and to guarantee custom duties, if any.
16. "UNLOADING"... includes:
- a. Surrender of the Bill of Lading to the carrier on shipments billed "To Order;"
 - b. Payment of lawful charges to the carrier when required prior to delivery of the shipment;
 - c. Notification to the carrier that vehicle is unloaded; and
 - d. Signing of the delivery receipt.

SECTION 2--TYPES OF SERVICE

17. "JOINT LINE TRAFFIC"... The transportation of a shipment via two or more motor carriers, not including carriers performing pickup service at a point of origin, or delivery service at point of destination or at intermediate interchange point(s) as agent of the originating or delivering carriers.
18. "SINGLE LINE TRAFFIC"... The transportation of a shipment via one carrier, or via two or more carriers specifically designated as being considered as one carrier, whether pickup service at the point of origin or delivery service at point of destination is performed by the carrier, or for its account by another carrier as its agent.
19. "TRAFFIC HANDLED DIRECT"... The transportation of a shipment via only one carrier, but not including carriers specifically designated as being considered as one carrier, whether pickup service at point of origin or delivery service at point of destination is performed by such carrier, or for its account by another Carrier as its agent.
20. "TWO-LINE HAUL", "THREE-LINE HAUL" or "FOUR-LINE HAUL"... Includes the carrier for whose account the provisions are published. Unless otherwise specifically provided, two or more carriers specifically designated as being considered as one carrier will be considered as only one line.

SECTION 3--RATES/RATINGS

21. "ANY QUANTITY (AQ)"... An AQ rate/rating is one which is specifically designated AQ in this tariff, or in tariffs making reference to this tariff, and is applicable to the articles shipped, regardless of the quantity or weight of the shipment.
22. "LESS THAN TRUCKLOAD (LTL)"... An LTL rate/rating is one which is specifically designated LTL in this tariff, or in tariffs making reference to this tariff, and is applicable to a quantity of freight which is less than the Volume or Truckload Minimum Weight specified.
23. "VOLUME or TRUCKLOAD (VOL or TL)"... A Vol or TL rate/rating is one which is specifically designated VOL or TL in this tariff and for which a Vol or TL Minimum Weight is specifically provided.

SECTION 4--EQUIPMENT

24. "CONVERTA-VAN"... A trailer, or semi-trailer, with removable side panels that can also be used as a flatbed trailer.
25. "DOUBLES TRAILER(S)" or "PUP"... A single trailer designed to be drawn in combination with one or more additional trailers of like construction, each single trailer not exceeding 30 feet in length.
26. "FLATBED"... An open trailer with no sides.
27. "LOWBOY"... An open trailer constructed to provide a low platform height, and designed for use in the transportation of extremely heavy or bulky property.
28. "TRUCK(S)" or "VEHICLE(S)"... A motor-powered vehicle with the engine and load-carrying body mounted on the same chassis; or consisting of a combination of a single tractor and one or more trailers, or semi-trailers, and used on the highways in the transportation of property.
- a. When the vehicle(s) consist of a power unit and a single trailer, the length of the trailer must be not less than 35 feet in length.
 - b. When the vehicle(s) consist of a power unit and two or more trailers or containers, the combined length of the trailers or containers must not exceed 60 feet measured along the center longitudinal line of each trailer or container floor.

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 125 EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS FOR STANDARD USE THROUGHOUT THE TARIFF

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
@	Denotes Addition	Min	Minimum.
>	Denotes Increase	MW	Volume Minimum Weight in pounds
?	Denotes Change which Results in No Increase nor Reduction in Charges	NMFC	National Motor Freight Classification.
<	Denotes Reduction	NMFTA	National Motor Freight Traffic Association, Inc.
AQ	Any Quantity	NOI	Not Otherwise More Specifically Described in NMFC
C	Denotes Hundred (100) Pounds	PCF	Per Cubic Foot
CDA or CN ..	CANADA	Sec	Section
c/o	Care of	STB	Surface Transportation Board
COD	Collect On Delivery	SU	Set-Up
Col	Column.	Sup	Supplement
Conc	Concluded.	Thru	Through
Cont	Continued.	TL	Truckload
Cwt	Per 100 Pounds	US or USA	United States
d/b/a	Doing Business as	Viz	Namely
DOT	Department of Transportation	VMW	Volume Minimum Weight in Pounds
HGB	Household Goods Carriers Bureau	VOL	Volume
KD or KDF ..	Knocked Down or Knocked Down Flat	Vol Min Wt	Volume Minimum Weight
LTL	Less than Truckload	Wt	Weight
M	Denotes Thousand Pounds	(x)	Except as Otherwise Provided
MC	Minimum Charge		
MEX or MX ..	MEXICO		

ITEM 130 ABBREVIATIONS--UNIFORM EXPLANATION OF SECTION 1--UNITED STATES OF AMERICA

Where two-letter abbreviations of states located with the United States of America (US or USA), as set forth by the US Postal Service, are used in this tariff, or tariffs making reference to this tariff as a governing publication, the abbreviations and explanation will be as follows:

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
AK	ALASKA	IA	IOWA	MS	MISSISSIPPI	PA	PENNSYLVANIA
AL	ALABAMA	ID	IDAHO	MT	MONTANA	RI	RHODE ISLAND
AR	ARKANSAS	IL	ILLINOIS	NC	NORTH CAROLINA	SC	SOUTH CAROLINA
AZ	ARIZONA	IN	INDIANA	ND	NORTH DAKOTA	SD	SOUTH DAKOTA
CA	CALIFORNIA	KS	KANSAS	NE	NEBRASKA	TN	TENNESSEE
CO	COLORADO	KY	KENTUCKY	NH	NEW HAMPSHIRE	TX	TEXAS
CT	CONNECTICUT	LA	LOUISIANA	NJ	NEW JERSEY	UT	UTAH
DC	DISTRICT OF COLUMBIA	MA	MASSACHUSETTS	NM	NEW MEXICO	VA	VIRGINIA
DE	DELAWARE	MD	MARYLAND	NV	NEVADA	VT	VERMONT
FL	FLORIDA	ME	MAINE	NY	NEW YORK	WA	WASHINGTON
GA	GEORGIA	MI	MICHIGAN	OH	OHIO	WI	WISCONSIN
HI	HAWAII	MN	MINNESOTA	OK	OKLAHOMA	WV	WEST VIRGINIA
		MO	MISSOURI	OR	OREGON	WY	WYOMING

SECTION 2--DOMINION OF CANADA

Where two-letter abbreviations of provinces located with the Dominion of Canada (CN or CDA), as set forth by the Canada Post, are used in this tariff, or tariffs making reference to this tariff as a governing publication, the abbreviations and explanation will be as follows:

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
AB	ALBERTA	NS	NOVA SCOTIA	PE	PRINCE EDWARD ISLAND
BC	BRITISH COLUMBIA	NT	NORTHWEST TERRITORIES,	PQ or QC ...	QUEBEC
MB	MANITOBA	NU	NUNAVUT	SK	SASKATCHEWAN
NB	NEW BRUNSWICK	ON	ONTARIO	YT	YUKON
NF or NL ...	NEWFOUNDLAND, INCLUDES LABRADOR				

ITEM 150 APPLICATION OF ACCESSORIAL CHARGES

- Accessorial rates and/or charges provided in this tariff apply as follows:
1. When freight charges are PREPAID the accessorial charges will be paid by the Consignor.
 2. When freight charges are COLLECT the accessorial charges will be paid by the Consignee.
 3. When freight is received from or tendered to a connecting line, the accessorial charges will be paid by the Consignee.

ITEM 159 APPLICATION OF RATES - EXEMPT COMMODITIES

Rates and/or provisions in tariffs governed by this tariff are not applicable on commodities that are exempt from regulation as a result of provisions contained in the Motor Carrier Act of 1980, as well as those commodities already classified as "EXEMPT" under previous provisions found in Title 49, CFR, Sub Title B, Part 1047, and clarifying administrative rulings.

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 163

APPLICATION OF RULES

The Rules, and Charges provided in connection with such rules, published in this tariff will NOT apply: to the extent conflicting provisions have been established either by written agreement or contractual arrangement with specific accounts and are maintained in the Offices of the carrier, at the address shown for the Issuing Officer on the title page of this tariff.

ITEM 168

DISCOUNT APPLICATION FOR ACCOUNTS WITH NO PUBLISHED PRICING

- (a) For shipments tendered to LKVL which are destined to direct points, where no pricing is published (or where there is no pricing application for the specific movement) in a discount tariff, commodity tariff, pricing agreement or contract, a general discount of 45% shall apply, using actual class per NMF 100 series, and class rates as found in the current LKVL 500 series tariff in effect on date of shipment.
- (b) Likewise, for shipments moving via LKVL in conjunction with our partner carriers DTST, LAXV, AVRT, CFWL, EPCE and PITD, where no pricing is published (or where there is no pricing application for the specific movement) in tariffs, pricing agreements or contracts, a general discount of 45% shall apply using actual class per NMF 100 series, and class rates as found in the current LKVL 500 series tariff in effect on date of shipment.
- (c) These general discounts shall apply on class rated shipments, for the L5C through 10M Line of rates only.
- (d) The discounts named in this item shall also apply on Minimum charge shipments, not to go below the absolute floors minimum charges as shown in Item 170.
- (e) Discounts named in this item shall be subject to the applicable charges and provisions named in this tariff.

ITEM 170

MINIMUM CHARGE-ABSOLUTE FLOOR

Unless otherwise specifically provided in individual tariff items, pricing agreements or contracts, the absolute floor (net) minimum charge for a single shipment from one consignor to one consignee on one bill of lading shall be as follows:

- 1. On traffic handled between:
 - a. Intrastate points within LKVL service area.....\$65.00
 - b. Interstate points within LKVL service area (other than MT)..... \$90.00
 - c. Interstate direct LKVL points where MT is origin or destination...\$110.00
- 2. Joint-Line traffic moving between LKVL direct points and points in U.S. outside the LKVL direct service area.....\$110.00
- 3. Joint-Line traffic moving between LKVL service area and Canada.....\$140.00

ITEM 175

RATE APPLICATION WITH LTL DISCOUNTS

Shipments governed by this tariff or rule, weighing each 10,000 pounds or more, which are subject to less than truckload (LTL) rates and less than truckload (LTL) discounts, shall be rated at the M10M (10,000 pound) line of rates prior to discounting.

ITEM 275

APPLICATION - UNNAMED POINTS

In the absence of specific rates or bases for rates from or to places or areas within or adjacent to a city, town or village, the following will apply:

- 1. Rates, Rules and Regulations will apply:
 - a. FROM and TO points named, as well as from and to all places therein and integral parts thereof, if such points are unincorporated communities or villages; and additionally
 - b. FROM and TO all places that do not lie within a separately incorporated city, town or village, but which lie within the following distances of the corporate limits of said named point, if it has a population of:
 - (1). 2,500 or less one quarter (1/4) mile
 - (2). More than 2,500, but not more than 10,000 one half (1/2) mile
 - (3). More than 10,000, but not more than 100,000 one (1) mile
 - (4). More than 100,000 two (2) miles
 Distances are air line distances and population is as reported by the last US decennial census.
- 2. In determining rates FROM and TO places not lying within a separately incorporated city, town or village, which point lies within the distances specified in Paragraph 1, from two (2) or more incorporated cities, towns or villages, the rate to apply shall be that which applies from the city, town or village closest to such point; if such point is equidistant from two (2) or more cities, towns or villages, the rate to apply shall be that which results in the lowest charge.
- 3. In applying the provisions of this item distances are to be measured by air line distances from the corporate limits of points from and to which rates are provided.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 279

ADDITIONAL CHARGES - HUNTS POINT PRODUCE MARKET

Hunts Point Produce Market, Halleck Street, Bronx, NY 10474 will be subject to the following charge, which will be assessed in addition to the linehaul or other published rates or charges applicable to the shipment:

Charge per Shipment \$ 22.16

ITEM 280

ADDITIONAL CHARGES - JACOB JAVITZ CENTER, MCCORMICK PLACE and RICHARD J DALEY CENTER (aka MB REAL ESTATE)

All shipments originating at or destined to:

Jacob Javitz Center, 655 W. 34th Street, New York, NY, Zip Code 10001,
McCormick Place, 23rd Street & Lake Shore Drive, Chicago, IL, Zip Code 60616, or
Richard J. Daley Center (aka MB Real Estate), 50 West Washington, Chicago, IL 60602

will be subject to those charges shown below, which will be assessed in addition to the linehaul or other published rates or charges applicable to the shipment. (See NOTES A and B)

1. When pickup or delivery of a shipment is made by a Cartage Agent the following charges will be assessed:

SHIPMENT WEIGHT IN POUNDS	CHARGES
1 to 500	\$ 130.80 per shipment
501 to 1,000	\$ 144.50 per shipment
1,001 to 1,500	\$ 158.30 per shipment
1,501 to 3,000	\$ 10.13 per cwt
3,001 to 6,000	\$ 9.77 per cwt
6,001 to 10,000	\$ 8.66 per cwt

Should pickup or delivery be required prior to 9:00 a.m. an additional charge of \$ 88.35 will be assessed.

2. The fee for gaining access to Jacob Javitz Center or McCormick Place will be \$ 8.40 on shipments weighing up to 1,000 pounds and \$ 14.90 on shipments weighing more than 1,000 pounds.
3. When on Inbound shipments, should the Consignee or his agent require a scale ticket certifying the weight of the shipment(s), a charge of \$ 15.65 per shipment will be assessed

NOTE A--The charges set forth in this item will be assessed against the party responsible for payment of the freight charges.

NOTE B--The charges provided for in this item will not be subject to any discounts or reductions.

ITEM 282

ADDITIONAL CHARGES - LAS VEGAS, NV CONVENTION CENTERS

All shipments origination at or destined to:

Las Vegas Convention Center, 3150 Paradise, Las Vegas, NV Zip Code 89109; or
Sands Convention Center, 201 E. Sands Avenue, Las Vegas, NV Zip Code 89109,

will be subject to those charges shown below, which will be assessed in addition to the linehaul or other published rates or charges applicable to the shipment. (See NOTES A and B)

1. When pickup or delivery of a shipment is made the following charges will be assessed:

SHIPMENT WEIGHT IN POUNDS	CHARGES
1 to 500	\$ 130.80 per shipment
501 to 1,000	\$ 144.50 per shipment
1,001 to 1,500	\$ 158.30 per shipment
1,501 to 3,000	\$ 10.13 per cwt
3,001 to 6,000	\$ 9.77 per cwt
6,001 to 10,000	\$ 8.66 per cwt

NOTE A--The charges set forth in this item will be assessed against the party responsible for payment of the freight charges.

NOTE B--The charges provided for in this item will not be subject to any discounts or reductions.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 285

ADDITIONAL CHARGES - POINTS IN MEXICO

All shipments originating from or destined to the following cities or counties in Mexico will be subject to an additional charge per shipment, which will be assessed in addition to the linehaul or other published rates or charges applicable to the shipment. Charges will be assessed in U.S. dollars, as follows:

From or To CELAYA	\$ 110.78
From or To GUERNAVACA	\$ 110.78
From or To GOMEZ PALACIO	\$ 332.33
From or To SAN JUAN DEL RIO	\$ 110.78
From or To TORREON	\$ 332.33

ITEM 290

ADDITIONAL CHARGES

MARTHA'S VINEYARD, MA, NANTUCKET, MA, BLOCK ISLAND, RI, FISHERS ISLAND, NY OR SHELTER ISLAND, NY

Shipments FROM or TO points on the islands named above, that are not subject to base rates in LKVL 500 Series, shall be assessed an additional charge as provided herein.

Ferry Point	Class	M/C	L5C	5C	2M	5M
02573 / 02568	50-65	\$73.29	\$37.91	\$29.94	\$22.74	\$16.54
	70-77.5	\$73.29	\$44.93	\$33.83	\$28.86	\$16.45
	85	\$73.29	\$51.03	\$36.51	\$32.77	\$27.95
	92.5	\$73.29	\$62.43	\$44.42	\$41.95	\$27.95
	100	\$73.29	\$85.41	\$61.65	\$44.32	\$27.95
	150	\$73.29	\$127.71	\$92.49	\$66.50	\$41.93
02557 / 02575	200	\$73.29	\$191.57	\$138.74	\$99.74	\$62.91
	50-65	\$73.29	\$38.54	\$30.46	\$23.18	\$16.80
	70-77.5	\$73.29	\$45.86	\$34.36	\$29.41	\$18.08
	85	\$73.29	\$52.00	\$37.02	\$33.20	\$28.68
	92.5	\$73.29	\$63.92	\$45.23	\$42.59	\$28.68
	100	\$73.29	\$87.06	\$62.86	\$45.10	\$28.68
02539	150	\$73.29	\$130.60	\$94.30	\$67.65	\$43.02
	200	\$73.29	\$195.88	\$141.45	\$101.47	\$64.53
	50-65	\$73.29	\$39.14	\$30.93	\$23.31	\$17.00
	70-77.5	\$73.29	\$45.15	\$34.86	\$29.89	\$18.49
	85	\$73.29	\$52.86	\$37.49	\$33.63	\$29.23
	92.5	\$73.29	\$65.35	\$46.12	\$43.40	\$29.23
02535	100	\$73.29	\$88.89	\$64.02	\$46.02	\$29.23
	150	\$73.29	\$133.34	\$96.03	\$69.03	\$43.85
	200	\$73.29	\$200.00	\$144.04	\$103.55	\$65.77
	50-65	\$73.29	\$39.48	\$31.08	\$23.78	\$17.13
	70-77.5	\$73.29	\$47.00	\$35.11	\$30.09	\$18.67
	85	\$73.29	\$53.32	\$38.41	\$34.15	\$29.42
02552	92.5	\$73.29	\$65.86	\$46.48	\$43.65	\$29.42
	100	\$73.29	\$89.82	\$64.62	\$46.41	\$29.42
	150	\$73.29	\$134.72	\$96.93	\$69.63	\$44.14
	200	\$73.29	\$202.09	\$145.39	\$104.43	\$66.21
	50-65	\$73.29	\$40.10	\$31.47	\$24.17	\$17.47
	70-77.5	\$73.29	\$47.84	\$35.40	\$30.58	\$19.53
02554 / 02584	85	\$73.29	\$54.21	\$38.28	\$34.60	\$32.32
	92.5	\$73.29	\$67.27	\$47.31	\$40.30	\$35.04
	100	\$73.29	\$91.80	\$65.25	\$47.23	\$35.04
	150	\$73.29	\$137.69	\$97.88	\$70.86	\$52.55
	200	\$73.29	\$206.56	\$146.83	\$106.27	\$78.83
	50-65	\$83.06	\$43.65	\$35.34	\$28.28	\$21.55
02564	70-77.5	\$83.06	\$51.42	\$39.15	\$34.61	\$23.58
	85	\$83.06	\$57.02	\$41.39	\$40.09	\$35.48
	92.5	\$83.06	\$68.37	\$49.81	\$47.86	\$38.20
	100	\$83.06	\$95.22	\$70.09	\$52.82	\$38.20
	150	\$83.06	\$142.83	\$105.14	\$79.24	\$57.29
	200	\$83.06	\$214.26	\$157.71	\$118.86	\$85.95
02807	50-65	\$89.58	\$44.67	\$35.76	\$28.88	\$22.74
	70-77.5	\$89.58	\$51.74	\$39.67	\$35.17	\$24.67
	85	\$89.58	\$57.69	\$42.15	\$40.45	\$34.72
	92.5	\$89.58	\$69.43	\$50.38	\$48.23	\$40.17
	100	\$89.58	\$95.81	\$70.75	\$55.10	\$40.17
	150	\$89.58	\$138.92	\$102.60	\$79.89	\$58.25
06390	200	\$89.58	\$208.37	\$153.91	\$119.84	\$87.36
	Block Island - All Class	\$102.55 Flat				
11964 / 11965	Fishers Island - All Class	\$102.55 Flat				
	Shelter Island - All Class	\$102.55 Flat				

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 295

ADDITIONAL CHARGES - ALBERTA OIL SANDS PROJECTS

Shipments destined to or originating from the Alberta Oil Project will be subject to the following additional charges as indicated by project name or site location. Freight tariff through rates from or to Fort McMurray, Alberta (AB) will apply and shall include any applicable discounts or commodity rating. Limited Access charge shall not be applicable in addition to the following pickup or delivery charges in regards to the mine delivery portion of the item:

PROJECT/SITE NAME	PICKUP & DELIVERY CHARGE
Albion Sands.....	\$ 161.42 US funds
Aurora.....	\$ 183.57 US funds
CNRL.....	\$ 208.78 US funds
Finning/MildredLake.....	\$ 91.79 US funds
Japan Oil Sands.....	\$ 115.00 US funds
Nexen/LongLake.....	\$ 405.12 US funds
Northland Forest.....	\$ 54.86 US funds
Opti/LongLake.....	\$ 405.12 US funds
Petro-Can Fort McKay.....	\$ 161.42 US funds
PTI Beaver Lodge/PTI Lodge.....	\$ 91.79 US funds
Shell Jack Pine.....	\$ 161.42 US funds
Suncor/Firebag Service.....	\$ 344.99 US funds
Suncor/Main Plant.....	\$ 68.58 US funds
Syncrude SWQR Project.....	\$ 183.57 US funds
Syncrude/Tar Island Main Plant.....	\$ 82.29 US funds
Syncrude UE #1.....	\$ 91.79 US funds

ITEM 300

ADVANCING OR PAYING CHARGES
(Exception to NMFC Item 300)

- Unless otherwise instructed by Shipper or Consignee, carriers may advance or pay charges for truck entry fees, or for accrued lawful charges of air or water carriers. Such advancements or payments, together with the charges accruing under this item, shall be assessed against the party against whom the freight charges on the shipment involved are assessed.
- Billing under this item may be made either at the time of billing of the freight charges, if the advancements or payments are then known, or by subsequent billing as necessary. Charges specified in this rule must be entered on billing in such manner as to accurately describe their exact character.
- The charges accruing to the carrier for advancing or paying moneys in this item will be:
CHARGE: 6.0% of the moneys so advanced or paid;
MINIMUM CHARGE \$ 53.65

ITEM 330

ARBITRARIES

- Shipments moving FROM and/or TO the points listed in this item will be subject to an Arbitrary Charge, which will apply in addition to all otherwise applicable freight charges.
- Assessment of the above charge will not prohibit the application of any Accessorial or other charges that may be applicable to the shipment.
- Applies only on shipments moving FROM and/or TO:

SC - Edisto Beach	ARBITRARY CHARGE PER SHIPMENT - \$	23.55
SC - Edisto Island	ARBITRARY CHARGE PER SHIPMENT - \$	23.55
SC - Kiawah Island	ARBITRARY CHARGE PER SHIPMENT - \$	23.55
SC - Seabrook Island	ARBITRARY CHARGE PER SHIPMENT - \$	23.55
SC - Wadmalaw Island	ARBITRARY CHARGE PER SHIPMENT - \$	23.55

ITEM 345

ARRIVAL NOTICE AND UNDELIVERED FREIGHT

ARRIVAL NOTICE

- Actual tender of delivery at Consignee's place constitutes the notice of the arrival of a shipment.
- If the shipment is not actually tendered for delivery, notice of arrival will be given to the Consignee not later than the next business day following the arrival of the shipment:
 - The notice will be given by the telephone if convenient and practicable, otherwise by mail or telegraph. The notice, however transmitted, will specify the point of origin, the Consignor, the commodity and weight of shipment.
 - If the Consignee's address is unknown to the carrier, the notice will be mailed to the Consignee at the post office serving the point of destination shown on the Bill of Lading.
 - In the case of notification by mail, the notice will be deemed to have been given, that is, received by the addressee, at 8:00 A.M. on the first business day after it was mailed.

UNDELIVERED FREIGHT

- If freight cannot be delivered because of the Consignee's refusal or inability to accept it, or because the carrier cannot locate the Consignee, or if freight cannot be transported because of an error or omission on the part of the Consignor, the carrier will make a diligent effort to notify the Consignor promptly that the freight is in storage and the reason therefor.
- Undelivered shipments will be subject to applicable Storage or Detention Charges.
- On undelivered shipments, disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label or Container, or disposition instructions issued prior to tender of delivery will not be accepted as an authority to reship, return or reassign a shipment, or to limit storage liability.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 350

ARTICLES OF EXTRAORDINARY VALUE, LIMITATION OF LIABILITY, PROHIBITED OR RESTRICTED
ARTICLES, RELEASED VALUE AND FULL VALUE COVERAGE

SECTION 1

LIMITATION OF LIABILITY- ARTICLES OF EXTRAORDINARY VALUE (NOTE A)

- A. Maximum liability on shipments subject to a SPOT QUOTE or Pallet Pricing will be:
Per Pound per package.....\$2.00
Not to Exceed.....\$10,000.00
- B. Except as otherwise set forth in individual shipper contracts, in the event of loss and/or damage to any shipment, carrier's liability will not exceed \$5.00 per pound per package, subject to a maximum excess valuation of \$100,000.00 per conveyance or the released valuation established in this tariff or the current NMF 100. The lowest valuation will control. If shipper desires to tender a shipment requiring carrier liability in excess of \$5.00 per pound per package, then shipper must indicate in writing on bill of lading at time of shipment and pay carrier the total dollar amount of Full Value Coverage (see section 5 of this item). In no event shall Full Value Coverage exceed \$100,000.00 (see section 5 paragraph 7).
- C. The carrier's maximum liability in the event of loss or damage will be determined separately for each distribution package lost or damaged, and will be limited to the lowest of the following:
1. The actual value of the shipment at origin; or
 2. The valuation provided in Paragraph A or B, above; or
 3. The Released Value as stated in the NMFC 100 Series, which will apply for each distribution package lost or damaged.
- D. The term "Distribution Package" means any primary shipping package authorized by the provisions of individual tariffs governed by this tariff or classification items in the NMFC. When a number of distribution packages have been unitized, strapped or otherwise fastened together, or contained on pallets, platforms or skids, or have been over packed in an additional complying package, the carrier's maximum liability will be determined by separately multiplying the released value times the weight of each individual distribution package lost or damaged and not on the basis of the weight of the total number of distribution unitized, strapped or otherwise fastened together, or contained on pallets, platforms or skids, or over packed in an additional complying package. Where a distribution package contains articles subject to the provisions of this item and articles not subject to this item, the carrier's maximum liability is to be determined by multiplying the total weight of the distribution package by the maximum value per pound shown in Paragraph A or B.
- E. Lakeville Motor Express will not pay labor charges over \$25.00 per hour.
- F. Liability for loss, damage or destruction of property bought over the Internet from companies including but not limited to: eBay, Amazon and others, including items sold by individuals, where merchandise is not new, will be subject to a maximum liability of \$ 0.10 per pound where carrier liability is established.

SECTION 2

PROPERTY OF EXTRAORDINARY VALUE

The following property will not be accepted for shipment nor as premiums accompanying other articles:

BANK BILLS	ORIGINAL WORKS OF ART (See Note F)
CREDIT CARDS	POSTAGE STAMPS
CURRENCY, other than coin (See Note B)	PRECIOUS METALS
DEEDS	PRECIOUS STONES
DRAFTS	REVENUE STAMPS (See Note D)
JEWELRY, other than costume or novelty jewelry	VALUABLE PAPERS OF ANY KIND
LETTERS, with or without stamps affixed (See Note C)	VISUAL COMMUNICATING or MONITORING
MARBLE FIGURES DEVICES	(Including TELEVISIONS, VIDEO or
MUSEUM ARTICLES, or ARTICLES OF ANTIQUITY	MULTIMEDIA MONITORS OR DISPLAYS)
(See Note E)	other than CRT (Cathode Ray Tube).

SECTION 3

FREIGHT LIABLE TO DAMAGE OTHER FREIGHT OR EQUIPMENT

Carriers are not obligated to receive freight liable to impregnate or otherwise damage other freight or carrier's equipment. Such freight may be accepted and receipted for subject to delay for suitable equipment, or may be refused for lack of suitable equipment.

(Cont. on following page)

RULES--GENERAL

ITEM 350

(Cont.) ARTICLES OF EXTRAORDINARY VALUE, LIMITATION OF LIABILITY, PROHIBITED OR RESTRICTED ARTICLES, RELEASED VALUE AND FULL VALUE COVERAGE

SECTION 4
PROHIBITED OR RESTRICTED ARTICLES

PROHIBITED ARTICLES

Carbon black
Explosives (Class 1.1, 1.2, 1.3, and 1.5)
Poison Gas (Class 2.3)
Poison Inhalation Hazard Class 6.1 (1, Zone A and B Inhal Haz)
Poison Infectious Substances (Class 6.2)
Toxic by inhalation materials (Hazard zones by A, B, C, and D)
Any quantity of radioactive materials (Class 7)
Money or notes
Deeds
Securities, stamps, stock certificates, letters/drafts, or other valuable papers
Precious stones, cut or uncut, Marble Figures
Shipments which contain articles prohibited by law
PCB's (Polychlorinated Biphenyls)
Hazardous, non-hazardous and/or special waste
Nitrocellulose.
Jewelry, other than costume or novelty
Cryogenic liquid, flammable or non flammable, In DOT 4L cylinders or portable tanks
Statues, paintings, other works of art
Museum articles or articles of antiquity
Platinum, gold, silver, and other precious metals
Firearms (assembled only)
Organic Peroxide Class 5.2 (Type B, Liquid or Solid, Temp Controlled)
Cardboard/fiberboard totes with plastic bladders (for transporting liquids only)
Credit cards
Bullion
Hides, green or wet
Standardized test results
Shellfish, or Fish (Other than smoked or Canned)
Flora and fauna
Furs
Tobacco

RESTRICTED ARTICLES OR ARTICLES WITH LIMITED LIABILITY

Commodities requiring protection by heat or refrigeration, in LTL lots
Marble, granite, or stone in dimensions greater than 12" X 12" X 2" (moves at 10 cents/lb)
Uncrated dies and molds moves @ 10 cents/lb
Copy or duplicating machines moves @ 10 cents/lb
Alcohol as Licensing Permits

(Cont. on following page)

RULES--GENERAL

ITEM 350

(Cont.) ARTICLES OF EXTRAORDINARY VALUE, LIMITATION OF LIABILITY, PROHIBITED OR RESTRICTED ARTICLES, RELEASED VALUE AND FULL VALUE COVERAGE

SECTION 5
FULL VALUE COVERAGE

1. Commodities tendered for shipment with an invoice value exceeding values as stated in Section 1 Paragraph A or B will be considered to be of "Full Value".
2. The shipper may request "Full Value Coverage" on shipments of commodities that exceed the maximum liability limitations as provided in Paragraph A or B herein or in other tariffs or contracts only as set forth in this item.
3. Shipments described in Section 5, Item 1 where "Full Value Coverage" is not requested, shall be governed by any and all limitations set forth in Section 1 herein or as provided in the NMFC.
 - a) "Full Value Coverage" will be deemed to be requested when the Bill of Lading is marked as such at the time of shipment, and the shipper must indicate in writing on the Bill of Lading the total "Full Value Coverage" requested. (See Example below and Notes G and H for exclusions.)

Example: A shipper requesting \$10,000.00 "Full Value Coverage" would notate the Bill of Lading as follows:
"Full Value Coverage requested in the amount of \$10,000.00."
4. "Full Value Coverage" purchased by the shipper will apply to the shipment as a whole and will be prorated across the entire shipment in the event of a partial loss or damage.
5. The charge for "Full Value Coverage" will be:

\$.60 per \$100 of Full Value Coverage requested, subject to a minimum charge of \$50.00 per shipment, and subject to a maximum excess value coverage of \$100,000.00 per shipment. The charge will be in addition to any applicable freight charge and is not subject to any discount. The charge will be payable by the party responsible for payment of the freight charges and shall be considered and treated as additional freight charges.
6. Full Value Coverage includes the amount of the invoice supplied by the Consignor or Consignee, plus the prepaid or collect freight charges not included in the invoice, plus 10%, calculated as follows:

EXAMPLE:

 - a. INVOICE AMOUNT - \$30,000, PLUS freight Charges of \$300.00 = \$30,300.
 - b. AMOUNT OF COVERAGE - \$30,300 multiplied by 110% = \$33,330.
 - c. CHARGE AT \$.60 PER \$100 = 333.30 units multiplied by \$.60 = \$199.98.
7. Maximum Liability: The maximum "Full Value coverage" available is a total combined amount of \$100,000.00 per shipment. If a shipment is inadvertently accepted with a request for excess value coverage exceeding \$100,000.00, the maximum coverage shall be limited to \$100,000.00. In no event shall liability exceed the actual invoice value of the goods shipped (including "Full Value coverage").
8. Executing the provisions stated in Section 5 will eliminate the application of Section 1 of this Item.

(Conc. on following page)

RULES--GENERAL

ITEM 350

(Conc.) ARTICLES OF EXTRAORDINARY VALUE, LIMITATION OF LIABILITY, PROHIBITED OR RESTRICTED ARTICLES, RELEASED VALUE AND FULL VALUE COVERAGE

SECTION 6
RELEASED VALUE

1. If a released rate is available for the commodity shipped, and if the Consignor fails to declare the Released Value on the Bill of Lading at the time of shipment, the shipment will not be accepted. However, if the shipment is inadvertently accepted, it will be conclusively presumed that the lowest Released Value applies even though the commodity was listed under Freight, All Kinds, (FAK) and/or moved under a minimum freight rate.
2. When a Released rate is available for a commodity, and the commodity moves under a Freight, ALL Kinds or a reduced minimum rate, it shall be conclusively presumed that the goods in question shall have a Released Value for the purposes of any loss or damage claimed.
3. When on Minimum Charge shipments, subject to the provisions of this tariff, carrier's liability in the event of loss of damage, shall be at the lowest Released Value provided for the commodity, subject to the Released Value provisions in Tariff NMF 100 Series.
4. Shipments of Used Equipment and/or Machinery, of Uncrated New Equipment or Machinery, as described in NOTE I, below, will be accepted for transportation only when the Shipper releases the value of the property to a value not exceeding 10 cents per pound per distribution package. If the shipper fails to release the value of the property to a value not exceeding 10 cents per pound per distribution package, the shipment will not be accepted, but if shipment is inadvertently accepted, it will be considered as being released to a value of 10 cents per pound per distribution package and the shipment will move subject to such limitations of liability. If the Consignor declines to release the value of the property to a value not exceeding 10 cents per pound per distribution package, or designates a value exceeding 10 cents per pound per distribution package, the shipments will rated at the applicable full, non-discounted, class rate found in the current LKVL 500 series tariff. Failure of the Consignor to declare that commodity is "used" shall not alter the application of this item (See NOTE J). Definition of "used" shall include: Rebuilt, Refurbished, Reconditioned, Demonstrators or Display units.

NOTE A - Shipments moving in International Commerce shall be subject to the following:

- a. On shipments moving FROM the United States TO Canada: Carrier liability, as it pertains to valuation, will be governed by the provisions of this item, including section 5 herein.
- b. On shipments moving FROM Canada TO the United States: Carrier liability, as it pertains to valuation, will be governed by the provisions of this item, except the provisions of section 5 shall NOT apply. However, where no value is declared on the Original Bill of Lading, the Carriers Maximum Liability shall be \$2.00 (Canadian funds) per pound.
- c. On shipments moving FROM the United States TO Mexico carrier liability shall be limited to a maximum of \$5.00 per pound, for the movement from point of origin to the point of interchange with the Mexican carrier. Shipment must originate from a LKVL direct point, be tendered to AVRT, who in turn tenders the shipment to the Mexican carrier. Lakeville Motor Express and Averitt have no liability once the shipment is delivered clear to the Mexican carrier at the point of interchange.
- d. On shipments moving FROM Mexico TO the United States carrier liability shall be limited to a maximum of \$5.00 per pound. LKVL/AVRT liability begins from point of interchange where the Mexican carrier tenders the shipment to AVRT, to the destination point served direct by Lakeville Motor Express. LKVL, in conjunction with AVRT, shall have liability for the freight movement within the U.S. only, and only if received clear from the Mexican carrier by Averitt at the point of interchange.

NOTE B - MONETARY COINS will not be accepted as premiums with other articles, except per NMFC Item 310.

NOTE C - U.S. MAIL will be accepted when the Consignor and Consignee are U.S. Post Offices.

NOTE D - U.S. INTERNAL REVENUE DISTILLED SPIRITS STAMPS will be accepted in VOL or TL shipments only.

NOTE E - Except ANTIQUE FURNITURE, subject to NMFC Items 100240 and 100260; or NUMISMATIC EXHIBITS, subject to NMFC Item 63830.

NOTE F - Except PICTURES or PAINTINGS, subject to NMFC Items 100240, 100260 and 149420.

NOTE G - The provisions of Section 5 shall not apply on shipments as defined in Section 2 or on shipments of:

- a. Household Goods and Personal Effects
- b. Recorded or Electronic data and media
- c. Furs

NOTE H - Request for "Full Value Coverage" as shown in Section 5 will not be accepted when the shipper has selected a class dependent on "Released Value" as provided in the NMFC.

NOTE I - Used Equipment or Machinery and/or uncrated New Equipment of Machinery is as listed in NMFC 100 Series, including, but not limited to, the following:

AGRICULTURAL IMPLEMENTS;
AUTOMOBILE LIFTS;
AUTOMOBILE PARTS;
ELECTRICAL EQUIPMENT;
MACHINERY.

Full value coverage as described in Section 5 herein shall not be available to articles shown in this Note (Note I), but may apply to articles that are rebuilt, reconditioned or refurbished like new.

NOTE J - Section 6 is applicable only on Class rated shipments; except will not apply to those commodities named in NMF 100 Series which provide specific Released Value provisions.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 360

BILL OF LADING, ETC. - CHARGES FOR DOCUMENTS, FORMS OR COPIES
(Exception to NMFC Item 360)

When payor of freight, or other lawful charges, requires or requests, as a prerequisite to payment:
(See NOTES B and C)

1. Validation of a Freight Bill and Consignee fails to validate the Freight Bill at time of delivery, thus requiring the carrier to resubmit the Freight Bill for validation, a charge will be assessed for providing such service, as follows:
CHARGE PER FREIGHT BILL \$ 17.85
2. The return of any part of Bill of Lading sets, or copies thereof, other than one shipper furnished copy (See NOTE A), will be subject to a charge for providing such service, as follows:
CHARGE FOR EACH SUCH DOCUMENT OR COPY \$ 2.20
3. Copies of Freight Bills, or statements of transportation charges, in excess of the number specified in Section 1 of NMFC Item 360 will be subject to a charge for providing such service, as follows:
CHARGE FOR EACH SUCH DOCUMENT OR COPY..... \$ 2.20
4. The preparation by the carrier of any forms requiring itemization, listing or description of single or multiple Freight Bills, for submittal with Freight Bills or statements of charges, will be subject to a charge for providing such service, as follows:
CHARGE PER LINE OF ITEMIZATION, LISTING OR DESCRIPTION,
OR PORTION THEREOF..... \$ 1.68
MINIMUM CHARGE PER PAGE, PER COPY \$ 2.20
5. Any forms, or copies of forms, other than those described in Paragraphs 2 or 3 above, to be submitted with Freight Bills or statements of charges, will be subject to a charge for providing such service, as follows:
CHARGE FOR EACH SUCH FORM OR COPY \$ 2.20
6. That information, not shown on the Shipping Order at time of shipment, be shown on Freight Bills or statements of charges, will be subject to a charge for providing such service, as follows:
CHARGE PER SHIPMENT \$ 2.20

NOTE A--When as a prerequisite to payment, the Shipper furnished copy of Bill of Lading is to be returned, it must be clearly and prominently marked by the Shipper with specific instructions directing its return with the Freight Bill.

NOTE B--The charges set forth in this item will NOT apply to:

1. Bank Payment Plans when documentation is limited to:
 - (a). Deposit Tickets supplied by the bank;
 - (b). Supporting Freight Bills, not in excess of the number set forth in Sec. 1(e) or (3) of NMFC Item 360; or
 - (c). The return of a copy of the Bill of Lading furnished by the Shipper.
2. Sight Draft Plans when documentation is limited to:
 - (a). Sight Drafts which do not require the carrier to provide information pertaining to the rating of the shipment(s) on the sight draft(s),
 - (b). Supporting Freight Bills, not in excess of the number set forth in Sec. 1(e) or (3) of NMFC Item 360; or
 - (c). The return of a copy of the Bill of Lading furnished by Shipper.

NOTE C--The provisions set forth in Sec. 1(e) of NMFC item 360 and in this item will not apply to shipments moving on United States Government Bills of Lading.

ITEM 360-03

BILL OF LADING - CORRECTED

1. Corrected bill of lading to change the freight charge collection status will be accepted, as follows:
 - a. FROM PREPAID TO COLLECT provided the Consignor guarantees payment of the freight charges if the payment of such charges is denied by the Consignee; or
 - b. FROM COLLECT TO PREPAID provided the Consignee guarantees payment of the freight charges if the payment of such charges is denied by the Consignor.
2. Instructions to make the change in freight charge collection status must be made in writing, or if verbal instructions are received by the carrier, written confirmation of such instructions must also be submitted to the carrier by the party authorizing such change.
3. An additional charge shall be made for each change, which shall be in addition to all other applicable charges, as follows:
CHARGE PER FREIGHT BILL ISSUED \$ 11.15

ITEM 360-05

BILLS OF LADING--EXPORT SHIPMENTS
(Exception to NMFC Item 360)

When an EXPORT shipment is tendered to the carrier, a notation "FOR EXPORT" must be entered on the Bill of Lading.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 360-10

BILLS OF LADING--ORDER NOTIFY SHIPMENTS

- Shipments moving under Order Notify Bills of Lading will be tendered for delivery promptly upon arrival at destination or terminal point. Tender of delivery will be considered as delivery for the purpose of applying this rule. If a shipment moving under Order Notify Bills of Lading is tendered for delivery to Consignee at billed destination, and the Consignee or party entitled to receive the shipment is unable to present the necessary Bill of Lading, the shipment will be treated as refused or unclaimed freight and will be handled in accordance with the rules and charges provided for in Item 830 (REDELIVERY).
- Order Notify shipments will be subject to a charge, which will be in addition to all other lawfully applicable transportation charges, as follows:

CHARGE PER 100 POUNDS.....	\$ 3.15
MINIMUM CHARGE PER SHIPMENT.....	\$ 29.70
- The charge for handling Order Notify shipments will be collected from the party paying all other lawfully applicable transportation charges.

ITEM 360-50

BILLS OF LADING - THIRD PARTY BILLING

- When a party, other than the Consignor or Consignee, on the Bill of Lading and Shipping Order is responsible for paying the freight charges, the name and address of such third party must be placed on the Bill of Lading and Shipping Order by the Consignor at time of shipment, except as provided in Paragraph 3.
- When Consignor requests carrier to bill a third party, payment of the charges must be guaranteed by the Consignor if the third party fails to pay such charges within the time allowed under federal credit regulations.
- When Consignor, Consignee or the initially designated payor of the freight charges instructs the carrier to bill the freight charges to a third party and such information is not shown on the Bill of Lading and Shipping Order at time of shipment, an additional charge will be assessed for the new billing, in addition to all other applicable charges, as follows:

CHARGE PER SHIPMENT	\$ 11.15
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 The additional charge will be assessed against the party billed for the freight charges. This paragraph will not apply on EXPORT shipments.
- The execution of Section 7 of the Bill of Lading by the Consignor is not valid on shipments subject to the provisions of this item.
- When shipment involves more than one carrier, it will be the responsibility of the originating carrier to effect collection from the third party.

ITEM 360-100

BILL OF LADING - STRAIGHT - CONTRACT TERMS AND CONDITIONS

- Unless otherwise agreed to in writing in advance of carriage, Contract Terms shall be those as indicated in the carrier's Bill of Lading or in the National Motor Freight Classification 100 Item 365 "Uniform Bill of Lading" in effect on the date the shipment was tendered to the carrier. ONLY carrier officials or personnel authorized to do so by the carrier are empowered to agree to alternate contract terms and conditions and the use of an alternate Bill of Lading referencing such terms and conditions. Drivers employed or hired by the carrier are among those excluded from the category of authorized carrier personnel. Where a Bill of Lading, other than the Uniform Bill of Lading or the carrier's Bill of Lading, issued by the shipper is signed for by the carrier's driver or other unauthorized person(s), that signature ONLY acknowledges receipt of the freight and identifies the entity to deliver. It is NOT a contract for the carriage of freight. Continued use of an unauthorized Bill of Lading by the shipper will NOT constitute an implied acceptance by the carrier.
- Reference made to Tariffs or "Tariffs or File" means Tariffs contained in the carrier's files. Such tariffs shall be available to shipper on request to the extent that they apply to the shipper.
- Shipments moving between the United States and Mexico must be tendered on a Mexican Bill of Lading furnished by the carrier. Also, collect shipments tendered without recourse to the consignor, as provided in Section 7 of the Uniform Bill of Lading, will not be accepted.

ITEM 368

CANADIAN BORDER PROCESSING FEE

- All shipments between Canada and the United States will be assessed an additional Border Processing Fee in addition to all other applicable charges, as follows:

CHARGE PER SHIPMENT (in U.S. dollars)	\$ 16.05
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ITEM 381

CANCELLATION OF ITEMS

- As this tariff is supplemented, numbered items with letter suffixes cancel, except as otherwise specifically indicated, correspondingly numbered items in the original tariff, or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.
- EXAMPLE Item 445-A cancels Item 445, and Item 365-B cancels Item 365-A in a prior supplement which in turn canceled Item 365. (If Item 365 had not been canceled, for some reason, Item 365-B would cancel it as well).
- If the new item provides a specific cancellation of a prior issue or issues, this rule is not applicable.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 390

CAPACITY LOADS AND OVERFLOW--LTL, TL & VOL
(Notes A, B, C, and D)

1. Except as otherwise provided, on a straight shipment of one article subject to LTL, TL or VOL Rates, each and every vehicle loaded to capacity will be subject to a Minimum Charge based on the minimum weight and at the applicable straight TL or Volume Rates provided for the articles.
2. Except as otherwise provided, all vehicles, except one, must be loaded to capacity and the excess or overflow portion, if any, that does not require that another vehicle be loaded to capacity will be charged for, except as provided in NOTE B, at the actual weight and at the applicable straight TL or VOL Rates provided for the article, subject to a Minimum Charge based on the applicable TL or VOL rate for 5,000 LBS.; except that when the charge on basis of the actual weight at the applicable LTL rate or rates is lower, such lower charge will apply.
3. On mixed shipments of different articles subject to LTL, TL or VOL Rates, each and every vehicle loaded to capacity will be subject to a Minimum Charge determined as follows:
 - a. The actual or authorized estimated weight of each article in the vehicle shall be subject to the applicable TL or VOL Rate provided for each article.
 - b. Each vehicle loaded to capacity will be subject to a minimum weight which shall be that which is the highest provided for any article in the shipment.
 - c. If the total weight determined in Paragraph 3(a) is less than the minimum weight provided in Paragraph 3(b), the deficit shall be subject to the lowest TL or VOL rate provided for any article in the shipment.
4. When the aggregate charge on the vehicle is less on basis of the TL or VOL Rate and TL or Volume Minimum Weight (Actual or authorized estimated weight to be charged for if in excess of the Minimum Weight), for one or more of the articles and on basis of actual or authorized estimated weight at LTL Rate and Rates for the other article or articles, the vehicle will be charged for accordingly.
5. Billing Instructions--The carrier or carriers shall endorse the freight bill or other papers accompanying the shipment to indicate that the vehicle or vehicles were loaded to capacity.
6. Joint Traffic:
 - a. On shipments moving via two or more carriers and subject to joint rates, the carriers shall furnish to the connecting carriers to whom they deliver the shipment, a copy of the documents containing the information required in paragraph 5.
 - b. The charges provided in this item will be based on the vehicle or vehicles furnished by the originating carrier. These charges will apply to the continuous through movement regardless of the vehicle or vehicles furnished by connecting carriers at interchange points.
7. CONDITIONS
The provisions of this item are MINIMUM CHARGES, and in no case may be used to reduce rates and charges published in tariffs governed by this tariff.
8. DEFINITIONS
The term "LOADED TO CAPACITY" or "CAPACITY LOAD", refers to the extent to which a vehicle is loaded with freight, each term meaning:
 - a. That quantity of freight which because of unusual shape or dimensions, or because of necessity for segregation from other freight, requires the entire capacity of a vehicle; or
 - b. That quantity of freight which, in the manner loaded, so fills a vehicle that no additional article in that shipping form tendered, identical in size to the largest article in the shipment, can be loaded in or on the vehicle; or
 - c. That quantity of freight that can be legally loaded in or on a vehicle because of the weight or size limitations of state or regulatory bodies.

NOTE A--Where two or more VOL or TL minimum weights are provided for the same articles, the lowest of such minimum weight and the rate applicable in connection with such lowest minimum weight will apply for that article.

NOTE B--The charges for the excess from the fully loaded vehicle or vehicles will be considered as a separate shipment and so rated when on:

1. VOL or TL shipments subject to a minimum weight of 20,000 lbs., or less; or
2. VOL or TL shipments where two or more minimum weights of 20,000 lbs., or less, are provided for the same article.

NOTE C--The provisions of the Paragraph referring to this NOTE, will apply regardless of whether there is another article tendered for loading as part of the same shipment.

NOTE D--When a single mixed shipment consists of articles subject to both VOL and AQ rates, the portion subject to VOL rates will be charged for at the applicable VOL rate and its accompanying Volume Minimum Weight, or actual weight if greater, and the portion subject to AQ rates will be charged for as a separate shipment.

RULES--GENERAL

ITEM 400

DOORS OR DOORS IN FRAMES
(Exception to NMFC see Note A)

DOORS, assembled in door frames, glazed with other than leaded or plate glass, see Note B, in boxes or crates, see Note C, or wrapped in fibreboard. Shipped upright on pallets or skids will receive a classification for rating purposes based on the following scale:

Determine the cube feet of each pallet or skid.

Example: $L40" \times W48" \times H82" / 1728 = 91.1$ cubic feet.

Calculate the density by dividing the weight of the shipment by the cubic feet.

Weight of Shipment 600 pounds / 91.1 cubic feet = 6.6 pounds per cubic foot.

The classification to be used for rating purposes will be taken from the following scale:

Density Range In Pounds Per Cubic Foot	Class
Less than 2	300
2 but less than 4	250
4 but less than 6	150
6 but less than 8	125
Greater than 8	85

NOTE A: Provisions of this Item take precedence over Item 37720 of the NMFC 100 Series.

NOTE B: Where reference is made to this note, provisions apply on articles of native wood, Canadian wood or foreign birch, pine or spruce, not further finished than primed.

NOTE C: On shipment weighing less than 30,000 pounds, all exposed glass must be protected as follows:

- (a) Completely covered with wooden boards not less than 3/8 inch thick if of softwood, or 1/4 inch thick if of hardwood, or 1/8 inch thick if of plywood; or
- (b) Completely covered with sheet metal; or
- (c) By wooden boards between which interstices may be left not exceeding the width of the narrowest board, and in no case exceeding 4 inches in width. The boards must be completely covered with fibreboard.

Bundles must be securely bound with metal straps or wire; or

- (a) With Fibreboard.
- (b) Hot bed sash in cleated bundles may have glass protected by fibreboard testing not less than 200 pounds, completely covering the face of the sash.

RULES--GENERAL

ITEM 429

COLLECT ON DELIVERY (COD) SHIPMENTS

Collect on delivery (COD) shipments will be accepted subject to the following provisions and charges:

SECTION 1

Shipments must be tendered on "Uniform Straight", "Straight Bill of Lading--Short Form", or "Straight" Bill of Lading forms as shown in the NMFC.

The letters "COD" must be stamped, typed or written on all such Bills of Lading and Shipping Orders immediately before name of Consignee; OR, "COD" in red letters at least one inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all Bills of Lading and Shipping Orders. Only one COD amount may be shown and may not be subject to change dependent upon time or conditions of payment. The Name, Street Address and Post Office Address of Consignor and Consignee must be shown on Bill of Lading and Shipping Order.

On "Straight Bills of Lading--Short Form" there must be shown in the space provided for this purpose, or in the lower left hand corner space provided for description of articles, special marks and exceptions, the following information:

Collect on Delivery, \$ _____

And remit to:

Street _____
City _____ State _____ Zip _____

COD Charge to be paid by: Shipper { } Consignee { }

SECTION 2

Each package must be plainly marked, labeled, or tagged by Consignor showing letters "COD", and the name and address of Consignor and Consignee in accordance with Item 580 of the NMFC.

SECTION 3

COD packages will not be accepted on the same Bill of Lading with packages shipped as other than COD, and only packages covered by one COD bill may be tendered on one Bill of Lading.

SECTION 4

If Consignor desires to forward invoice or collection papers, they must be securely attached to the Shipping Order copy of the Bill of Lading and the Shipping Order must show the following information: "Attached Invoice (or Invoices) To Accompany Shipment To Destination."

SECTION 5

COD shipments will not be accepted, or receipted for, when billed to one firm or person, with instructions to collect COD charges from another firm or person.

SECTION 6

COD shipments will not be accepted for transportation subject to inspection or trial by the Consignee or when bearing instructions to make partial delivery. Carriers are responsible to deliver the shipment in accordance with Bill of Lading contract. If, for any reason, upon presentation for delivery, COD payment is refused by the Consignee, carriers are responsible for the disposition of the shipment only in accordance with the Bill of Lading contract and tariff provisions as applicable. Carriers are not responsible, in such circumstances, to seek or remit the COD amount to the Consignor or owner of goods.

SECTION 7

Intoxicating beverages may be handled COD only under the provisions provided by State Laws of the state in which the point of destination is located. (See Section 389 of Title 18 of the United States Code Annotated.)

SECTION 8

The amount of COD bills for COD shipments must be collected at the time such shipments are delivered to the Consignee.

SECTION 9

Only the following forms of payment will be accepted in payment of COD amounts:

1. Cash--up to a maximum of \$250.00 (See NOTE A); or
2. Bank Cashier's Check; or
3. Bank Certified Check; or
4. Money Order; or
5. Personal Check of the Consignee when so authorized in writing or by endorsement on the Bill of Lading and Shipping Order by the Consignor.

All checks and money orders shall be made payable to the Consignor. The carrier will accept checks and money orders only as the agent of the Consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to Consignor.

SECTION 10

The charge for collecting and remitting the amount of bills for COD shipments will be collected from the Consignee, except that such charge may be PREPAID by the Shipper, providing notation to that effect is made by the Shipper on the Bill of Lading and Shipping Order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders made payable to the Consignor.

(Conc. on following page)

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 429 (Conc.)

COLLECT ON DELIVERY (COD) SHIPMENTS

Collect on delivery (COD) shipments will be accepted subject to the following provisions and charges:

SECTION 11

- a. Upon collection of a COD bill, carrier collecting same shall remit each COD collection directly to the Consignor or other person designated by the Consignor as payee, promptly and within fifteen (15) days after delivery of the COD shipment to the Consignee. If the COD shipment moved in interline service the delivering carrier shall, at the time of remittance of the COD collection to the Consignor or Payee, notify the originating carrier of such remittance.
- b. The delivering carrier shall maintain a record of all COD shipments received for delivery in such manner and form as will plainly and readily show the following information with respect to each shipment:
 1. Number and date of freight bill;
 2. Name and address of Shipper or other person designated as payee;
 3. Name and address of Consignee;
 4. Date shipment delivered;
 5. Amount of COD;
 6. Date collected by delivering carrier;
 7. Date remitted to payee;
 8. Check number or other identification of remittance to payee.
- c. COD Maximum amount \$10,000.00. Carrier will indemnify Shipper for amount of the COD fee not to exceed \$10,000.00. In no instance will Carrier indemnify Shipper for any COD amount in excess of \$10,000.00.

SECTION 12

The charges of the destination carrier for collecting and remitting the amount of each COD bill to be collected on shipments consigned COD as prescribed herein will be:

PERCENT OF THE COD AMOUNT	5.0%
MINIMUM CHARGE PER SHIPMENT	\$ 53.00

SECTION 13

COD shipments of Explosives designated as "Class A and Dangerous Explosives" or "Class B Less Dangerous Explosives" in DOT Regulations on Hazardous Materials will not be accepted.

SECTION 14

- a. Carrier will accept only written instructions from the Consignor to return the shipment or to change the Bill of Lading provisions on COD shipments subject to the provisions of this item by increasing, reducing or canceling the COD amount.
- b. Carriers do not obligate themselves to accept the changes provided herein, but upon request a reasonable effort will be made to do so, subject to the following provisions:
 - (1). All charges accrued under this item must be PREPAID, or guaranteed to the satisfaction of the carrier.
 - (2). A charge per shipment will be assessed in addition to all other lawful charges, as follows:

CHARGE PER SHIPMENT	\$ 33.35
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- c. Carrier will, upon written authorization from Consignor, change the form of payment of COD amounts to accept Consignee's personal check when such form of payment was not originally authorized, subject to an additional charge, as follows:

CHARGE PER SHIPMENT	\$ 48.25
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If request is received after the shipment has been tendered for delivery and refused by Consignee, the shipment will also be assessed the applicable Redelivery Charge as provided in Item 830, in addition to the charge for changing the form of acceptable payment. Consignor must guarantee payment of the charge for changing the form of payment and the Redelivery Charge, if any.

SECTION 15

Shipments moving on a COLLECT basis, which are also subject to the collection of COD charges, will not be subject to the application of any discount, when such shipments are delivered by LKVL.

SECTION 16

COD shipments moving from or to Mexico are prohibited and will not be accepted.

NOTE A--Limit on amount of cash that will be accepted does not apply when COD shipments are picked-up by Consignee, or his agent, at carrier's terminals.

ITEM 435

COLLECTION OF CHARGES--CONSOLIDATING AND/OR FORWARDING
(Except to NMFC Item 300)

1. Upon request of the Shipper of freight tendered for shipment, carrier will collect from the Consignee accrued charges thereon for consolidating and/or forwarding; such charges to be paid to the Shipper after collection from Consignee.
2. The term "Accrued Charges Thereon For Consolidation and/or Forwarding" includes all charges, or any portion thereof, made by Shipper for arranging for transportation (not charges for transportation) from initial point of origin to final destination of the shipment.
3. Accrued charges for consolidating and/or forwarding must not include the invoice value of the commodities transported.
4. Charges that are to be collected from Consignee, as specified above, must be entered on billing (Shipping Instructions and Waybills) accurately, so as to indicate their exact character.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 435-05

COLLECTION OF CHARGES--RETURNED CHECKS

When a check is issued for payment of a carrier's freight bill, or to cover charges for any other lawfully applicable service performed by the carrier, and the check is returned unpaid due to insufficient funds, or stop payment order, or any other reason, an additional service charge will be assessed, as follows:

CHARGE PER RETURNED CHECK \$ 35.30

ITEM 435-10

COLLECTION OF CHARGES--SHIPMENTS OTHER THAN EXPORT SHIPMENTS (See NOTE A)

1. When a party, other than Consignor or Consignee, on the Bill of Lading and Shipping Order is responsible for paying the freight charges, such party's name and address must appear in the body of the Bill of Lading and Shipping Order at time of original tender. (See Paragraph 2)
2. Shipments subject to the provisions of this item will be accepted only when the Consignor has established credit with the originating carrier and guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under federal credit regulations. (See NOTE B)

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NOTE A--Shipments subject to the provisions of this item must be billed as "PREPAID".

NOTE B--Such shipments will not be accepted if the Consignor executes Section 7 of the Bill of Lading.

ITEM 455

CONSECUTIVE NUMBERS

Where numbers are connected by the word "TO" or "THRU" or by use of a hyphen (-), it means that the numbers are consecutive and include both the numbers shown.

ITEM 465

CONTAINERS--SHIPMENTS TRANSPORTED IN OR ON SHIPPING CARRIERS OR CONTAINERS
(Except marine type or intermodal containers designed for highway use on wheels)

1. Except as otherwise specifically provided, when shipments are tendered to carrier and transported in or on shipping carriers, containers, pallets, platforms, racks, reels or skids, such carriers containers, pallets, platforms, racks, reels or skids constitute an integral part of the shipment and are to be delivered to and receipted for by the Consignee(s) named on the Bill of Lading covering the loaded movement.
2. Any request or provisions noted on the Bill of Lading or Shipping Order at the time of movement requesting the return of those shipping devices, forms or packages, shall be deemed to be for informational purposes only, and it will not be binding upon the carrier to accomplish or comply with such request or provision to complete the contract of carriage on the shipment.

ITEM 470

CONTROL AND EXCLUSIVE USE OF VEHICLE OR DOUBLES TRAILER

SECTION 1--CONTROL OF VEHICLE OR DOUBLES TRAILER

Except as provided in Section 2 of this item, no shipment is entitled to the Exclusive Use of the vehicle or doubles trailer in which it is to be transported. The carrier has control of the vehicle and the unrestricted right to:

1. Select the vehicle or vehicles or doubles trailer for the transportation of a shipment.
2. Transfer the shipment to other vehicles or doubles trailer.
3. To load other freight in the same vehicles or doubles trailer with any other.
4. Remove locks or seals applied to the vehicle or doubles trailer.

SECTION 2--EXCLUSIVE USE OF VEHICLE OR DOUBLES TRAILER

When the Exclusive Use of a vehicle or doubles trailer is provided by the carrier at request of Consignor or Consignee, the following provisions will apply:

1. Customer requesting the service provided in this section shall contact the carrier's Truckload Division, as follows:
Lakeville Motor Express, Inc. (LKVL) 800-624-2786
2. Charges, and other provisions for such service, shall be negotiated based on the handling characteristics of the shipment and the specific handling requirements of the shipper, and agreed upon by both the customer and carrier prior to the performing of such service.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 480

CUSTOMS OR IN-BOND FREIGHT

1. Shipments moving under United States Customs Bond for US Customs clearance at a point in the United States will be assessed a charge as follows:
 - a. When the point of US Customs clearance is located within the terminal area (See Item 940) of the final destination or within the terminal area (See Item 940) of the point of carrier interchange, thereby causing no extra linehaul expense to carrier, the following charges will apply:

CHARGE PER 100 POUNDS	\$ 2.89
MINIMUM CHARGE PER SHIPMENT	\$ 51.90
MAXIMUM CHARGE PER SHIPMENT	\$ 241.15
 - b. When the point of US Customs clearance is not located within the terminal area (See Item 940) of the final destination or within the terminal area (See Item 940) of the point of carrier interchange, thereby causing extra linehaul expense to carrier, the following charges will apply:

CHARGE PER 100 POUNDS	\$ 5.78
MINIMUM CHARGE PER SHIPMENT	\$ 89.25
MAXIMUM CHARGE PER SHIPMENT	\$ 472.50
 - c. Charges in this paragraph will be based on the actual weight or applicable minimum weight, whichever is greater, and will be in addition to all other applicable charges. On shipments requiring the use of more than 1 trailer, each trailer shall be considered as a separate shipment for the purpose of applying the provisions of this paragraph.
2. 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.
3. Shipments moving under United States Customs Bond will not be accorded stopping-in-transit or split pickup or split delivery privileges.
4. 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 US Customs Bond, notification to the Deputy Collector of Customs that a shipment is available for Customs Inspection will constitute tender of shipment for delivery.
5. Each I.T. Permit (Immediate Transportation Permit) 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 US Customs Bonded Warehouse.
6. 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 US Customs, and movement beyond such clearance does not require a seal, normal rates and charges shall apply to the beyond point.
7. Shipments moving from the United States under a TIR CARNET issued by the originating carrier are subject to a charge of \$ 110.72, which will be in addition to all other lawfully applicable rates and charges (including the IN BOND charges herein applicable).
8. a. When carrier is required to pick up Shipping Documents, or US Customs Release Forms, from a forwarder or broker for validation prior to pickup of a shipment, a charge per shipment for each pickup of such Shipping Documents or US Customs Release Forms will be assessed, as follows:

CHARGE PER SHIPMENT	\$ 34.15
MAXIMUM CHARGE PER PICKUP	\$ 209.60
- b. For shipments originating from Canada to the United States of America moving under United States Customs Bond where the carrier is required to prepare and/or pickup documentation for said service, a charge will be assessed as follows:

CHARGE PER SHIPMENT (payable in US Dollars)	\$ 75.00
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ITEM 481

CUSTOMS SUFFERANCE WAREHOUSE CLEARANCE

PART A--CUSTOMS SUFFERANCE WAREHOUSE FEES

1. Except as specifically provided in Paragraph 2 of this PART, shipments destined to points in Canada shall be subject to an additional charge for handling through Customs Sufferance Warehouses, which shall be in addition to other applicable rates and charges. Such charges when assessed to the carrier by a Customs Sufferance Warehouse shall be reimbursed to the carrier by the Consignee.
2. a. Shipments destined to points in the Provinces of Alberta, British Columbia, Manitoba and/or Saskatchewan shall be subject to the following charges:

CHARGE PER 100 POUNDS	\$ 2.47
MINIMUM CHARGE PER SHIPMENT	\$ 28.40
- b. Charges in this paragraph shall be assessed to the Payor of the Freight Charges.

PART B--CANADA BORDER SERVICE AGENCY FEES

1. a. Shipments destined to points in Canada, specifically detained by Canada Border Service Agency for inland examination, are subject to extra fees charged by the Customs Sufferance Warehouse. Such shipments shall be subject to the following charges:

CANADA BORDER SERVICE AGENCY EXAMINATION FEE (in U.S. Dollars)	\$ 108.75
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- b. Charges in this paragraph shall be assessed to the Payor of the Freight Charges.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 485-10

DANGEROUS ARTICLES - SHIPMENTS TO MEXICO

Shipments of the following articles will not be accepted for transportation to Mexico:

- | | |
|---------------------------|------------------------------|
| a. Ammunition; | d. Poisonous Gases; |
| b. Explosives; | e. Radioactive Materials; or |
| c. Infectious Substances; | f. Weapons. |

ITEM 490

DELAYS - SPECIAL OR CONSEQUENTIAL DAMAGES

In no event will carrier be liable for any special or consequential damages arising from delay in delivery. Carrier makes no guarantees or warranties concerning delivery time. Any prior or contemporaneous representations regarding delivery schedules are acknowledged not to be binding on either party.

If a carrier handles a shipment under their special "Guaranteed Service Product Offering", the carriers maximum liability would be limited to the refunding of freight charges, up to the full amount of the charge for that specific shipment, if the freight charges have been paid. If the freight charges have not been paid, then the carrier's maximum liability will be for the cancellation of the freight charges for that specific shipment.

ITEM 500

DETENTION--VEHICLES WITH POWER UNITS

1. There will be one (1) hour of free time allowed after truck arrives and is made available for loading and/or unloading.
2. For delay beyond free time, charges apply as outlined below.
3. Detention charges will be applied to all shipments handled at pickup/delivery in proportion to the total pickup/delivery. The charges will be prorated based upon each shipment weight as it relates to the total.
4. Loading or unloading at more than one site at or on the premises of the consignor, consignee, or other designated party shall constitute one vehicle stop.

CHARGES:

Free time of 60 minutes upon arrival	
Charges for 61 to 75 minutes.....	\$50.00
Additional charges for each 15 minute increment beyond 75 minutes....	\$20.00

ITEM 501

DETENTION--VEHICLES WITHOUT POWER UNITS

1. Free Time: Two (2) hours after spotting of trailer.
2. Per twenty-four (24) hours, or fraction thereof, after free time elapses.....\$50.00

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 503

PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

Except as otherwise provided upon reasonable request of Consignor, Consignee or others designated by them and subject to the provisions contained herein, carrier will, without additional charge prearrange schedules for arrival of vehicles for loading or unloading shipments.

1. Request for prearranged scheduling may be oral or in writing.
2. Prearranged schedules for arrival of vehicle for loading or unloading may be on a one-time continuous basis mutually agreeable to all parties. Continuous prearranged scheduling agreement may be terminated by any party to the agreement on not less than 24 hours notice prior to the effective date of such cancellation.
3. The scheduled time for arrival of vehicle for unloading should be prior to the time Storage charges would begin to accrue. If arrival for unloading is not so scheduled, Storage charges will be assessed as provided in this tariff.

ITEM 510

DISTANCES--EXCEPTIONS TO METHOD OF DETERMINING IN MILEAGE GUIDE

1. Except as otherwise provided, distances computed by the use of Tariffs HGB 100 or 105 Series (MILEAGE GUIDE) between origin and destination shall be the shortest route provided therein.
2. Where the Shipper or Consignee requests transportation of the shipment over a particular route longer than the shortest route the mileage over the longer route will be used.
3. If operation over the shortest or specified route is not feasible because of operating hazards, load limitations of the highway, or bridges, underpasses or other highway limitations, the mileage computed over the actual route of movement of the shipment will apply.
4. When shipments move under special permits, as required by or obtained from a Municipal, State or Federal Regulatory Body or Commission which specify the route to be traveled by the motor vehicle, the mileage to be used will be the mileage via the route specified in the special permit.

ITEM 515

DIVERSION -- MOTOR TO AIR TRANSPORTATION

When instructions are received to divert a shipment at any point from motor to air transportation and when such instructions do not include a change in the destination of the shipment the following provisions apply:

1. The shipment will be charged for on the basis of the combination of rates or charges applicable from the origin point to the diversion point, and the air transportation charges from the diversion point to the destination point.
2. A charge will be made for all time and men required in unloading and reloading the line-haul vehicle to accomplish such diversion, as follows:

CHARGE PER MAN, PER HOUR	\$ 44.80
MINIMUM CHARGE	\$ 65.95
3. A charge will be made for delivery service to the air transportation terminal, as follows:

CHARGE PER 100 POUNDS	\$ 10.75
MINIMUM CHARGE	\$ 65.95

ITEM 520

EQUIPMENT

Except as otherwise provided, a carrier's obligation to accept articles for shipment shall be subject to the suitability of its equipment and to requirements of ordinances or laws limiting or regulating the transportation of the property or use of equipment.

ITEM 520-27

EQUIPMENT--TRAILERS PROVIDED BY OTHER THAN CARRIERS

When a shipment is tendered for transportation on any trailer semi-trailer or other non-power vehicle owned by any person, company or corporation other than the carrier transporting the shipment the following rules shall apply:

1. The shipment will be transported subject to all rules, regulations, rates and charges applicable to a shipment transported on the carrier's own vehicle.
2. Carrier will accept and use in lieu of its own vehicle, a vehicle required or adopted to the transportation of a shipment, and will return the vehicle to the place of origin of the trailer in condition as received, usual wear and tear excepted.
3. Shipper shall equip and provide such vehicle with all required regulations, license plates, identification cards, and other authorization necessary to the operation of such vehicles over the routes to be traversed with the shipment. Any additional tax, or other charge on such vehicle by a public authority, shall be advanced by the carrier and shall be added to all other charges accruing on the shipment.
4. Except for negligence of carrier or carrier personnel, carrier does not accept any responsibility of any damage from collision, fire, theft or any other repair replacement or mechanical changes. At owner's request carrier will make such repair or changes, and all the charges therefor shall be added to all other charges accruing to the shipment.

ITEM 525

FREIGHT BROKER PROCEDURES

1. Carrier will follow instructions provided on a bill of lading tendered by the shipper. If routing instructions are received from a broker, or third party logistics company acting as a broker, the carrier will attempt to match the routing instructions with the original bill of lading and be governed accordingly. If however, carrier is unable to match the two documents, or the shipment is already in transit, carrier will bear no responsibility for not honoring the broker's instructions and through freight charges via the actual route of movement will be assessed.
2. When carrier is performing consolidation services for the account of a broker, the bill of lading from the shipper must clearly indicate the name of the broker as the consignee and the carrier's terminal as the destination. If instructions are received from a broker which alter the bill of lading instructions, the policy stated in Paragraph 1, above, will apply.

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 530

FUEL SURCHARGE
APPLICATION OF SURCHARGE

All charges for linehaul transportation resulting from rates and/or charges, named in this publication and amendments thereto, are hereby or will on their effective dates be increased as provided below, for the period these provisions are in effect.

In applying the provisions of this item, first determine the applicable linehaul charge including all applicable increases and/or discounts, if any. The linehaul charge so determined will be further subject to the surcharge provided herein. Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

The proceeds from this fuel related increase(s) will be passed along to the individuals or entities actually bearing the burden of the increased fuel costs.

The term "LINEHAUL CHARGES" referred to herein applies to all charges other than accessorial charges.

The net linehaul charge will be subject to a fuel surcharge as provided in this item. The amount of the fuel surcharge will be determined by the U. S. National Average On-highway Diesel Price as provided by the U. S. Department of Energy (D.O.E.). The current On-highway Diesel Price may be obtained by calling 1-202-586-6966 (24 hours per day) or on the Internet at:
<http://tonto.eia.doe.gov/oog/info/gdu/gasdiesel.asp>

The U. S. National Average On-highway Diesel Price announced each Monday will be utilized to determine the applicable fuel surcharge, which will be adjusted up or down on the succeeding WEDNESDAY based on the above referenced U. S. D.O.E. On-highway Diesel Price.

EXAMPLE: D.O.E. U. S. National Average On-highway Diesel Price announced on MONDAY, 10-31-2005, will be used to determine the Fuel Surcharge to become effective on WEDNESDAY, 11-02-2005.

FUEL SURCHARGE

WHEN THE D.O.E. U.S.NATIONAL AVERAGE ON-HIGHWAY DIESEL PRICE IS:		THE FUEL SURCHARGE WILL BE:		WHEN THE D.O.E. U.S.NATIONAL AVERAGE ON-HIGHWAY DIESEL PRICE IS:		THE FUEL SURCHARGE WILL BE:	
AT LEAST (IN CENTS)	BUT LESS THAN (IN CENTS)	LTL	TL	AT LEAST (IN CENTS)	BUT LESS THAN (IN CENTS)	LTL	TL
110	115	1.50%	3.00%	265	270	17.00%	34.00%
115	120	2.00%	4.00%	270	275	17.50%	35.00%
120	125	2.50%	5.00%	275	280	18.00%	36.00%
125	130	3.00%	6.00%	280	285	18.50%	37.00%
130	135	3.50%	7.00%	285	290	19.00%	38.00%
135	140	4.00%	8.00%	290	295	19.50%	39.00%
140	145	4.50%	9.00%	295	300	20.00%	40.00%
145	150	5.00%	10.00%	300	305	20.50%	41.00%
150	155	5.50%	11.00%	305	310	21.00%	42.00%
155	160	6.00%	12.00%	310	315	21.50%	43.00%
160	165	6.50%	13.00%	315	320	22.00%	44.00%
165	170	7.00%	14.00%	320	325	22.50%	45.00%
170	175	7.50%	15.00%	325	330	23.00%	46.00%
175	180	8.00%	16.00%	330	335	23.50%	47.00%
180	185	8.50%	17.00%	335	340	24.00%	48.00%
185	190	9.00%	18.00%	340	345	24.50%	49.00%
190	195	9.50%	19.00%	345	350	25.00%	50.00%
195	200	10.00%	20.00%	350	355	25.50%	51.00%
200	205	10.50%	21.00%	355	360	26.00%	52.00%
205	210	11.00%	22.00%	360	365	26.50%	53.00%
210	215	11.50%	23.00%	365	370	27.00%	54.00%
215	220	12.00%	24.00%	370	375	27.50%	55.00%
220	225	12.50%	25.00%	375	380	28.00%	56.00%
225	230	13.00%	26.00%	380	385	28.50%	57.00%
230	235	13.50%	27.00%	385	390	29.00%	58.00%
235	240	14.00%	28.00%	390	395	29.50%	59.00%
240	245	14.50%	29.00%	395	400	30.00%	60.00%
245	250	15.00%	30.00%	400	405	30.50%	61.00%
250	255	15.50%	31.00%	405	410	31.00%	62.00%
255	260	16.00%	32.00%	410	415	31.50%	63.00%
260	265	16.50%	33.00%	415	...	(NOTE A)	(NOTE A)

NOTE A-- When the D.O.E. U.S. National Average On-Highway Diesel Price equals or exceeds 415 cents per gallon the Fuel Surcharge will increase in increments of .5% for LTL shipments and 1.0% for TL shipments for each 5 cents rise in the average price per gallon.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 536

GUARANTEED SERVICE VIA LKVL

GENERAL PROVISIONS

- a. Carrier guarantees the delivery of shipment between direct service points within it's published transit time, and on or before the requested delivery time, or the linehaul portion of the shipment charge and the Guaranteed Service charge is canceled upon request of the payer of the freight charges.
- b. Shipper desiring the services offered in this item must first call carrier for authorization. An authorization number to be entered on the bill of lading will be supplied by the carrier.
- c. Carrier reserves the right to deny the requested service.
- d. Shipment must be made available to carrier by 5 PM on the day of pickup, with 2 hours or more advance notice depending on the shipper's proximity to the carrier's service center.
- e. Shipper agrees to waive all rights under Section 7 of the Bill of Lading.
- f. Payment Terms: 15 days from date of invoice.
- g. Weekends are not included in transit time.
- h. If a delivery appointment is required, on time delivery will be the appointment date.
- i. Should the party requesting the services offered in this item subsequently cancel the request, the following will apply:
 - a. If request is made prior to pickup, but subsequent to dispatch of carrier's equipment to make the pickup, a fee will be charged of\$ 52.50
 - b. If request is made after tender of shipment to carrier, the provisions of this item will apply and such request for cancellation of the service shall be denied.
- j. Unless otherwise specified, the services offered in this program will not apply to pallet or commodity rated items. When pallet or commodity rate provisions and discount provisions apply for the same account, the discount provisions shall prevail in computing the linehaul charge and the guaranteed service charges.
- k. In the event that carrier is unable to meet its obligations due to any cause beyond its reasonable control, including but not limited to: Strikes or Lockouts, Labor Shortages or Disturbances, Acts of God, Fires, Accidents, Floods, Severe Storms, Wars, Riots, Acts of Governmental Authority, and Acts of or Omissions of Third Parties, the performance obligations of carrier affected by the Force Majeure condition shall be suspended to that extent for the duration of such event; provided, however, that carrier shall make all reasonable efforts to continue to meet it's obligations during the duration of the Force Majeure condition. When carrier declares Force Majeure, carrier shall notify the shipper when Force Majeure exists, the nature of the Force Majeure and when the condition is terminated.
- l. Claim for refund must be initiated by the Payer of Freight Charges within 30 days from the date of delivery.

GUARANTEED STANDARD SERVICE

(XPRESS GOLD)

- a. Shipper desiring this service must so indicate on the bill of lading by writing legibly, "XPRESS GOLD SERVICE" or by affixing the proper label provided by carrier.
- b. When such service is requested, a charge will be assessed, in addition to the linehaul charge, as follows:
 - 10% of net linehaul charges after any applicable discount including fuel surcharge, subject to a Minimum Charge Per Shipment of \$ 30.00
 - Shipment subject to an absolute minimum charge of \$125.00 inclusive of all charges.

GUARANTEED STANDARD SERVICE WITH TIME DEFINITE DELIVERY

(XPRESS GOLD NOON or XPRESS GOLD TEN)

- a. Shipper desiring this service must so indicate on the bill of lading by writing legibly, "XPRESS GOLD NOON" or "XPRESS GOLD TEN" or by affixing the proper label provided by carrier, along with the carrier's supplied authorization number.
- b. When such service is requested, and accepted by carrier, a charge will be assessed, in addition to the linehaul charge, as follows:

XPRESS GOLD NOON - DELIVERY BY NOON

20% of net linehaul charges after any applicable discount including fuel surcharge, subject to a Minimum Charge Per Shipment of \$ 60.00
 Shipment subject to an absolute minimum charge of \$125.00 inclusive of all charges.

XPRESS GOLD TEN - DELIVERY BY 10 A.M.

30% of net linehaul charges after any applicable discount including fuel surcharge, subject to a Minimum Charge Per Shipment of \$ 75.00
 Shipment subject to an absolute minimum charge of \$125.00 inclusive of all charges.

GUARANTEED EXPEDITED SERVICE

(XPRESS GOLD EXPEDITED)

- a. Shipment must be made available to carrier by the agreed time on the day of pickup.
- b. Shippers desiring this service must so indicate on the bill of lading by writing legibly, "XPRESS GOLD EXPEDITED" or by affixing the proper label provided by carrier, along with the carrier's supplied authorization number.
- c. When such service is requested and accepted by carrier, an agreed charge will be assessed, in addition to the linehaul charge.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 540

HAZARDOUS MATERIALS--TRANSPORTATION OF

Shipments of HAZARDOUS MATERIALS as defined by Department of Transportation Regulations, including 49 CFR Parts 100 thru 180, will be accepted for transportation in carrier's vehicle, subject to the following provisions:

1. A Handling charge per shipment, which will be in addition to all other applicable charges, as follows: (See Paragraph 5)
HANDLING CHARGE PER SHIPMENT \$ 15.00
2. If required by Federal, State or Local regulations, carrier will prepare designated route plans which will set forth the routes to be utilized in transporting shipments of hazardous materials from the initial origins to the final destinations. The designated route will be the shortest practical route over the highways approved by the appropriate State or Local agency for the transportation of hazardous materials, and any interstate highway not disapproved by a State or Local agency with enforcement authority. If the total distance from the initial origin to the final destination, via the designated route of movement, exceeds 115 percent of the shortest mileage from initial origin to final destination, the distance in excess of 115 percent will be charged for at a RATE PER MILE of \$ 5.15
All mileage shall be computed by the use of Tariffs HGB 100 or 105 Series (MILEAGE GUIDE).
3. When special permits authorizing the transportation of specific shipments of hazardous materials are required by Federal, State or Local regulations, the purchase costs of such permits will be paid by the carrier and collected as follows:
 - a. The purchase costs of such permits shall be collected from the Shipper or party requesting the movement of the shipment, plus a service charge per permit, per state in which a permit is procured, of \$ 17.80
 - b. Except for the service charge for each permit, required evidence of payment of all permit charges shall be furnished to the Shipper or party requesting movement of the shipment upon request.
4. Any notation on the Bill of Lading which in any way limits or denies carrier access to the vehicle in which the shipment is loaded, shall be deemed by the carrier to require Exclusive Use of the Vehicle service in accordance with the provisions of Item 470 of this tariff.
5. On shipments destined to Mexico, a handling charge per shipment, which will be in addition to all other applicable charges, will be assessed as follows:
HANDLING CHARGE PER 100 POUNDS \$ 15.75

ITEM 550

EXPORT, IMPORT, COASTWISE AND INTERCOASTAL RATES

1. Export, Import, Coastwise and Intercoastal rates when so designated, whether Class or Commodity, take precedence over other rates, either Class or Commodity, between the same points, over the same route on Export, Import, Coastwise and Intercoastal traffic as the case may be.
2. Except as provided in Paragraph 1, rates published in tariffs making reference to this tariff, which are not specifically designated as applying only on domestic traffic, will also apply on Export, Import, Coastwise and Intercoastal traffic.

ITEM 550-40

IMPORT FREIGHT

A part of a shipment held out by US Government authorities at Port of Import for appraisement or other action by them, when forwarded, will be billed as a part lot of the original shipment, and full reference to the original billing shall be shown on the part lot billing, subject to the following provisions:

1. Such freight will be rated as a part of the original shipment, and not as a separate shipment. The rate on this part of the shipment does not include pickup service provided for in Item 750.
2. If such part lot of a shipment is brought to the motor carrier dock by other than the motor carrier, the actual cost of such movement, if paid by the motor carrier to the transfer agency, will be added to the freight bill.
3. If such part lot of a shipment is picked-up by the motor carrier, a charge will be assessed, in addition to the line-haul charge, as follows:
CHARGE PER 100 POUNDS \$ 4.45
MINIMUM CHARGE PER SHIPMENT \$ 27.10

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 560

EXTRA LABOR-LOADING OR UNLOADING

1. When requested by the Consignor or Consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefore will be:
- | TIME OF USE OF EXTRA LABOR | CHARGE PER MAN |
|---|-------------------|
| For first 3 hours or less | \$ 236.65 |
| For each hour or fraction thereof over 3 hours,
but not over 8 hours | \$ 60.05 per hour |
| For each hour or fraction thereof over 8 hours | \$ 82.45 per hour |

Time shall be computed from the time the extra labor arrives at the place of pickup or delivery until loading or unloading is completed. This charge will be in addition to all other charges and will be assessed against the Consignor (See NOTES A and C) if the extra labor is used for loading and against the Consignee (See NOTES B and D) if the extra labor is used for unloading. Extra labor will not be furnished unless requested by Consignor or Consignee.

2. Carrier's records must be maintained and kept available at all times and must shown as to each vehicle containing shipments on which extra labor is used:
- Name and address of Consignor and Consignee at whose place of business freight is loaded or unloaded;
 - Identification of vehicle tendered for loading and unloading;
 - Number of extra men used and the number of hours or days each such man was used.
3. The provisions of this item do not obligate the carrier to furnish extra labor, if such labor is not available at the point of loading or unloading.

NOTE A--CONSIGNOR, as used in this item, means the party from whom the carrier received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether he be original Consignor, or warehouseman or a connecting air, motor, rail or water carrier with which the carrier does not maintain joint through rates, or other person to whom the Bill of Lading is issued.

NOTE B--CONSIGNEE, as used in this item, means the party to whom the carrier is required by the Bill of Lading or other instructions, to deliver the shipment, or any part thereof, at destination or any stop-off points, whether he be ultimate Consignee, or warehouseman, or a connecting air, motor, rail or water carrier with whom the carrier does not maintain joint through rates, or other person designated on the Bill of Lading.

NOTE C--Charges for extra labor for loading shall be assessed against the Consignor, if requested by the Consignor and so noted on the Bill of Lading.

NOTE D--Charges for extra labor for unloading shall be assessed against the Consignee if requested by the Consignee and so noted on the Bill of Lading.

ITEM 566

HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE

1. When requested by Consignor or Consignee, and carrier's operating conditions permits, the carrier may move shipments, or portions of shipments, from or to positions beyond the immediate adjacent loading or unloading positions defined in Item 750 (PICKUP OR DELIVERY SERVICE).
2. Service under this item will be provided to floors above or below the level accessible to carrier's vehicle only when elevator or escalator service is available and labor, when necessary to operate same, is provided without cost to the carrier.
3. Service provided under this item will be assessed a charge for such service, as follows:
- | | |
|--|-----------|
| Service to 1st floor (Street Level) (Except in NY Zip Code Areas 100-102): | |
| CHARGE PER 100 POUNDS | \$ 5.75 |
| MINIMUM CHARGE PER SHIPMENT | \$ 50.00 |
| MAXIMUM CHARGE PER SHIPMENT (See NOTE A) | \$ 500.00 |
| Service to 1st floor (Street Level) in NY Zip Code Areas 100-102): | |
| CHARGE PER 100 POUNDS | \$ 14.50 |
| MINIMUM CHARGE PER SHIPMENT | \$ 75.00 |
| MAXIMUM CHARGE PER SHIPMENT (See NOTE A) | \$ 660.00 |
| Service to each additional floor (above or below Street Level): | |
| CHARGE PER 100 POUNDS | \$ 1.20 |
| MINIMUM CHARGE PER SHIPMENT | \$ 14.00 |
- When shipments are accorded split pickup, split delivery or stopped-in-transit for partial loading or unloading, the Minimum Charge and Maximum Charge will apply to each stop separately, wherever the service is performed.
4. The charges provided in this item will be In addition to all other lawful charges. Unless the Bill of Lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting such service, except such charge for shipments moving on Government Bills of Lading will be collected from the US Government

NOTE A--The Maximum Charge Per Shipment also applies Per Vehicle if more than one vehicle is used to transport the shipment.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 567

HYDRAULIC TAILGATE LIFT SERVICE

Shipments requiring the use of vehicles equipped with hydraulic tailgate lifts will be subject to the following provisions:

1. Service will only be provided at locations where the carrier maintains and makes available vehicles equipped with hydraulic tailgate lifts.
2. Requests that the carrier provide hydraulic tailgate lift service must be made in writing and so stated on the Bill of Lading and/or Shipping Order. If the shipper fails to notate the request for such service on the Bill of Lading and/or Shipping Order and the consignee requires such service for unloading, consignee will notate such request on the delivery receipt along with a complete legible signature, or at the carrier's discretion a verbal request may be accepted with a written confirmation to follows.
3. If the carrier does not maintain vehicles so equipped or does not offer such service within the course of normal operations, the carrier will attempt to rent such equipment in order to comply with the request for such service.
4. Where the carrier obtains rental equipment as outlined in Paragraph "3", the actual cost of the rental of such equipment shall be reimbursed to the carrier by the party requesting such service.
5. Shipments requiring the use of vehicles equipped with hydraulic tailgate lifts will be subject to a charge for such service, as follows:

CHARGE PER 100 POUNDS	\$ 3.50
MINIMUM CHARGE PER SHIPMENT	\$ 70.00
MAXIMUM CHARGE PER SHIPMENT	\$ 220.00

 Such charge will be in addition to any other lawfully published charges and will be the responsibility of the party requesting such service.
6. Shipments moving via, or in connection with LKVL, and where LKVL is requested to provide the services prescribed herein, will apply only to the extent LKVL is able to secure rental equipment as outlined in Paragraphs 3 and 4 of this item. LKVL does not maintain such equipment as a part of its normal operations.

ITEM 568

HEAVY OR BULKY FREIGHT -- LOADING OR UNLOADING
(Exception to NMFC Item 568)

1. Additional help will be required for loading or unloading shipments, as the case may be, where an article (or articles) in a single container or shipping form:
 - a. Weights 500 pounds or more; or
 - b. Exceeds 8 feet in greatest dimension (see EXCEPTIONS, Paragraph 2); or
 - c. Exceeds 4 feet in both greater and intermediate dimensions (see EXCEPTIONS, Paragraph 2); or
 - d. Is classified LTL at Class 50 or higher in NMFC 100, or exceptions thereto; weighs 150 pounds or more; and is loaded from or unloaded to places 36 inches above or below truck bed.
2. EXCEPTIONS--Additional help is not to be required when such articles (or article) weighing less than 500:
 - a. Does NOT exceed 22 feet in its greatest dimension; nor 2 feet in any other dimension; or
 - b. Does NOT exceed 10 feet in its greatest dimension; nor 5 feet in its intermediate dimension; nor 1 foot in its least dimension.
3. Whenever additional help is required, as defined above, such help shall be furnished by the Shipper or Consignee as the case may be. If requested, carrier will undertake, on behalf of the Shipper or Consignee, to employ additional help. The following charges for each man furnished (other than the truck driver, for whom no charge will be made) shall apply:

Mondays through Fridays (except legal Holidays) 8:00 A.M. to 5:00 P.M.:		
CHARGE PER HOUR PER MAN	\$ 48.25	MINIMUM CHARGE PER MAN \$ 48.25
Mondays through Fridays (except legal Holidays) 5:00 P.M. to 8:00 A.M.:		
CHARGE PER HOUR PER MAN	\$ 73.00	MINIMUM CHARGE PER MAN \$ 73.00

ITEM 568-10

HEAVY OR BULKY FREIGHT -- LOADING
(Exception to Item 568)

Subject to the provisions and charges in Item 568, when carrier is tendered a shipment comprised of articles in a single container or shipping form weighing each 150 pounds or more, which because of their nature and packaging makes it permissible and feasible to stack such containers one upon the other to allow for the most reasonable usage of the carrier's vehicle tendered to pick-up the shipment, the carrier may request assistance in loading from the shipper by use of either mechanical loading device or manual assistance. If the shipper refuses to provide such assistance and the shipment, as loaded, requires that the carrier provide additional vehicle(s), the shipment will be charged for as provided in Item 390 (CAPACITY LOADS AND OVERFLOW). If the shipper requests that the carrier provide extra labor to assist the carrier's driver in loading, the request for such additional labor will be annotated by the shipper of the Bill of Lading or Shipping Order and will be provided, if available, subject to the charges provided in Item 568, Paragraph "3". In no case shall the shipper require the carrier to employ such additional help from within a specific source or labor pool.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 568-15

LUMPER SERVICE

When carrier is required to acquire or utilize outside services (not limited to but including "lumpers") to load and/or unload freight to/from the carrier's vehicle, the carrier shall be reimbursed for any and all charges incurred. Carrier shall provide to payer of the freight charges, documentation of charges assessed to carrier, and shall be reimbursed by the payer in full along with any applicable freight charges. In addition, the processing fee for handling such shipments shall be:

Charges..... \$ 10.00

ITEM 570

IMPRACTICABLE OPERATIONS

Pickup or delivery service will not be performed by the carrier at any site from or to which it is impracticable to operate vehicles because of:

1. The conditions of roads, streets, driveways, alleys or approaches thereto.
2. Inadequate loading or unloading facilities.
3. Riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbances as tending to create reasonable apprehension of danger to persons or property.
4. Ferries

ITEM 578

LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE

Rates subject to provisions that Consignor is to load and/or Consignee is to unload the shipment are subject to the following additional provisions:

1. At time of shipment a notation must be made on the Bill of Lading and Shipping Order that Consignor is to load and/or Consignee is to unload the shipment. (See NOTE A)
2. The complete loading and/or unloading service of the freight, including the count thereof, must be performed by the Shipper and/or Consignee at his expense without any assistance from the carrier. The carrier's employee and power unit are to be released while loading and/or unloading is performed. At carrier's option the carrier's employee and power unit may remain during loading or unloading but will render no assistance in loading or unloading.
3. (a). The complete loading service includes the counting and loading of the freight into or on the carrier's vehicle and the stowing and arranging thereof. Any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports, not constituting a shipping carrier, container or package, or a part of the vehicle, when required to protect and make shipments secure for transportation must be furnished and installed by the Shipper.
(b). The complete unloading service means that the Consignee must remove the freight from the position in which it is transported in or on the carrier's vehicle.
4. On mixed shipments, when any portion of the freight is required to be loaded or unloaded by the Shipper and/or Consignee, as a condition precedent to the application of the rate, the entire shipment must be loaded and/or unloaded and counted by the Shipper and/or Consignee, otherwise the rate will not apply and rates otherwise published will be assessed.
5. In the event the shipment is stopped-off for partial loading or partial unloading, the party or parties tendering or receiving any portion of the shipment will be subject to the requirements as to loading or unloading.
6. If the Consignor, or any party tendering any portion of the shipment, refuses to perform the loading or the Consignee, or any party receiving any portion of the shipment, refuses to perform the unloading, the rate will not apply and rates otherwise published will be assessed.

NOTE A--The requirements that notation must be placed on Bill of Lading and Shipping Order at time of shipment will not apply when entire shipment consists of freight in a single container or freight secured to pallets, platforms or lift truck skids, or freight in any other authorized form of shipment, each unit weighing 500 lbs., or more as tendered for shipment. When shipments are tendered in this manner loading by Consignor and unloading by Consignee is required, per Item 568 of this tariff and per NMFC Item 568.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 580

MARKING OR TAGGING FREIGHT-LTL or AQ
(Exception to NMFC Item 580)

1. Except as otherwise provided for in this item, when shipments are released to a carrier with instructions to prepare a Bill of Lading, or where Bill of Lading is prepared by the owner of the goods and supplied to the carrier, the carrier will tag the freight to conform with NMFC Item 580, subject to the charges shown in Paragraph 6.

IMPORT FREIGHT MOVING IN BOND (See NOTE A)

2. IMPORT shipments of LTL or AQ freight, when forwarded in bond, which, upon delivery to the carrier at the Port of Entry bear blind or abbreviated markings, shall be marked with red label or tag of the US Government to show the following information, which will be considered in full compliance with NMFC Item 580.

TRANSPORTATION ENTRY NO. _____
FROM _____

(Station)

TO _____

(Destination)

NOTICE - This package is under bond, and must be delivered intact to the Chief Officer of the States Customs at _____

3. Shipments marked in accordance with Paragraph 2, when prepared and/or applied by the carrier, will be subject to a charge for such service, as follows:

CHARGE PER LABEL OR TAG \$ 2.30
MINIMUM CHARGE PER SHIPMENT \$ 30.65

4. Any additional marking required by the Shipper, if performed by the carrier, will be charged for at the same rate as provided in Paragraph 6.

FREIGHT NOT MOVING IN BOND

5. On Import, Coastwise or Intercoastal traffic, and on shipments received at steamship piers, which upon delivery to carrier or its agent at the Ports of Entry bear blind or abbreviated markings, will, if necessary for proper identification, after completion of Customs formalities, be marked in conformity with NMFC Item 580. When marking is done by an employee of the carrier, or other party acting as agent for the carrier, the charge for such marking will be as provided in Paragraph 6, which charge, unless paid to the carrier or its agent at the Port of Entry, as above, will follow as an advance charge against the shipment.

6. (a). Where the owner of the goods supplies the carrier with prepared labels or tags to be affixed to individual packages or pieces of freight, a charge will be assessed for affixing such labels or tags to the packages or pieces, as follows:

CHARGE PER LABEL OR TAG \$ 1.25
MINIMUM CHARGE PER SHIPMENT \$ 22.35

(b). Where the carrier is not supplied with prepared labels or tags to be affixed to individual packages or pieces of freight, carriers will mark, label or tag the freight, and a charge will be assessed for affixing such labels or tags to the packages or pieces, as follows:

CHARGE PER LABEL OR TAG \$ 3.00
MINIMUM CHARGE PER SHIPMENT \$ 22.35

NOTE A--The marking or labeling charge will not be applicable then the vehicles are loaded to visible capacity and sealed with a red in-bound customs seal.

ITEM 595

MAXIMUM CHARGE

Except as otherwise provided, in no case shall the charge for any shipment from and to the same points via the same route of movement, be greater than the charge for a greater quantity of the same commodity, subject to the same packing provisions, at the rate and weight applicable to such greater quantity of freight.

ITEM 596

MAXIMUM WEIGHTS--TL OR VOL

Except as specifically provided in individual items, TL or VOL provisions subject to a maximum weight restriction, will apply only to the extent total weight of the shipment does not exceed the maximum weight. That portion of a shipment in excess of a stated maximum weight shall be rated as a separate shipment.

ITEM 600

MEXICAN BORDER DRAYAGE

When drayage service is requested by the Consignor at Mexican Border points, a charge will be assessed for such service, as follows:

CHARGE PER SERVICE \$ 105.00

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 615

MINIMUM CHARGE--CUBIC CAPACITY AND DENSITY

APPLICATION

Any shipment which as tendered exceeds 250 cubic feet of carrier's vehicle will be subject to a Minimum Charge based on 4 pounds per cubic foot, at the customer's applicable Class 125 rate, subject to a minimum discount of 50%. Where a customer presently has a discount, either greater or lower than 50%, such present discount will apply. (See EXAMPLE) If the customer's applicable tariff does not include a Class 125 rate, the Minimum Charge for shipments subject to this item will be 211% of the applicable base rate.

CONDITIONS AND DEFINITIONS

1. The cubic capacity of the shipment shall be determined by totaling the cubic feet of all articles, pieces and packaged units in the shipment, in accordance with NMFC Item 110, Sections 8(a) and (b). If the Bill of Lading or packaging provided instructions that in any way prohibits the utilization of the trailer space between the trailer ceiling and the top of the articles, the height of the article or articles will be considered as 84 inches.
2. The provisions of this item are not applicable in connection with shipments subject to VOL or TL rates or charges or minimum charges per vehicle used.

EXAMPLE: A shipment occupying 300 cubic feet and moving between points subject to Rate Basis Number 500, would be subject to a minimum charge, as follows: (NOTE)

300 cubic feet at 4 pounds per cubic foot	1,200 pounds
Class 125 rate for Rate Basis Number 500	\$ 67.71 per 100 pounds
1,200 pounds multiplied by \$ 67.71	\$ 812.52
\$812.52 discounted by 55% produces a minimum charge of	\$ 365.63

NOTE -- The figures used in this example are merely for the purpose of providing an example and may, or may not, reflect the charges for any particular shipment.

ITEM 616

MINIMUM CHARGE--HOUSEHOLD GOODS OR PERSONAL EFFECTS

The Minimum Charge for an LTL or AQ shipment of Household Goods or Personal Effects, as described in NMFC Items 100200 and 100262, moving under rates in tariffs governed by this tariff, will be the charge for 500 pounds at the applicable rate, but not less than the Minimum Charge published between the origin and destination in which the traffic is moving.

ITEM 620

MINIMUM CHARGE--SHIPMENT MOVING UNDER PROVISIONS of NMFC ITEM 60000

Minimum Charge shipments moving under the provisions of NMFC Item 60000 must state either the Released Value or the Actual Value of the commodity or commodities on the Bill of Lading at time of pickup. If the Shipper fails to indicate the actual value of the commodity or commodities, the maximum carrier liability will be that amount per pound as provided in NMFC Item 60000.

ITEM 645

MIXED SHIPMENTS--LTL OR AQ

On mixed LTL or AQ shipments, consisting of 2 or more commodities subject to different rates, the charge for each commodity shall be the respective LTL or AQ rates applicable to the aggregate weight of the shipment, on the actual weight of each commodity. Any deficit in weight will be charged at the rate applicable to the lowest rated of such commodities.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 645-10

MIXED SHIPMENTS--VOLUME OR TRUCKLOAD (See NOTE A)
(Exception to NMFC Item 640)

SECTION 1

Unless otherwise provided, a number of articles, for which the same or different VOL or TL rates, classes, ratings or minimum weight, are provided, constituting a mixed VOL or mixed TL shipment, will be charged at the actual or authorized estimated weight and at the straight VOL or TL class rate (NMFC or Exceptions), commodity rate or column commodity rate (not "Specific Mixture", "All Freight", "Freight, All Kinds" or "All Commodity" rates or ratings) applicable to each article, except as provided in NMFC Item 310 and Sec. 3 of Item 640, and at the highest straight VOL or TL minimum weight that would be applicable to any article in the shipment, if that quantity of each article in the mixed shipment are tendered as a straight VOL or straight TL shipment. Any deficit in the minimum weight will be charged for at the lowest VOL or TL rate applicable to any article in the mixed VOL or TL shipment.

SECTION 2

Subject to the provisions of Sec. 1, when the aggregate charge on the entire shipment is made lower by considering the articles as if they were divided into two or more separate VOL or TL shipments, the shipment will be charged for accordingly.

SECTION 3

Subject to the provisions of Sec. 1, when the aggregate charge on the entire shipment is less on the basis of the VOL or TL rate and VOL or TL minimum weights (or actual or authorized estimated weight if in excess of the VOL or TL minimum weight) for one or more of the articles, and on the basis of the LTL rate (See NOTE C) or rates on the actual or authorized estimated weight for the other article or articles, the shipment will be charged for accordingly. On articles included in VOL or TL shipments on which LTL rates are applied, VOL or TL package requirements will apply, and if so packed or prepared for shipment, will not be subject to increased charges provided in Section 3(a) of NMFC Item 687 (See NOTE D).

SECTION 4

Shipments subject to VOL or TL rates or ratings, applying on "Specific Mixtures", "All Freight", "Freight, All Kinds", "All Commodity" or similarly designated rates or ratings will be charged for on the basis of the VOL or TL rate and its accompanying minimum weights, or actual weight when greater. If an article or articles not provided for in the mixture is included in a shipment, such article or articles will be charged for as a separate LTL or VOL or TL shipment, whichever produces the lowest charge (See NOTE C). The weight of such articles, not included in the mixture may, not be used to make up the VOL or TL minimum weight. On articles included in VOL or TL shipments on which LTL rates are applied, VOL or TL package requirements will apply, and if so packed or prepared for shipment, will not be subject to increase charges provided in Sec. 3(a) of NMFC Item 687.

SECTION 5

If a lower charge results under the application of Section 1, 2 or 3, than under the provisions for a specific VOL or TL mixture, such lower charge will apply.

SECTION 6

Where different VOL or TL rates and minimum weight are provided on the same article included in a mixed VOL or mixed TL shipment, the lowest charges that can be computed by the use of any such rate and its accompanying minimum weight for that article shall be used in the determination of the charges for the entire shipment.

SECTION 7

On mixed VOL or TL shipments of commodities subject to "Excess" rates or ratings (See NOTE B), each commodity shall be considered separately and "excess" rates or ratings (See NOTE B), will apply only when the basis minimum weight is met on each commodity. (Two or more commodities subject to the same rates or ratings and minimum weights are to be treated as one commodity in applying the excess class rate or rating).

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NOTE A--The provisions of this rule will also apply on shipments accorded stopoff-in-transit privileges in accordance with the provisions of tariffs making reference hereto, or provisions authorized herein.

NOTE B--Excess rates or ratings are those rates or ratings specifically published to apply on the amount of the shipment loaded in the same vehicle which exceeds the stated VMW.

NOTE C--The LTL rate to apply will be the rate applicable to the weight of the article or articles being charged for on the basis of the LTL rate or rates, considering such portion as a separate shipment for rating purposes, subject to a minimum charge if applicable.

NOTE D--The weight of the portion of the shipment assessed LTL rates shall not be used in computing the applicable VOL or TL minimum weight.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 645-20

MIXED SHIPMENTS--MAXIMUM PERCENTAGE OF MIXTURE
(Exception to NMFC Item 640)

1. When rates are published in tariffs making reference to this tariff which provide for a maximum percentage as to the amount of a commodity or commodities that may be included in the mixed shipment, and a greater amount than the allowable percentage of such commodity or commodities is included in the shipment, the rates will apply on such restrictive commodities up to and including the allowable percentage. The excess is to be rated as a separate shipment. (See NOTE A).
2. When there is more than one commodity subject to a single maximum percentage restriction, the allowable percentage will consist of the lowest rated commodity or commodities necessary to make up such percentage.
3. When percentage limitations are separately provided on different commodities, rates will apply on each commodity, up to and including the allowable percentage. Any excess weight of each commodity will be charged for as a separate shipment. (See NOTE A)
4. When on VOL or TL shipments, the weight in excess of the allowable percentage may not be used to make up the VOL or TL minimum weight. Any deficit in the minimum weight will be charged for at the mixed VOL or TL rate.

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NOTE A--The rate to apply will be the rate applicable to the weight of the article or articles being charged for on the basis of the rate or rates, considering such portion as a separate shipment for rating purposes, subject to a minimum charge if applicable.

NOTE B--The provisions of this item will not apply on mixed shipments of SOLUTIONS or DISTILLED WATER per NMFC Item 59380; and ADMINISTRATION SETS per NMFC Item 59384.

ITEM 646

NON-APPLICATION OF COMMODITY RATES FROM AND TO RATE GROUPS

Except as otherwise provided, commodity rates in tariffs subject hereto will apply only from or to points specifically named in commodity rate items, and will not apply from or to points taking the same rate group.

ITEM 647

NOTIFICATION PRIOR TO DELIVERY

When the carrier receives instructions to establish a specific appointment time for delivery of goods tendered for transportation, or notify consignee as a condition necessary prior to delivery, an additional charge will be assessed, as follows:

CHARGE PER SHIPMENT \$ 15.00

ITEM 670

OVER DIMENSION FREIGHT

Shipments which, because of their weight, dimensions or dangerous character, require procurement of Special Permits (See Item 740) for transportation over streets or highways will be transported, subject to the following conditions and Minimum Charges:

1. Arrangements for transporting freight provided above must be made with the originating carrier before the shipment or any portion thereof is tendered for transportation.
2. Such shipments will be subject to freight charges as follows:
Apply 110 percent of the charges based on the applicable rate times the applicable VOL or TL minimum weight, or actual weight, whichever is greater, subject to a Minimum Charge of 150 percent of the charge based on the applicable Class rate and VOL or TL minimum weight.

ITEM 670-10

OVER DIMENSION FREIGHT - OVER-LENGTH CHARGE

1. Shipments containing an article(s) each measuring in excess of twelve (12) feet in length will be rated at 150% of the applicable rate for each such article(s), subject to a Minimum Charge equal to 150% of the applicable Minimum Charge for such shipment.
2. Where a carrier has established a Floor Minimum Charge, such Floor Minimum Charge will be adjusted rated at 150% of the applicable rate for each such article(s), subject to a Minimum Charge equal to 150% of the applicable Minimum Charge for such shipment.

ITEM 680

PACKAGING OR PACKING REQUIREMENTS

1. Where packing requirements are not provided in tariffs governed hereby, the packing requirements of NMFC will apply.
2. Where packing requirements are provided in tariffs governed hereby, rates or ratings provided in connection therewith will apply only when the article or articles are packed in accordance with such packing requirements, except that rates or ratings subject to such packing requirements will apply also when the article or articles, so packed as required, are placed on pallets.

ITEM 687

PACKAGING OR PACKING--NON-COMPLIANCE WITH
(Exception to Section 3(a) of NMFC Item 687)

1. Applies only on articles in packages which also serve as Display Stands or Racks and then only when the article or articles, and necessary interior packing devices, occupy less than 80 percent of the interior cubic capacity of the outer shipping container.
2. The transportation charge on articles which fail to comply with packing requirements, and the failure to comply is discovered after articles have been accepted for transportation, must be determined as follows:
When LTL or AQ classes or ratings are applicable to the articles shipped, the charge shall be 200 percent of the charge determined by applying the highest LTL or AQ class or rating provided for such articles in the same shipping form.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 710-10

PALLETIZED SHIPMENTS AND RETURNED EMPTY PALLETS
SECTION 1--PALLETIZED SHIPMENTS

1. Applies only on shipments subject to LTL rates. If a shipment is moving on a rate subject to a stated Minimum Weight of 10,000 pounds or more, and such rate is not designated as a truckload rate, it will be considered a truckload rate for the purpose of this item, and provisions of this item will not apply.
2. Subject to the following conditions, when freight is prepared for shipment in conformity with packing requirements and in addition is loaded on pallets, the charge will be based on the applicable rate and weight of the shipment, including the weight of the pallets:
 - a. Consignor and Consignee must perform loading and unloading, except that carrier's employee may assist in moving the loaded pallets onto and off the vehicle. Carrier's employees will not be permitted to ride power equipment at Consignor's or Consignee's premises.
 - b. Loading and unloading must be completed within the time specified as provided in Note B after the arrival of each truck at Consignor's or Consignee's premises, or as close thereto as conditions thereon will permit. When either loading or unloading is not completed within the time specified as provided in Note A, the charges shown in Paragraph (d) will apply for each service. Where Consignee requires that the carrier's employee unload the lading from Shipper's pallets, the provisions of this item will apply and charges specified in Paragraph (e) will be assessed after two hours free time. Charges will be assessed against the Consignor if the delay occurs at his premises and against the Consignee if the delay occurs at his premises; however, if such delay is attributable to others who are not parties to the Bill of Lading contract, the charges will be assessed against the shipment.
 - c. The time per vehicle shall begin to run upon notification by the driver to the responsible representative of the Consignor or Consignee at the place of pick up or delivery of the arrival of the vehicle for loading or unloading, as the case may be, either on the premises designated by the Consignor or Consignee, or as close thereto as conditions of said premises will permit, and shall end upon completion of loading or unloading and receipt by the driver of a signed Bill of Lading or receipt for delivery, as the case may be, except as provided in Paragraph (d) of this section. Time, if any necessary to prepare a vehicle for loading or unloading, as the case may be, will be excluded from the computation of time. Upon request of Consignor or Consignee or other designated by them, carrier will enter into a reasonable prearranged schedule for arrival of the vehicle for loading or unloading.
EXCEPTION - When carrier makes a prearranged schedule with Consignor or Consignee, or others designated by them at place of pick up or delivery, for the arrival of the vehicle for loading or unloading, and carrier is unable for any reason to maintain such schedule within 30 minutes, the time shall begin to run from the commencement of loading or unloading and not from the time of arrival of the vehicle. If carrier's vehicle arrives prior to scheduled time, the time shall begin to run from the scheduled time, or actual time loading or unloading commences whichever is earlier.
 - d. Computations of time are subject to, and are to be made within the normal business (shipping or or receiving) day at the designated premises at place of pick up or delivery, except if carrier is permitted to work beyond this period, such working time shall also be included. When loading or unloading is not completed at the end of such day time will be resumed at the beginning of the next such day, or when work the next day is actually begun by carrier, if earlier. When loading or unloading carries through a normal meal period, meal time not to exceed one hour, will be excluded from computation of time.
3. Subject to the following conditions, when freight is prepared for shipment in conformity with packing requirements and in addition is loaded on pallets, the charge will be based on the applicable rate and weight of the shipment, including the weight of the pallets: (Conc.)

e. Charges:

WHEN THE DELAY PER VEHICLE BEYOND FREE TIME IS	THE CHARGE PER VEHICLE WILL BE

1 hour or less	\$ 91.80
Over 1 hour, but not over 75 minutes	\$ 114.20
Over 75 minutes, but not over 90 minutes	\$ 137.75
Over 90 minutes, but not over 105 minutes	\$ 160.15
Over 105 minutes, but not over 12- minutes	\$ 184.75
Over 120 minutes, but not over 135 minutes	\$ 206.10
Over 135 minutes, but not over 150 minutes	\$ 228.45
Over 150 minutes, but not over 165 minutes	\$ 252.00
Over 165 minutes, but not over 180 minutes	\$ 274.35
Over 180 minutes - the charge for 180 minutes, plus for each 15 minutes or fraction thereof.....	\$ 23.55

- f. Consignor must show on Bill of Lading and Shipping Order the weight of the freight loaded on pallets and the weight and number of pallets, separately. The weight of each pallet shall not exceed 100 pounds.

(Conc. of following page)

RULES--GENERAL

ITEM 710-10
(Conc.)

PALLETIZED SHIPMENTS AND RETURNED EMPTY PALLETS

SECTION 1--PALLETIZED SHIPMENTS

- g. Pallets, including disposable pallets, must be of substantial construction to afford safe handling without bodies, enclosures, standing ends, sides, stakes or standards, and must be not more than 7 inches high (deep) and must be:
 - (1). Of double-faced construction, held together by supports or stringers, with openings for fork lifts on at least two sides; or
 - (2). Of single-faced corrugated fiberboard construction, with nestable molded plastic legs or supports, and with openings on all sides for fork lifts.
 Except for the final pallet or row of pallets, the outside dimensions of each loaded pallet, or row of loaded pallets, must not be less than 80 inches in width as measured across the vehicle from side to side; except when legal load limit of the vehicle would be exceeded by the use of pallets, or rows of pallets, of less dimensions. At least 90 percent of the shipment weight (exclusive of weight of pallets) must be loaded on pallets, except that limitation is not to apply to that portion of the weight of the shipment consisting of pieces or packages each weighing 100 pounds or more.
- h. Each loaded pallet must be strapped, tied, glued or otherwise secured by the Consignor, so as to form a unit load of sufficient strength to withstand the normal hazards of transportation, and when blocking or bracing is necessary to insure safe transportation, such blocking or bracing must be installed by and at the expense of the Consignor.
- i. Pallets will be considered a part of the shipment with no carrier liability for exchange or return, except as otherwise provided.

SECTION 2--RETURNED EMPTY PALLETS

Where palletized shipments move under the provisions of SECTION 1 of this item, not more than an equal number of empty double-faced pallets, as described in SECTION 1, Paragraph g(1), may be returned via the same carrier or carriers handling the inbound palletized shipment, subject to the following conditions and charges:

- 1. The empty pallets must be tendered for return on one or more Bills of Lading, naming the Consignee of the palletized inbound shipment as the Consignor, and naming the Consignor of the palletized inbound shipment as the Consignee. Shipper must place the following certification on the Shipping Order and Bill of Lading:

"This is to certify that the empty pallets described herein as tendered to the above carrier, were moved inbound under load by such carrier within the preceding six (6) months."
- 2. The point of origin of the empty pallets must be the same as the point of delivery of the palletized shipment.
- 3. The point of delivery of the empty pallets must be the same as the point of origin of the palletized shipment.
- 4. Carriers will have no responsibility for the identity, character, size or condition of the pallets returned under the provisions of this item.
- 5. The weight of each returned pallet must not exceed 100 pounds.
- 6. The charges on returned empty pallets will be as follows:

RATE PER RETURNED EMPTY PALLET	\$ 8.45
--------------------------------------	---------
- 7. When LTL shipment are loaded on pallets by the Shipper and such shipments are physically unloaded from the pallet at the carrier's break-bulk origin terminal, such pallets will be returned without charge only at the time the carrier picks up or delivers another shipment at the same place at which the original loaded pallet was tendered.

NOTE A--FREE TIME allowed shall be as follows: (See NOTE B)

ACTUAL WEIGHT IN POUNDS PER VEHICLE	FREE TIME IN MINUTES PER VEHICLE
2,000 or less	30
Over 2,000, but not over 3,500	45
Over 3,500, but not over 5,000	60
Over 5,000, but not over 7,000	75
Over 7,000, but not over 8,500	90
Over 8,500, but not over 10,000	105
Over 10,000	120

NOTE B--In the case of multiple shipments received from one Shipper or delivered to one Consignee, at one time on one vehicle, free time will be increased by 5 minutes for each shipment, subject to a maximum of 30 minutes additional free time.

ITEM 710-160

PALLETS - RETURN OF
(Except marine type or intermodal containers designed for highway use on wheels)

Except as specifically provided, carriers will not perform free return of containers, pallets, platforms, racks, reels or skids.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 720

PAYMENT OF CHARGES

All shipments upon which the lawfully applicable rates and charges are not paid in full within a thirty (30) calendar day period from date of invoice will be subject to the following late payment provisions.

1. "Shipper", as used in this Item, means the debtor and includes, but is not limited to the shipper, consignor and consignee of a shipment, freight forwarders, shippers' associations and shippers' agents and any third party liable or responsible for paying the freight charges.
2. The carrier will provide the shipper with written notification that the freight bill is past the thirty (30) day credit period within ninety(90) days of expiration of the credit period.
3. A shipper who is delinquent in paying the freight charges will accrue the following service charges on each delinquent freight bill:
 - (a). A late payment service charge will be applied to each delinquent freight bill, as follows:

LATE PAYMENT SERVICE CHARGE.....	10.0%
MINIMUM SERVICE CHARGE.....	\$ 21.00
 - (b). Shipper will have (I) up to fifteen (15) calendar days, from the date Shipper's receipt of Carrier's notification, where the date of receipt is documented by a signed receipt or (II) up to twenty (20) calendar days for the date of mailing of Carrier's notification, where the date of Shipper's receipt is not documented by a signed receipt, in which to present payment in full.
 - (c). Non-payment after this time period, will result in the shipper paying the carrier's full undiscounted, class rates applicable at the time of the shipment, based on the applicable NMFC rating(s).
4. If carrier elects to proceed with legal action or place delinquent charges with an outside collection agency, a thirty percent (30%) collection fee, calculated on the gross, undiscounted charges, will be applied to each delinquent invoice.
 - (a). The only purpose of this provision is to prevent a shipper who does not pay on time from having free use of funds due Lakeville Motor Express.
 - (b). This provision does not sanction payments delays.
 - (c). Failure to pay within the authorized credit period will, despite this provision of such charges, continue to require Estes Express Lines, before again extending credit, to determine in good faith whether the shipper will comply with the credit regulations in the future.
5. The shipper will be the Consignor for PREPAID shipments; the Consignee for COLLECT shipments; or a third party as defined in Item 360-50 of this tariff.

ITEM 720-100

PAYMENT OF CHARGES - SHIPMENTS FROM OR TO MEXICO

The charges for shipments moving between the U.S. and Mexico, or Canada and Mexico, do not include Mexican fees, duties or taxes. The Mexican fees, duties or taxes are the responsibility of the Owner of the freight, Payor of the freight charges or Customs Broker.

ITEM 740

PERMITS--SPECIAL

Any shipment which, due to size (height, width or length), shape or weight, requires special permits from the State Highway Department or Departments of States, or Cities or Municipalities in which the shipment is being transported, will be subject to the following:

1. The purchase cost of such permits, and all other expenses necessary to secure such permits, and all bridge, ferry, highway, tunnel or other public charges of like nature, which are incurred in the handling of any such shipment, which would not normally be required on shipments not requiring permits, will be paid by the carrier and collected as follows:
 - (a). All such expenses or charges shall be collected from the Shipper or party requesting the movement of the shipment, plus a service charge per vehicle, per state in which permits are procured, of \$ 79.65
 - (b). Except for the per vehicle, per state, service charge for each permit, shown in Paragraph 1(a) above, evidence of payment of all other charges provided for above, shall be furnished to Shipper or party requesting movements of the shipment upon request.
 - (c). When a shipment requires more than one vehicle, charges provided herein do not apply to vehicles which do not contain articles or commodities requiring such permits.
2. Any shipment which, due to size, shape or weight, requires a flagman or flagmen to accompany the vehicle, the rates in Paragraphs 2(a) and 2(b), below, will be charged to the Shipper or party requesting movement of the freight:
 - (a). For each flagman accompanying the vehicle in or on which the shipment is being transported, will be subject to a CHARGE PER HOUR (See NOTE A) of \$ 42.35
 - (b). For each flagman as escort in a vehicle, other than the vehicle in or on which the shipment is being transported, will be subject to a CHARGE PER HOUR (See NOTE B) per each such other vehicle with flagman of \$ 50.65

NOTE A--Time will be computed from time flagman reports for duty at point and time designated by the Shipper or party requesting movement of the shipment, until released, but not to exceed 16 hours in any one day

NOTE B--Time will be computed from time vehicle with flagman leaves carrier's terminal nearest point of origin until return to such terminal, but not to exceed 15 hours in any one day.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 750

PICKUP OR DELIVERY SERVICE

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading, and one delivery and unloading, or one tender for delivery, of a shipment by the carrier (see Item 570 for Impracticable Operations), during business hours at one site, subject to the following provisions: (See NOTE A)

1--PLACEMENT OF VEHICLE FOR LOADING

At the request of the Consignor, the carrier will furnish and place a vehicle at the loading site designated by the Consignor to pick up a shipment there tendered for transportation.

2--PLACEMENT OF VEHICLE FOR UNLOADING

The delivery of a shipment by the carrier to the place of delivery specified on the Bill of Lading will include the placing of vehicle at the delivery site designated by the Consignee.

3--LOADING BY CARRIER

- (a). Freight tendered for loading shall be so situated by the Consignor as to be directly accessible to the vehicle or it shall be immediately adjacent to a parking space suitable for carrier to place its vehicle for loading (See Item 566 for Handling Freight At Positions Not Immediately Adjacent To Vehicle).
- (b). Carrier will furnish only one man per vehicle for loading, be he the driver, helper or another carrier employee, except as provided in Item 560 (EXTRA LABOR-LOADING).

4--UNLOADING BY CARRIER

- (a). Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle (See Item 566 for Handling Freight At Positions Not Immediately Adjacent To Vehicle).
- (b). Carrier will furnish only one man per vehicle for unloading, be he the driver, helper or any other carrier employee, except as Provided in Item 560 (EXTRA LABOR-UNLOADING).

5--RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER

- (a). Loading or unloading service does NOT include:
 - (1). Assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight, except as provided in Paragraphs (c), and (d).
 - (2). Furnishing by the carrier of rigging or special loading or unloading equipment, such as platform vehicles (other than two-wheeled hand trucks), winches, cranes jacks, blocks or falls, chain falls or other special equipment used in hoisting, lowering, handling or placing freight in position. When such equipment is used in loading or unloading, the Consignor or the Consignee, as the case may be, shall furnish same and the necessary labor to operate such equipment at its expense, and shall also assume responsibility for safe loading or unloading, except carrier's employee may use hand trucks or four-wheeled hand carts and hand or electrically operated pallet jacks (non-riding type) when furnished by the Consignor or Consignee.
 - (3). Opening of packages or unitized shipments, including shrink wrapped or banded freight on pallets or skids.
- (b). Unloading service includes sorting or segregating the freight when such sorting or segregating is for the purpose of assuring the carrier that the proper freight is being delivered to the Consignee.
- (c). When freight is tendered to the carrier in lots according to size, brand, flavor or other distinguishing characteristics, and so identified on the Bill of Lading or accompanying papers, delivery service includes tendering to the Consignee in the same manner, including the placement of such segregated lots on the platform, dock, conveyor, pallets, dolly, buggy, or similar device provided by the Consignee for receipt of freight within or adjacent to the vehicle.

6. LOADING BY CONSIGNOR OR UNLOADING BY CONSIGNEE

The Consignor or Consignee may elect to waive the loading or unloading of freight by the carrier as provided in this item by performing at his own expense the loading or unloading of the shipment on or from the carrier's vehicle.

7. WAIVER OF DELIVERY RECEIPT

When Consignor or owner has made written arrangements with the carrier, freight consigned to construction sites (or other places where no representative of the Consignee is present or available to receipt for the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated. The carrier will unload the shipment providing the otherwise applicable tariff rules or rates do not specifically require the Consignee to so perform such service.

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading, and one delivery and unloading, or one tender for delivery, of a shipment by the carrier (see Item 570 for Impracticable Operations), during business hours at one site, subject to the following provisions: (See NOTE A)

(Conc. on following page)

RULES--GENERAL

ITEM 750
(Conc.)

PICKUP OR DELIVERY SERVICE

8. HEAVY OR BULKY FREIGHT--LOADING OR UNLOADING

When freight (per package or piece) in a single container, or secured to pallets, platforms or lift truck skids, or in any other authorized form of shipment:

(a). WEIGHS 110 LBS. OR LESS--The carrier will perform the loading and/or unloading.

(b). WEIGHS MORE THAN 110 LBS., BUT LESS THAN 500 LBS.:

1. The carrier will perform the loading and/or unloading where the Consignor and/or Consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle. (NA) when the freight exceeds 8 feet in its greatest dimension or exceeds 4 feet in each its greatest and intermediate dimension--See Paragraphs (b) 2 and (d).

Where the Consignor and/or Consignee does not provide a dock, platform or ramp, the truck driver upon request will assist the Consignor and/or Consignee in loading and/or unloading.

2. The carrier will perform the loading and/or unloading where the Consignor and/or Consignee provides a dock platform or ramp directly accessible to the carrier's vehicle if such freight:

a. Exceeds 8 feet, but does not exceed 22 feet, in its greatest dimension and does not exceed 2 feet in its intermediate dimension, or

b. If it does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed 1 foot in its least dimension.

Where the Consignor and/or Consignee does not provide a dock, platform or ramp, the truck driver, upon request, will assist the Consignor and/or Consignee in loading and/or unloading.

(c). WEIGHTS 500 LBS. OR MORE--The Consignor will perform the loading and the Consignee will perform the unloading. On request of Consignor or Consignee, the truck driver will assist the Consignor or the Consignee in loading or unloading.

(d). EXCEEDS 8 FEET IN ITS GREATEST DIMENSION OR EXCEEDS 4 FEET IN EACH OF ITS GREATEST AND INTERMEDIATE DIMENSION--The Consignor will perform the loading and the Consignee will perform the unloading. On request of Consignor or Consignee, the truck driver will assist the Consignor or the Consignee in loading or unloading.

The provisions of this paragraph will not apply to the extent provisions are published in Paragraph (b) 2 of this item.

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- NOTE A:
1. Freight shall be deemed to be immediately adjacent to a space suitable for carrier to place his vehicle for loading or unloading if separated therefrom only by an intervening public sidewalk.
 2. If a parking space suitable for carrier to place his vehicle for loading or unloading is occupied, or city ordinance prevents its use, the nearest available parking space may be used.
 3. When two or more shipments are placed by the Shipper as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all of such shipments will be considered as immediately adjacent thereto even though the shipment or shipments that were closest to such parking space were picked up first by the same or different motor carriers.
 4. When Shipper assigns to two or more carriers designated spaces in its shipping room or loading platform where outgoing freight will be placed by the Shipper for pick up by the designated carriers, and all of such assigned spaces are as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all such assigned and designated spaces will be considered immediately adjacent to such parking space.
 5. LOADING, by definition in this item, includes stowing and counting of the freight in or on the carrier's vehicle.
 6. UNLOADING, by definition in this item, includes the counting and removing of the freight from the position in which it is transported in or on the carrier's vehicle.

RULES--GENERAL

ITEM 750-50

PICKUP OR DELIVERY SERVICE - OTHER THAN NORMAL BUSINESS HOURS
BEFORE 8 A.M. AND AFTER 5 P.M. - MONDAY THRU FRIDAY, EXCLUDING HOLIDAYS

1. When Consignor or Consignee requests carrier to pick up or deliver freight before 8 A.M. and after 5 P.M., Monday thru Friday, excluding holidays, such service will be subject to a charge for such service, which shall be in addition to all other lawfully applicable charges as follows:
 - (a). On LTL SHIPMENTS:

CHARGE PER MAN HOUR, OR FRACTION THEREOF	\$ 74.20
MAXIMUM CHARGE PER MAN PER DAY	\$ 592.30
 - (b). On VOL or TL SHIPMENTS:

CHARGE PER MAN HOUR, OR FRACTION THEREOF	\$ 76.55
MAXIMUM CHARGE PER MAN PER DAY	\$ 625.35
2. Time shall be computed upon notification by the driver to the responsible representative of the Consignor or Consignee, that the vehicle or vehicles are available for loading or unloading at premises of Consignor or Consignee, and shall end upon completion of loading or unloading and receipt by driver of signed Bill of Lading or receipt for delivery.
3. Consignor or Consignee may request carrier to place or pick up empty trailer(s) (vehicles without power units) before 8 A.M. and after 5 P.M. Monday thru Friday, excluding holidays, even though the actual pick up and/or delivery of freight may occur at a time other than before 8 A.M. and after 5 P.M. Monday thru Friday, excluding holidays. The charge for this service will be as follows:

CHARGE PER MAN PER DAY, OF FRACTION THEREOF	\$ 625.35
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4. Carrier is not obligated to furnish pick up or delivery service before 8 A.M. and after 5 P.M. Monday thru Friday.
5. Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pick up or delivery will be made.

ITEM 750-55

PICKUP OR DELIVERY SERVICE - OTHER THAN NORMAL BUSINESS HOURS
BEFORE 8 A.M. AND AFTER 5 P.M. - MONDAY THRU FRIDAY, EXCLUDING HOLIDAYS

1. Applies on all shipments picked up from or delivered to the facilities of Fleming Food, aka Fleming Co., or McLane Co. located in the states of MN or WI.
2. When Consignor or Consignee requests carrier to pick up or deliver freight before 8 A.M. and after 5 P.M., Monday thru Friday, excluding holidays, such service will be subject to a charge, which shall be in addition to all other lawfully applicable charges, as follows:

CHARGE PER MAN HOUR, OR FRACTION THEREOF	\$ 53.80
MINIMUM CHARGE PER MAN PER DAY	\$ 78.75
3. Time shall be computed upon notification by the driver to the responsible representative of the Consignor or Consignee, that the vehicle or vehicles are available for loading or unloading at premises of Consignor or Consignee, and shall end upon completion of loading or unloading and receipt by driver of signed Bill of Lading or receipt for delivery.
4. Consignor or Consignee may request carrier to place or pick up empty trailer(s) (vehicles without power units) before 8 A.M. and after 5 P.M. Monday thru Friday, excluding holidays, even though the actual pick up and/or delivery of freight may occur at a time other than before 8 A.M. and after 5 P.M. Monday thru Friday, excluding holidays. The charge for this service will be as follows:

CHARGE PER MAN PER DAY, OF FRACTION THEREOF	\$ 157.50
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5. Carrier is not obligated to furnish pick up or delivery service before 8 A.M. and after 5 P.M. Monday thru Friday.
6. Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pick up or delivery will be made.

ITEM 750-75

PICKUP AND DELIVERY SERVICE - MALL OF AMERICA, BLOOMINGTON, MN

Shipments picked up at or delivered to the Mall of America, Bloomington, MN, will be subject to an additional pickup or delivery charge, which shall be in addition to all other applicable charges, as follows:

CHARGE PER 100 POUNDS	\$ 12.35
MINIMUM CHARGE PER SHIPMENT	\$ 57.70

ITEM 750-80

DELIVERY SERVICE TO SUPERVALU, ALBERTSONS OR MIDWEST REGIONAL IN OGLESBY, IL

Shipments destined to consignees named above in Oglesby IL shall be subject to the following additional charges:

Freight Tendered on Skids:

1 - 9 skids.....	\$ 70.00
10 - 15 skids.....	\$ 90.00
16 - 30 skids.....	\$ 130.00
31 - 45 skids.....	\$ 155.00
46 - 60 skids.....	\$ 185.00
61 - 80 skids.....	\$ 225.00
81 - 99 skids.....	\$ 265.00
100 or more.....	\$ 300.00

plus \$ 2.00 for each additional
skid over 100.

Restack fee: If freight is tendered on a broken or non-standard skid, charge to restack freight on acceptable skid is \$7.00 plus \$6.00 for the replacement pallet.

If freight is tendered loose - charge per item for 15 or more items is \$1.00 per item, with a minimum of \$50.00 and a maximum of \$365. Minimum charge for a "floor load" is \$265.00.

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 750-85

DOCUMENT PICKUP CHARGE

When carrier is required to pick up shipping documents from a forwarder, broker, or other party for validation prior to pickup of a shipment, an accessorial charge as provided below shall apply.

Document Pickup Charge..... \$ 50.00

ITEM 750-90

PICKUP AND DELIVERY SERVICE - POINTS IN MONTANA

When the carrier or its agent performs Pickup or Delivery Service at the following points in Montana, the shipment will be subject to an additional pickup or delivery charge of \$ 1.85 per cwt, subject to a Maximum Charge of \$ 250.00, which shall be in addition to all other applicable charges, as follows: (See Note)

CONSIGNEE	CONSIGNEE ZIP	CHARGES Max Chg \$250.00	CONSIGNEE CITY	CONSIGNEE ZIP	CHARGES MAX CHG \$250.00
Acton, MT	59002	50.00	Lonepine, MT	59848	100.00
Alzada, MT	59311	100.00	Loring, MT	59537	100.00
Birney, MT	59012	100.00	Lothair, MT	59461	100.00
Broadview, MT	59015	50.00	Marion, MT	59925	50.00
Brockway, MT	59214	100.00	Martinsdale, MT	59053	100.00
Brusett, MT	59318	100.00	Marysville, MT	59640	50.00
Bynum, MT	59419	100.00	Mellville, MT	59055	100.00
Carter, MT	59420	50.00	Miles City, MT	59301	100.00
Clyde Park, MT	59018	50.00	Molt, MT	59057	100.00
Dagmar, MT	59219	100.00	Monarch, MT	59463	100.00
Dillon, MT	59725	75.00	Neihart, MT	59465	100.00
Divide, MT	59727	100.00	Otter, MT	59062	100.00
Drummond, MT	59832	100.00	Polebridge, MT	59928	75.00
Dupuyer, MT	59432	100.00	Radersburg, MT	59641	100.00
E Glacier Park, MT	59434	100.00	Rapelje, MT	59067	100.00
Emigrant, MT	59027	50.00	Raynesford, MT	59469	100.00
Ennis, MT	59729	100.00	Ringling, MT	59642	100.00
Fairfield, MT	59436	50.00	Ryegate, MT	59074	100.00
Forest Grove, MT	59441	100.00	Sheridan, MT	59749	100.00
Frazer, MT	59225	100.00	Silver Star, MT	59751	100.00
Galata, MT	59444	100.00	Stanford, MT	59479	100.00
Geraldine, MT	59446	100.00	Turner, MT	59542	100.00
Geyser, MT	59447	100.00	Twin Bridges, MT	59754	100.00
Glentana, MT	59240	100.00	Two Dot, MT	59085	100.00
Hall, MT	59837	100.00	Vida, MT	59274	100.00
Hays, MT	59527	100.00	Virginia City, MT	59755	100.00
Highwood, MT	59450	100.00	Whitehall, MT	59759	100.00
Hilger, MT	59451	100.00	Whitewater, MT	59544	100.00
Hogeland, MT	59529	100.00	Whitlash, MT	59545	100.00
Ismay, MT	59336	100.00	Wibaux, MT	59353	100.00
Jordan, MT	59337	100.00	Wilsall, MT	59086	100.00
Kinsey, MT	59338	100.00	Winifred, MT	59489	100.00
Larslan, MT	59244	100.00	Winnett, MT	59087	100.00
Lavina, MT	59046	50.00	Wise River, MT	59762	100.00
Lima, MT	59739	75.00	Zortman, MT	59546	100.00
Lindsay, MT	59339	100.00			

NOTE: Provisions of this Item will not apply if shipment is brought to or picked up from Carriers' terminal.

ITEM 750-100

PICKUP AND DELIVERY SERVICE - NEW YORK, NY

When the carrier or its agent performs Pickup or Delivery Service at any location within Zip Code range 10001 through 10299, such service will be subject to an additional charge, which shall be in addition to all other lawfully applicable charges, as follows:

CHARGE PER SHIPMENT \$ 125.00

When the carrier or its agent performs Pickup or Delivery Service at any location within Zip Code range 10301 through 10499 and 11001 through 11999 such service will be subject to an additional charge, which shall be in addition to all other lawfully applicable charges, as follows:

CHARGE PER SHIPMENT \$ 90.00

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 750-120

PICKUP AND DELIVERY SERVICE - POINTS IN ONTARIO CANADA

When the carrier or its agent performs Pickup or Delivery Service at the following points in Ontario, such service will be subject to an additional charge, which shall be in addition to all other lawfully applicable charges, as follows:

LOCATION	WEIGHT	COST PER CWT
Atikokan, ON	MC	a
Barwick, ON	L5C	\$13.30
Beardmore, ON	M5C	10.43
Dryden, ON	M1M	9.90
Emo, ON	M2M	9.03
Fort Frances, ON	M5M	8.09
Geraldton, ON	M10M	5.84
Hemlo, ON		
Hudson, ON		
Ignace, OH		
Jellicoe, ON		
Kenora, ON		
Longlac, OH		
Manitouwadge, ON		
Marathon, ON		
Nakina, ON		
Nipigon, ON		
Rainy River, ON		
Red Rock, ON		
Rosspport, ON		
Schreiber, ON		
Sioux Lookout, ON		
Stratton, ON		
Terrace Bay, ON		
Thunder Bay, ON		

a - On Minimum Charge shipments, a charge of \$50.00 per shipment will be applied.

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 750-400

DELIVERY SERVICE - ADDITIONAL CHARGES
POINTS IN WASHINGTON, OREGON and IDAHO

Shipments destined to the following remote points or points where final delivery is over water are subject to additional charges:

CITY	ZIP CODE	ADD ON	CITY	ZIP CODE	ADD ON
Adams, OR	97810	\$ 65.00	Gates, OR	97346	\$ 95.00
Allyn, WA	98524	\$ 50.00	Gilchrist, OR	97737	\$ 65.00
Alsea, OR	97324	\$ 50.00	Glenwood, WA	98619	\$ 50.00
Amboy, WA	98601	\$ 50.00	Goose Prairie, WA	98929	\$ 65.00
Antelope, OR	97001	\$ 65.00	Government Camp, OR	97028	\$ 50.00
Applegate, WA	98845	\$ 50.00	Grapeview, WA	98546	\$ 50.00
Appleton, WA	98602	\$ 50.00	Grass Valley, OR	97029	\$ 75.00
Ardenvoir, WA	98811	\$ 50.00	Haines, OR	97833	\$ 95.00
Ariel, WA	98603	\$ 50.00	Halfway, OR	97834	\$ 95.00
Arlington, OR	97812	\$ 95.00	Harper, OR	97906	\$ 95.00
Arock, OR	97902	\$ 150.00	Heisson, WA	98622	\$ 50.00
Ashwood, OR	97711	\$ 65.00	Helix, OR	97835	\$ 95.00
Athena, OR	97813	\$ 65.00	Heppner, OR	97836	\$ 75.00
Avery, ID	83802	\$ 50.00	Hereford, OR	97837	\$ 95.00
Bates, OR	97817	\$ 65.00	Hines, OR	97738	\$ 65.00
Bickleton, WA	99322	\$ 125.00	Huntington, OR	97907	\$ 65.00
Blachly, OR	97412	\$ 95.00	Husum, WA	98623	\$ 50.00
Blodgett, OR	97326	\$ 65.00	Idanha, OR	97350	\$ 95.00
Blue River, OR	97413	\$ 95.00	Idleyld Park, OR	97447	\$ 125.00
Bridgeport, OR	97819	\$ 95.00	Imbler, OR	97841	\$ 95.00
Brightwood, OR	97011	\$ 50.00	Imnaha, OR	97842	\$ 95.00
Brogan, OR	97903	\$ 95.00	Ione, OR	97843	\$ 95.00
Brothers, OR	97712	\$ 65.00	Ironside, OR	97908	\$ 65.00
Burns, OR	97720	\$ 65.00	Jamieson, OR	97909	\$ 65.00
Burton, WA	98013	\$ 50.00	John Day, OR	97845	\$ 65.00
Calder, ID	83808	\$ 50.00	Jordan Valley, OR	97910	\$ 65.00
Canyon City, OR	97820	\$ 65.00	Joseph, OR	97846	\$ 96.00
Cascadia, OR	97329	\$ 75.00	Juntura, OR	97911	\$ 95.00
Cayuse, OR	97821	\$ 65.00	Keno, OR	97627	\$ 95.00
Chemult, OR	97731	\$ 65.00	Kent, OR	97033	\$ 50.00
Christmas Valley, OR	97641	\$ 95.00	Kimberly, OR	97848	\$ 65.00
Colton, OR	97017	\$ 50.00	Klickitat, WA	98628	\$ 50.00
Condon, OR	97823	\$ 95.00	Lakebay, WA	98349	\$ 50.00
Cougar, WA	98616	\$ 50.00	Lawen, OR	97740	\$ 65.00
Cove, OR	97824	\$ 95.00	Lexington, OR	97839	\$ 85.00
Crane, OR	97732	\$ 65.00	Logsdan, OR	97357	\$ 95.00
Crescent, OR	97733	\$ 65.00	Long Creek, OR	97856	\$ 65.00
Crescent Lake, OR	97425	\$ 95.00	Longbranch, WA	98351	\$ 50.00
Culp Creek, OR	97427	\$ 95.00	Lopez, WA	98261	*See Below
Dayville, OR	97825	\$ 65.00	Lorane, OR	97451	\$ 95.00
Deadwood, OR	97430	\$ 95.00	Lostine, OR	97857	\$ 95.00
Deer Harbor, WA	98243	*See Below	Lummi Island, WA	98262	*See Below
Detroit, OR	97342	\$ 75.00	Lyle, WA	98635	\$ 50.00
Diamond, OR	97722	\$ 95.00	Lyons, OR	97358	\$ 75.00
Dorena, OR	97434	\$ 95.00	Manning, OR	97125	\$ 75.00
Drewsey, OR	97904	\$ 95.00	Maupin, OR	97037	\$ 50.00
Dufur, OR	97021	\$ 50.00	Mehama, OR	97384	\$ 75.00
Durkee, OR	97905	\$ 95.00	Mikkalo, OR	97861	\$ 95.00
Eastsound, WA	98245	*See Below	Mill City, OR	97360	\$ 75.00
Elgin, OR	97827	\$ 95.00	Mitchell, OR	97750	\$ 65.00
Elkton, OR	97436	\$ 50.00	Monument, OR	97864	\$ 65.00
Enterprise, OR	97828	\$ 65.00	Mount Hood-Park, OR	97041	\$ 75.00
FallsCity, OR	97344	\$ 75.00	Mount Vernon, OR	97865	\$ 65.00
Fields, OR	97710	\$ 150.00	Oakridge, OR	97463	\$ 95.00
Fort Rock, OR	97735	\$ 65.00	Olga, WA	98279	*See Below
Fossil, OR	97830	\$ 75.00	Orcas Island, WA	98280	*See Below
Fox, OR	97831	\$ 65.00	Oxbow, OR	97840	\$ 95.00
Frenchglen, OR	97736	\$ 95.00	Paisley, OR	97636	\$ 125.00
Friday Harbor, WA	98250	*See Below	Paterson, WA	99345	\$ 65.00

* - Rates to island points (98243, 98245, 98250, 98261, 98262, 98279, 98280, 98286)
100 lbs M/C - \$85; 101 - 200 M/C - \$110; 201 - 300 M/C - \$150; 300 + M/C - \$175
M5C - \$30.00 per cwt; M1M and above - \$20.00 per cwt
Call for quotes for larger shipments

(Conc. on following page)

For Explanation of Abbreviations and Reference Marks, see Item 125.

LKVL TARIFF 110-0

RULES--GENERAL

ITEM 750-400
(Conc.)DELIVERY SERVICE - ADDITIONAL CHARGES
POINTS IN WASHINGTON, OREGON and IDAHO

Shipments destined to the following remote points or points where final delivery is over water are subject to additional charges: (Conc.)

CITY	ZIP CODE	ADD ON	CITY	ZIP CODE	ADD ON
Paulina, OR	97751	\$ 65.00	Stehekin, WA	98852	No Service
Plush, OR	97637	\$ 125.00	Summer Lake, OR	97640	\$ 95.00
Plymouth, WA	99346	\$ 65.00	Summerville, OR	97876	\$ 50.00
Post, OR	97752	\$ 65.00	Sumpter, OR	97877	\$ 65.00
Prairie City, OR	97869	\$ 65.00	Tahuya, WA	98588	\$ 50.00
Princeton, OR	97721	\$ 65.00	Tiller, OR	97484	\$ 95.00
Remote, OR	97468	\$ 95.00	Tygh Valley, OR	97063	\$ 75.00
Rhododendron, OR	97049	\$ 75.00	Ukiah, OR	97880	\$ 65.00
Richland, OR	97870	\$ 65.00	Unity, OR	97884	\$ 65.00
Riley, OR	97758	\$ 65.00	Vashon, WA	98070	\$ 50.00
Riverside, OR	97917	\$ 95.00	Vida, OR	97488	\$ 95.00
Roosevelt, WA	99356	\$ 65.00	Wallowa, OR	97885	\$ 65.00
Rufus, OR	97050	\$ 75.00	Walterville, OR	97489	\$ 95.00
Ryderwood, WA	98581	\$ 50.00	Walton, OR	97490	\$ 95.00
Scio, OR	97374	\$ 75.00	Wauconda, WA	98859	\$ 65.00
Seneca, OR	97873	\$ 65.00	Welches, OR	97067	\$ 75.00
Shanika, OR	97057	\$ 75.00	Westfir, OR	97492	\$ 95.00
Shaw Island, WA	98286	*See Below	Weston, OR	97886	\$ 50.00
Silver Lake, OR	97638	\$ 95.00	Wishram, WA	98673	\$ 50.00
Spray, OR	97874	\$ 95.00	Yacolt, WA	98675	\$ 50.00

* - Rates to island points (98243, 98245, 98250, 98261, 98262, 98279, 98280, 98286)
100 lbs M/C - \$85; 101 - 200 M/C - \$110; 201 - 300 M/C - \$150; 300 + M/C - \$175
M5C - \$30.00 per cwt; M1M and above - \$20.00 per cwt
Call for quotes for larger shipments

ITEM 750-500

PICKUP AND DELIVERY SERVICE - POINTS IN WYOMING

When the carrier or its agent performs Pickup or Delivery Service at the following points in Wyoming, such service will be subject to an additional charge, which shall be in addition to all other lawfully applicable charges, as follows:

LOCATION	ZIP	COST PER SHIPMENT
Baggs, WY	82321	a - \$110.00
Dixon, WY	82323	a - \$110.00
Esterbrook, WY	82633	a - \$110.00
Glendevay, WY	82063	a - \$110.00
Jeffrey City, WY	82310	a - \$110.00
Jelm, WY	82063	a - \$110.00
Savery, WY	82332	a - \$110.00
South Pass, WY	82520	a - \$110.00
Van Tassel, WY	82242	a - \$110.00
Keeline, WY	82227	\$ 94.00
Lance Creek, WY	82222	\$ 94.00
Lost Springs, WY	82224	\$ 94.00
Shawnee, WY	82229	\$ 94.00
Alta, WY	83414	\$ 80.00
Jonah Gas Facility, WY	b	\$ 80.00

a - Charge applies only on shipments not exceeding 5,000 pounds.
b - This location is a job site.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 751

PICKUP AND DELIVERY SERVICE - PRIVATE RESIDENCES
DELIVERY SERVICE AT PRIVATE RESIDENCES

SECTION 1--GENERAL APPLICATION

- a. The provisions of this item apply only when the Consignee of a shipment is located at a Private Residence, Condominiums or Apartments, herein after referred to collectively as "Residential".
- b. The term "PRIVATE RESIDENCE" shall apply to the entire premises on which a dwelling for living is located, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of merchandise or services to the walk-in public during normal business hours.

SECTION 2--BILL OF LADING

On shipments requiring residential delivery, Shipper shall so state on Shipping Order or Bill of Lading and should also state the name, telephone number and full address of the party to contact to arrange for delivery. On interline shipments, each participating carrier should provide this information to each succeeding carrier. Omission by the Shipper to include the information noted above, or the Shipper's omission of not marking the Bill of Lading that residential delivery is required, will not relieve the Shipper and/or Consignee from the responsibility of paying the residential delivery service charges as outlined in this item.

SECTION 3--ARRIVAL NOTICE

Before tender of delivery is initially attempted, carrier will provide Consignee with notice of arrival by telephone, US mail or telegraph, and reach a mutual agreement for delivery as provided in Paragraph 4.

SECTION 4--ARRANGEMENTS FOR DELIVERY

The carrier's arrival notice shall ask Consignee for a satisfactory delivery date and shall advise the Consignee of the following:

- a. That shipment is immediately available for pick up at carrier's terminal if desired.
- b. The carrier's next delivery schedule for the delivery area involved, and the delivery requirements of the shipment, including:
- (1). The shipment weight, its packaging and freight payment requirements.
 - (2). Extra charges applicable under Section 5, including extra charges applicable when the Consignee requests delivery at positions not immediately adjacent to vehicle per Item 566 (HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE).
 - (3). Any such information that might assist advance planning on the part of Consignee and facilitate delivery.

SECTION 5--CHARGES

Shipments consigned to residential locations as defined in Section 1, will be subject to the following additional charges:

Shipments tendered for delivery by the carrier to a residential location in accordance with Section 4, Paragraph "b", will be assessed a charge as follows:

CHARGE PER 100 POUNDS	\$ 5.00
MINIMUM CHARGE PER SHIPMENT	\$ 60.00
MAXIMUM CHARGE PER SHIPMENT	\$ 500.00

SECTION 6--RENOTIFICATION & REDELIVERY

When the carrier complies with the provisions of Sections 3 and 4 herein and, through the fault of the Consignee is unable to tender delivery as scheduled, the following additional charges will be assessed: (See NOTE A)

- a. RENOTIFICATION CHARGE PER SHIPMENT \$ 12.00
- b. The applicable charges for UNDELIVERED FREIGHT, per Item 345 (ARRIVAL NOTICE AND UNDELIVERED FREIGHT); plus
- c. The applicable charges for REDELIVERY, per Item 830 (REDELIVERY).

SECTION 7--PAYMENT OF EXTRA CHARGES

Charges for services as provided in Section 5 of this item will follow terms of the freight bill.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 751-10

PICKUP AND DELIVERY SERVICE - LIMITED ACCESS LOCATIONS

SECTION 1 - GENERAL APPLICATION

- a. The provisions of this item apply only when the Consignor or Consignee of a shipment is located at a Limited Access Location as described herein
- b. The term 'LIMITED ACCESS LOCATION' shall apply to the entire premises on which such a site is located, and shall include, but not be limited to, the following:

Amusement Parks	Estates	Other Non-Commercial Sites
Camps (other than Military)	Exhibitions	Places of Worship
Commercial Establishments (not open to the walk in public during normal business hours)	Fairs	Prisons
Construction Site (See NOTE A)	Farms	Rectories
Country Clubs	Individual (mini) Storage Units	Schools
	Military Bases or Installations	
	Mines (See NOTE B)	

NOTE A--A CONSTRUCTION SITE will include areas where building excavating, erecting, construction and road building is carried on.

NOTE B--The term "MINES" means the site of any pit, excavation shaft or deposit at which coal, ore or minerals is have been or will be extracted. Such site or "MINE" shall include the entire property upon which the mine is located, and delivery to any facility (such as mine warehouses, mine deposits, mine supply houses, mine tipples or similar receiving facilities) located on such property will be considered as delivery to a mine.

SECTION 2 - BILL OF LADING

On shipments requiring pick up or delivery at such sites the Shipper/Consignor shall so state on Shipping Order or Bill of Lading and should also state the name, telephone number and full address of the party to contract to arrange for delivery. On interline shipments, each participating carrier should provide this information to each succeeding carrier. Omission by the Shipper/Consignor to include the information noted above, or the Shipper's/Consignor's omission of not marking the Bill of Lading that limited Access pick up or delivery is required, will not relieve the Shipper, Consignor, and/or Consignee from the responsibility of paying the charges as outlined in this item.

SECTION 3 - ARRIVAL NOTICE

Before tender of delivery is initially attempted, carrier will provide Consignee with notice of arrival by telephone, US mail or telegraph, and reach a mutual agreement for delivery as provided in Paragraph 4.

SECTION 4 - ARRANGEMENTS FOR DELIVERY

The carrier's arrival notice shall ask Consignee for a satisfactory delivery date and shall advise the Consignee of the following:

- a. That shipment is immediately available for pickup at carrier's terminal if desired.
- b. The carrier's next delivery schedule for the delivery area involved, and the delivery requirements of the shipment, including:
 1. The shipment weight, its packaging and freight payment requirements.
 2. Extra charges applicable under Section 5, including extra charges applicable when the Consignee requests delivery at positions not immediately adjacent to vehicle per Item 566 (HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE).
 3. Any such information that might assist advanced planning on the part of Consignee and facilitate delivery

SECTION 5 - CHARGES

Shipments consigned to Limited Access locations as defined in Section 1, will be subject to the following additional charges;

Shipments tendered for pick up or delivery by the carrier to a Limited Access location in accordance with Section 4, Paragraph "b", will be assessed a charge as follows:

CHARGE PER 100 POUNDS	\$ 5.00
MINIMUM CHARGE PER SHIPMENT	\$ 60.00
MAXIMUM CHARGE PER SHIPMENT	\$ 500.00

SECTION 6 - RENOTIFICATION & REDELIVERY

When the carrier complies with the provisions of Sections 3 and 4 herein and, through the fault of the Consignee is unable to tender delivery as scheduled the following additional charges will be assessed:

- a. RENOTIFICATION CHARGE PER SHIPMENT \$ 12.00
- b. The applicable charges for UNDELIVERED FREIGHT, per Item 345 (ARRIVAL NOTICE AND UNDELIVERED FREIGHT); plus
- c. The applicable charges for REDELIVERY, per Item 830 (REDELIVERY).

SECTION 7 - PAYMENT OF EXTRA CHARGES

Charges for services as provided in this item will follow terms of the freight bill. However, if no provisions are made on original freight bill that allow for additional services, carrier shall request payment of charges from party responsible for payment of freight charges. In the event that party refuses to pay, carrier shall seek payment from party requesting the service.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 754

PICKUP AND DELIVERY SERVICE - SUNDAYS OR HOLIDAYS

1. When Consignor or Consignee requests carrier pickup, deliver, interchange or transfer of shipments between carriers or clearance through customs of freight on Sundays or Holidays, such service may be rendered, subject to a charge which shall be in addition to all other lawfully applicable charges as follows:
 - (a). On LTL SHIPMENTS:

CHARGE PER MAN, PER HOUR, OR FRACTION THEREOF	\$ 67.75
MINIMUM CHARGE PER MAN PER DAY	\$ 540.40
 - (b). On VOL or TL SHIPMENTS:

CHARGE PER MAN, PER HOUR, OR FRACTION THEREOF	\$ 77.70
MINIMUM CHARGE PER MAN PER DAY	\$ 604.05
2. Subject to prior arrangements carriers will provide adequate personnel to handle multiple shipments delivered to or interchanged at their terminals and consigned to a single consignee. The charges will be based on the number of vehicles loaded during the times specified and will include the clearance through customs.
3. Where more than one vehicle is used, each vehicle shall be considered as loaded to capacity. Where the quantity of freight which in the manner so fills a vehicle that no more shipments in the shipping form(s) tendered can be loaded in or on the vehicle without damage to shipments already loaded, notwithstanding that the entire cubic capacity of the vehicle may not be occupied.
4. Time shall be computed upon notification of the driver to the responsible representative of the Consignor or Consignee that the vehicle or vehicles are available for loading or unloading at premises of Consignor or Consignee, and shall end upon completion of loading or unloading and receipt by driver of signed Bill of Lading or Receipt for Delivery.
5. Consignor or Consignee may request carrier to place or pick up empty trailer(s) (Vehicles without power units) on Sundays or Holidays, even though the actual picks up and/or delivery of freight may occur on a day other than Sundays or Holidays. The charge for this service will be as follows:

CHARGE PER MAN, PER DAY, OR FRACTION THEREOF	\$ 540.40
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6. Carrier is not obligated to furnish pick up or delivery service on Sundays or Holidays.
7. Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pick up or delivery will be made.
8. The term "HOLIDAY" means: Christmas Day; Independence Day; Labor Day; New Year's Day; Thanksgiving Day; or any day generally observed as a holiday by the carrier at the point where the service is performed.
When the holiday falls on Sunday, the following Monday will be considered as a holiday.
If a delivery date is specified on the Bill of Lading or the Shipping Order and it is a Sunday or Holiday, such document must also indicate that the date is in fact a Sunday or a Holiday.

ITEM 755

PICKUP AND DELIVERY SERVICE - SATURDAYS

1. When Consignor or Consignee requests carrier pickup, deliver, interchange or transfer of shipments between carriers or clearance through customs of freight on Saturdays, such service may be rendered, subject to a charge which shall be in addition to all other lawfully applicable charges, as follows:

CHARGE PER MAN, PER HOUR, OR FRACTION THEREOF	\$ 77.25
MINIMUM CHARGE PER MAN PER DAY.....	\$ 335.00
2. Subject to prior arrangements carriers will provide adequate personnel to handle multiple shipments delivered to or interchanged at their terminals and consigned to a single consignee. The charges will be based on the number of vehicles loaded during the times specified and will include the clearance through customs.
3. Where more than one vehicle is used, each vehicle shall be considered as loaded to capacity. Where the quantity of freight which in the manner so fills a vehicle that no more shipments in the shipping form(s) tendered can be loaded in or on the vehicle without damage to shipments already loaded, notwithstanding that the entire cubic capacity of the vehicle may not be occupied.
4. Carrier is not obligated to furnish pick up or delivery service on Saturdays.
5. Under this rule, the day (Saturday) shall be deemed to end at 7:00 A.M. of the succeeding day.
6. The charge for services provided will be assessed against the party requesting the service.

RULES--GENERAL

ITEM 760

PRECEDENCE (PRIORITY) OF RATES, RULES, ETC.

PART I---PRECEDENCE (PRIORITY) OF RATES, RULES OR DISCOUNT PROGRAMS

1. To the extent conflicting rates, discounts, or allowances are legally in effect which could apply to the same shipment, an INBOUND COLLECT discount TO a point, or TO a specifically named Consignee, supersedes and takes precedence over an OUTBOUND COLLECT discount FROM a point, or FROM a specifically named Consignor.
2. To the extent that a rate or discount is in effect FROM a specifically named Shipper or point, either on a PREPAID or COLLECT basis, or TO a specifically named Consignee or point on a freight charges "COLLECT" basis, said rate or discount shall take precedence over and apply in lieu of a general rate or discount which does not name either a specific Shipper or origin, or a specific Consignee or destination.
3. The rate or discount in effect for the payor of freight charges (including shipments subject to third party billing) shall take precedence over, and apply in lieu of, any other rate or discount that may be applicable to any single shipment.
4. When an LTL commodity or per unit pricing has been negotiated and established for a customer, such negotiated pricing will take precedence over, and will not alternate with, any other form of LTL pricing, including the use of class rates subject to a negotiated discount.

PART II--PRECEDENCE (PRIORITY) OF RATES, RULES OR OTHER PROVISIONS OF INDIVIDUAL CARRIER'S TARIFFS Rates, Charges, Rules or other provisions published in this tariff, or in tariffs governed by this tariff, do not apply to the extent Rates, Charges, Rules or other provisions are specifically published in carrier's individual tariffs.

ITEM 769

PREPAYMENT OR GUARANTEE OF CHARGES

Except as provided, shipments will be accepted subject to the following provisions:

1. A PREPAID shipment is one on which the charges for transportation service rendered at the request of the Consignor, including charges for any accessorial services performed at the request of the Consignor, are to be paid by the Shipper.
2. A COLLECT shipment is one which the charges for transportation service, including accessorial services rendered at the request of the Consignee, or requested by the Consignor for the Consignee, are to be paid for by the Consignee.
3. A shipment on which charges are to be paid by a party other than the Consignor or Consignee will be accepted provided that the Consignor has established credit with the carrier picking up the shipment at origin and guarantees to pay the charges, if the third party fails to do so within the time allowed under the credit regulations of a federal or state regulatory commission. Such a shipment will not be accepted if the Consignor executes Section 7 of the Bill of Lading.
4. If, in the judgment of the carrier picking up a shipment at origin, the forced sale of the goods would not realize the total charges due at destination, the shipment must be PREPAID.
5. If a shipment is required by Section 4 hereof, or by any provisions of the Classification (NMF 100 Series) to be PREPAID, it will be accepted on a COLLECT basis if the Consignor has established credit with the carrier picking up the shipment at origin and the Consignor guarantees to pay the charges if the Consignee fails to do so within the time allowed under the credit regulations of a federal or state regulatory commission. Such a shipment will not be accepted as a COLLECT shipment if the Consignor executes Section 7 of the Bill of Lading.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 770

PREPAYMENT OR COLLECTION--SHIPMENTS EXPORTED TO OR IMPORTED FROM PUERTO RICO

1. All freight charges on shipments received at the Ports listed in NOTE A, for subsequent forwarding TO Puerto Rico must be PREPAID, except as provided in Paragraph 2.
2. Shipments received at the Ports listed in NOTE A, for subsequent forwarding TO Puerto Rico may be handled "Freight Charges COLLECT" when:
 - a. The Bills of Lading and Shipping orders shown in the body thereof the name and address of the Broker, Agent or party from whom the charges are to be collected, providing such Broker, Agent or party is located in the United States; or
 - b. Such charges are guaranteed by the Shipper and so noted on the Bill of Lading.
3. All freight charges on shipments received at the Ports listed in NOTE A FROM Puerto Rico, which are destined to points in AL, AR, FL, GA, KY, LA, MS, NC, SC, TN, VA and WV must move COLLECT, except as provided in Paragraph 4.
4. Shipments received at the Ports listed in NOTE A, destined to points in AL, AR, FL, GA, KY LA, MS, NC SC, TN, VA and WV may be handled "PREPAID" when the Bills of Lading and Shipping Orders show in the body thereof the name and address of the Broker, Agent or party from whom the charges are to be collected; providing such Broker, Agent or party is located in the United States.

NOTE A--The Ports referred to are as follows:

Baltimore, MD	Elizabeth-Port Authority	Jacksonville, FL
Charleston, SC	Marine Terminal, NJ	Port Newark, NJ

ITEM 770-10

PREPAYMENT OR COLLECTION OF FREIGHT CHARGES ON EXPORT SHIPMENTS

1. Except to the extent shown in Paragraph 2, all freight charges on shipments for EXPORT must be PREPAID. Section 2 of Item 769 (PREPAYMENT OR GUARANTEE OF CHARGES) shall not apply.
2. Shipments for export may be handled "Freight Charges Collect" when charges are guaranteed by the Shipper or when the Bills of Lading and Shipping Orders show in the body thereof, the name and address of the Broker, Agent or party from whom the charges are to be collected, provided such Broker, Agent or party is located in the United States.

ITEM 770-20

PREPAYMENT OR COLLECTION ON PARTIAL BASIS

Except as otherwise provided in tariffs making reference to this tariff, no shipment will be accepted upon a partially PREPAID or partially COLLECT basis.

ITEM 815

RATES AND CHARGES -- CURRENCY

Except as otherwise specifically provided, rates and charges contained in tariffs making reference hereto (or herein) are stated in currency of the United States.

ITEM 825

CLAIMS--LOSS AND DAMAGE, OVERCHARGE AND OVER-COLLECTED

The customer responsible for payment of freight charges is not permitted to offset any part of the freight charges by the value of any outstanding loss and damage, overcharge or over-collected claims.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 830

REDELIVERY

When a shipment is tendered for delivery and through no fault of the carrier, such delivery cannot be accomplished, no further tender will be made except upon request. Additional tenders and final delivery will be subject to the following Provisions:

1. If one or more additional tenders, or final delivery of the shipment, are made at Consignee's place, service provided under this item will be assessed a charge for such service, as follows:

CHARGE PER 100 POUNDS	\$ 5.50
MINIMUM CHARGE PER SHIPMENT	\$ 55.00
MINIMUM CHARGE PER ORDER NOTIFY SHIPMENT	\$ 74.20
MAXIMUM CHARGE PER SHIPMENT (See NOTE A)	\$ 600.00
2. If, in lieu of final delivery at Consignee's place, Consignee elects to accept delivery of the shipment at carrier's premises, the following charges will be assessed:

CHARGE PER 100 POUNDS	\$ 4.10
MINIMUM CHARGE PER SHIPMENT	\$ 24.75
MAXIMUM CHARGE PER SHIPMENT (See NOTE A)	\$ 498.30
3. All charges accruing under the provisions of this item must be paid or guaranteed to the satisfaction of the carrier, by the party or parties requesting redelivery before the shipment is redelivered.
4. When at points in Mexico, an additional charge for redelivery will be assessed, as follows:

CHARGE PER 100 POUNDS	\$ 10.50
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NOTE A--The Maximum Charge Per Shipment also applies Per Vehicle if more than one vehicle is used to transport the shipment.

ITEM 845

REFERENCE TO TARIFFS. CLASSIFICATIONS OR PORTIONS THEREOF

Where reference is made to tariffs, classifications or portions thereof, such reference will include amendments to or successive issues of such tariffs, classifications or portions thereof.

ITEM 846

REISSUED MATTER, METHOD OF DENOTING IN SUPPLEMENTS

Matter brought forward without change, from a supplement being canceled into another supplement, will be designated as reissued by the existence of a number enclosed within brackets, i.e. { }. The number represents the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date, consult the supplement in which the reissued matter first became effective.

ITEM 848

REPORTING CHARGE--ALCOHOLIC BEVERAGES

Each shipment containing alcoholic beverages, originating at or destined to, or transported through points in any state in which the common carrier is required to report such shipments to the state or other Governmental Agency by a report of statement showing the date, point of origin, point of delivery, size or quantity, and to whom delivered; or similar information, will be subject to a Reporting Charge, which shall be in addition to all other applicable charges, as follows:

REPORTING CHARGE PER SHIPMENT, PER STATE	\$ 15.75
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For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 850

RECONSIGNMENT OR DIVERSION

A request for the Reconsignment or Diversion of a shipment will be subject to the following definitions, conditions and charges:

SECTION 1-- DEFINITION OF RECONSIGNMENT OR DIVERSION

For the purpose of this item the terms "RECONSIGNMENT" and "DIVERSION" are considered to be synonymous and the use of either will be considered to mean:

- a. A change in the name of the Consignor or Consignee.
- b. A change in the place of delivery within original destination point.
- c. A change in the destination point.
- d. Relinquishment of shipment at point of origin (Note C).
- e. Instructions received by the originating carrier prior to receipt of shipment (Note D).

SECTION 2-- CONDITIONS:

1. Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label or Container as authority to reship, return or reconsign a shipment.
2. Carrier will make diligent effort to execute a request for reconsignment, but will not be responsible if such service is not effected.
3. All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made.
4. Only entire shipments, not portions of shipments, may be reconsigned.
5. An order for reconsignment of a shipment moving under Uniform Order Bills of Lading will not be considered valid, unless and until, the original Bill of Lading is surrendered for cancellation, endorsed or exchanged.
6. Instructions for reconsignment of COD shipments will be accepted only from the Consignor.
7. Marking or Tagging (Note E).

SECTION 3--CHARGES

Reconsignment as defined in SECTION 1 will be subject to the following:

IF RECONSIGNMENT RESULTS IN A CHANGE:

AND RECONSIGNMENT OCCURS:	In The Name Of The Consignor Or Consignee With No Change In Place Of Delivery(See NOTE F)	In The Place Of Delivery Within The Original Destination Point (See NOTES A and F)	In Destination Point (See NOTE B)
Prior to Tender of Delivery	\$ 46.25 per shipment	\$ 46.25 per shipment	The Charges will be: Published tariff rates to and from Reconsignment Points, but not less than the published rate from the original point of origin to ultimate destination.
After Tender of Delivery	\$ 44.40 per shipment	\$ 6.65 per 100 pounds, subject to a Minimum Charge of \$ 44.05	Published tariff rates to and from Reconsignment Point, but not less than the published rate from the original point of origin to ultimate destination.

NOTE A--Includes points and places within the Terminal Areas (Item 940) which the carrier in possession of the shipment is authorized to serve direct and which point is subject to the same line-haul rate as the original billed destination points.

NOTE B--Includes points and places other than those defined in Note A.

NOTE C--Where a request is made by Shipper, before a shipment has left carrier's terminal at point of origin (including points and places within the Terminal Area (Item 940)) for:

- a. Return of a shipment to the original place of shipment; or
 - b. Delivery thereof to another carrier at point of origin; or
 - c. Relinquish possession thereof to Shipper or to another carrier at carrier's terminal;
- such service if performed, will be subject to the published tariff rate from original place of shipment to point in which carrier's terminal is located, subject to the following charges:
 MAXIMUM CHARGE PER SHIPMENT; or MAXIMUM CHARGE PER VEHICLE if more than one vehicle is used to transport the shipment \$ 798.35

NOTE D--Upon instructions received by the originating carrier, prior to receipt of shipment at point of origin, accompanied by a through Bill of Lading covering the shipment, the carrier will accept the shipment when tendered by the party in possession of the shipment, issue a receipt therefore (not a Bill of Lading) to the party tendering the shipment and then execute the Bill of Lading. Such shipments will be subject to a CHARGE PER SHIPMENT of \$ 44.75

NOTE E--Shipments moving under the provisions of this item which require marking or tagging in order to comply with the provisions of NMFC Item 580, or when carrier is specifically requested to do so by the Consignor or Consignee, will be marked or tagged by the carrier at a charge of:
 PER PACKAGE OR PER PIECE \$ 2.80

NOTE F--All shipments for EXPORT, not directly consigned at origin to an export pier, dock, pier, terminal, transit shed or wharf, will be subject to the charges provided in this item. The provisions of SECTION 2 of this item will not apply.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 860

RETURN OF EMPTY SHIPPING CONTAINERS
(Applies only where specific reference is made hereto)

1. The charges or rates making reference to this item are applicable only when the commodities named are transported in or on shipping containers for lift trucks which are furnished and owned by the Shipper or Consignee.
2. The rates named herein are applicable only when:
 - a. The shipment is loaded on the trailer by the Consignor and unloaded by the Consignee.
 - b. The transportation is performed by the carrier in or on one load-carrying unit (trailer).
3. The provisions of Item 390 (OVERFLOW) and Item 900 (STOPPING IN TRANSIT) will not apply.
4. (a). The rates named herein include the return of empty shipping containers for lift trucks (See Paragraph 7) to original point of origin (See Paragraph 4(d)), provided such shipping containers for lift trucks are loaded on a vehicle utilized on an inbound movement from the original origin at the same dock when delivery is made. Rates named will also apply when empty shipping containers are loaded on a vehicle utilized on the inbound movement from the original origin at another dock or location within the confines of the same plant where delivery is made, provided the additional movement(s) is (are) performed. A charge shall be assessed, as follows:

FOR EACH MOVEMENT OF THE TRAILER \$ 51.80

At the Consignee's request the carrier may spot the inbound trailer and immediately pickup a previously loaded trailer of empty shipping containers for lift trucks and return to the original point of origin (See Paragraph 6).

 - (b). Shippers must certify the following on the Bill of Lading when the shipment is tendered to the carrier:

"The commodities described are to be transported under charges which include the return the empty shipping containers to original place of shipment. _____
(Signature of Shipper)"
 - (c). The return of empty shipping containers must be returned in reverse direction (to original place of origin) in a trailer utilized on inbound movement via the same carrier. Bill of Lading must certify the following:

"The shipping containers described are being returned to the original place of shipment under charges assessed against the loaded movement. _____
(Signature of Shipper)"
 - (d). ORIGIN is defined as the Shipper's plant site from which the trailer was originally loaded.
5. DETENTION PROVISIONS--FREE TIME EXCEPTIONS:

When the driver and tractor stay with the trailer:

 - 45 minutes free time will be allowed for the loading of equipment after tender of trailer to Shipper for loading;
 - 90 minutes free time will be allowed after tender of trailer to Consignee at destination to unload and to reload trailer with empty shipping containers for lift trucks;
 - 45 minutes free time will be allowed after tender of trailer for the unloading of empty shipping containers for lift trucks at original point of origin.
6. Charges or rates apply whether or not Consignee chooses to return empty shipping containers.
7. Also applies on equipment of interior packaging forms, trays or devices when contained within the shipping containers which they are intended to equip.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 875

SECURITY SERVICE REQUIREMENTS

When a carrier is required to provide security service, above the normal requirements as a motor carrier, additional charges will be assessed in addition to normal line-haul charges, and applicable accessorial charges, as follows:

- a. Security checks, prior to delivery, during delivery or after delivery, of personnel, equipment or cargo will be assessed a charge for such service of:
 - Charge per 100 pounds \$ 5.25
 - Minimum Charge per Vehicle \$ 42.00
 - Maximum Charge per Vehicle \$ 446.25
- b. Security checks, prior to pickup, during pickup or after pickup, of personnel, equipment or cargo will be assessed a charge for such service of:
 - Charge per 100 pounds \$ 5.25
 - Minimum Charge per Vehicle \$ 42.00
 - Maximum Charge per Vehicle \$ 446.25
- c. Electronic scanning of equipment will be assessed a charge for such service of:
 - Charge per 100 pounds \$ 5.25
 - Minimum Charge per Vehicle \$ 42.00
 - Maximum Charge per Vehicle \$ 446.25
- d. Sealing of trailer after security check at a location other than the point of delivery will be assessed a charge per vehicle of \$ 367.50
- e. Sealing of trailer at carrier's terminal prior to delivery will be assessed a charge per vehicle of \$ 126.00

The additional charges must be guaranteed by the payor of the freight charges prior to any attempt to pickup or deliver.

ITEM 875-5

SECURITY INSPECTION FEE

When carrier is required by shipper and/or consignee to go through a security inspection process in order to perform pickup or delivery in locations such as, but not limited to Airports, Chemical Plants, Military Bases, Ports, Prisons, and other public or private facilities, the following accessorial charge will apply:

CHARGES:

Charge per inspection per shipment.....	\$50.00
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For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 886

SORTING AND SEGREGATING
(Exception to Section 5 of Item 750)

1. Subject to the provisions of Section 5 (RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER) of Item 750 (PICKUP OR DELIVERY SERVICE), Sorting or Segregating Services may be provided, as follows:
- When carrier is requested to sort and segregate by marks, brands, sizes, flavors or other distinguishing characteristics, an additional charge shall be assessed when the carrier carrier provides such service.
 - The charges in this item will be assessed against the party requesting or requiring this service, and are in addition to all other applicable charges. If the party requesting or requiring the service is unable or unwilling to pay for this service, the charges will be assessed against the payor of the freight charges.
 - No sorting or segregating charge will be assessed when the only service performed is a count necessary to determine the extent and identity of shortages or overages as may have been ascertained by the carrier's employee.

Charges for services provided in Paragraph 1 will be as follows:

CHARGE PER PACKAGE	\$	0.60
or CHARGE PER 100 POUNDS, if greater	\$	1.35
MINIMUM CHARGE PER SHIPMENT	\$	55.00

ITEM 890

SPECIAL SERVICES--SIGNATURE SECURITY SERVICE (SSS)

SECTION 1--DEFINITION

A service designed to provide continuous responsibility for the custody of shipments in transit, so named because a signature and tally record is required from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination. Each person responsible for the shipment whereon this service is requested will sign a written record or receipt while such shipment is in possession of the carrier or his agent, and the carrier or his agent will secure signature for such written record or receipt from Consignee or his agent.

SECTION 2--ANNOTATION

- Shipper or his agent must place and sign the following annotation on the Bill of Lading:
"SIGNATURE SECURITY SERVICE REQUESTED."
DATE _____ SIGNED _____ TITLE _____
- In the event special circumstances require telephone notice to Consignor, Bill of Lading will be annotated: CALL CONSIGNOR (COMMERCIAL AREA CODE AND TELEPHONE NUMBER) COLLECT AT ANY TIME OF DAY FROM EACH POINT WHERE SIGNATURE AND TALLY SERVICE ARE TO BE PROVIDED.

SECTION 3--FORM REQUIRED

DD Form 1907 (SIGNATURE AND TALLY RECORDS), or similar form provided by the Shipper, will be used to obtain the signature and tally record:

- When Signature Security Service is requested by the Shipper and the signature and tally record is furnished, carrier or his agent will require each person responsible for the shipment, such as the terminal manager, pickup, delivery and road drivers, and dock foreman, to personally sign the signature and tally record, and will secure signature in the space provided on the form from the Consignee or his agent upon delivery.
- The initial signature on the form should be the same as that of the carrier's agent on the Bill of Lading.
- In terminal areas, the vehicle containing the Signature Security Service shipment must be under the control of the last person signing the DD Form 1907, or any other form furnished by the Shipper.

SECTION 4--BASIS OF CHARGES:

In addition to all rates or charges in tariffs made subject to this tariff for transporting shipments on which Signature Security Service is provided at the Shipper's request, a charge for such service provided under this item will be assessed, as follows:

CHARGE PER 100 POUNDS	\$	2.89
MINIMUM CHARGE PER SHIPMENT	\$	71.70
MAXIMUM CHARGE PER SHIPMENT (See NOTE A)	\$	200.35

NOTE A--The Maximum Charge Per Shipment also applies Per Vehicle if more than one vehicle is used to transport the shipment.

ITEM 890-20

SPECIAL SERVICES--QUOTATIONS OF ESTIMATED CHARGES

- When carrier has furnished, either orally or in writing, an estimate of published tariff charges, such estimate will be given on basis of effective published tariff provisions as applies to those facts concerning shipments which are made known to carrier.
- Estimates of freight charges are furnished as a convenience to shipping public and represent nothing more than an approximation of freight charges which is not binding either on carrier or Shipper.
- All transportation charges on a shipment will be assessed on basis of published tariff provisions legally in effect at time of shipment as applied to commodity shipped and transportation and related services performed in connection therewith.

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 890-30

SPECIAL SERVICES--SHIPMENTS CONSIGNED TO UNITED STATES POST OFFICES

Shipments consigned to a U.S. Post Office at a particular point, or tendered to a carrier for delivery to a US Post Office at a particular point, for distribution via U.S. Mail, will be accepted only on the following conditions:

1. All charges on shipments must be PREPAID.
2. The Post Office Stamp will be accepted, in lieu of signature, as receipt for delivery of shipment.
3. Packages must carry sufficient postage for movement to destination.
4. Shipment consigned to an Army or Air Force Postal Service (APO) or Fleet Post Office (FPO) will not be accepted.
5. Each package must conform to US Postal Regulations regarding size and weight.

ITEM 900

STOPOFF FOR PARTIAL LOADING OR UNLOADING OF TL OR VOL SHIPMENTS

A single shipment, subject to TL or VOL rates, may be stopped for partial loading or partial unloading, subject to the following provisions:

SECTION 1--GENERAL PROVISIONS

- a. After initial pickup stop at origin, and prior to final delivery stop at destination, shipment may be stopped for the purpose of picking up or delivering component parts of a single shipment at origin, at points enroute to destination or at destination.
- b. Except as provided in Paragraph 3d, pickup or delivery service may be performed at additional loading or unloading sites at origin, destination or at intermediate stopoff points within continuous private property at the place of the party receiving the service. Continuous private property may be intersected by no more than one public street or thoroughfare.
- c. The greatest mileage between any point of loading and any point of unloading will determine the point of origin and the point of destination for the application of this rule. All mileage shall be computed by use of the Tariffs HGB 100 or 105 Series (MILEAGE GUIDE).

SECTION 2--LIMITATIONS:

- a. Except as provided in Paragraph 1b of the general provisions, each stopoff is limited to one setting of the truck in accordance with Item 750 (PICKUP OR DELIVERY SERVICE).
- b. On joint-line traffic, stopoff privileges apply only when the entire shipment is delivered to one connecting carrier, or if stopoff has already been accorded, when the entire remaining portion of the shipment is delivered to one connecting carrier.
- c. Stopoffs for partial loading or partial unloading will not be permitted on shipments moving "COD"; "IN BOND"; "TO ORDER"; "ORDER-NOTIFY"; ORDER CARE OF"; nor on which Section 7 of the Bill of Lading has been executed.
- d. Stopoffs for partial unloading at piers or wharves will not be permitted on shipments of LIQUORS, beverage, as described in NMFC Items 111400 thru 111510, at New York NY and points in the New Jersey-New York Harbor Area.
- e. The substitution of freight for that originally loaded, or any exchange of contents, at a point or place of stopoff is prohibited.
- f. All of the component parts of a shipment must be loaded and in transit before any stop is made for partial unloading.
- g. This item will not apply on containerized shipments moving as one unit of freight, whether in wheeled trailers or containers, or other than in wheeled trailers or containers.

SECTION 3--STOPOFF CHARGES

- a. The initial pick up stop and the final delivery stop are not subject to stopoff charges.
- b. Except as provided in Paragraphs 3c, 3d and 3e, each stop for either partial loading or partial unloading, not both, will be subject to a stopoff charge of:

FOR 1ST STOP	\$ 105.00
FOR 2ND STOP	\$ 210.00
FOR EACH STOP IN EXCESS OF 2 STOPS, CHARGE PER STOP	\$ 315.00
- c. Except as provided in Paragraph 3d, a shipment receiving both partial loading and partial unloading will be subject to a STOPOFF CHARGE PER STOP of \$ 210.00
- d. Each stop at piers or wharves for partial loading or partial unloading will be subject to a STOPOFF CHARGE PER STOP of \$ 210.00
- e. Except as provided in Paragraph 3d, above, each stop at additional loading or unloading sites, as outlined in Paragraph 1b, will be subject to a CHARGE PER STOP of \$ 105.00
This charge is in addition to the charges provided in Paragraph 3b and 3c, above.

(Conc. on following page)

RULES--GENERAL

ITEM 900

(Conc.)

STOPOFF FOR PARTIAL LOADING OR UNLOADING OF TL OR VOL SHIPMENTS

SECTION 4--LINEHAUL CHARGES:

- a. Charges shall be determined on the basis of the minimum weight or actual weight if greater, of the entire shipment at the rate or rates applicable:
- (1). FROM the point of initial origin; or
 - (2). FROM any intermediate point where shipment is stopped for partial loading.
 - (3). TO any intermediate point where shipment is stopped for partial loading; or
 - (4). TO the point of final destination from and to which the highest charges are applicable.
 - (5). FROM the point of initial origin TO the point of final destination.
- b. (1). If the total distance from initial origin to final destination, via the stopoff point or points, exceeds 115 per cent of the shortest mileage from initial origin to final destination, that distance in excess of 115 percent will be charged for at a RATE PER MILE of \$ 4.57
All mileage shall be computed by use of Tariffs HGB 100 or 105 Series (MILEAGE GUIDE).
- (2). The greatest mileage between any point of loading and any point of unloading will determine the initial point of origin" and the final point of destination for the purpose of applying this circuitry provision and determining the excess mileage, if any, and the charge therefor.

SECTION 5--PREPAYMENT OF CHARGES

All charges must be PREPAID by Consignor, except on shipments moving on Government Bills of Lading, and only one freight bill will be issued for the entire shipment. However, charges may be COLLECT when they are guaranteed by the Consignor and so noted on the Bill of Lading at time of shipment. All charges are to be collected from the Consignee at final destination

SECTION 6--FAILURE TO DELIVER STOPOFF FREIGHT

When Bill of Lading requires stopoff to unload a component part of the shipment and carrier is unable during business hours to effect delivery of such freight at the point or place of stopoff, that undelivered portion of such shipments shall then be subject to rules and regulations governing Unclaimed Freight, Storage and Redelivery of freight, to the extent that such services are applicable.

SECTION 7--MARKING OR TAGGING SHIPMENTS

Except where shipments consist of identical packages or pieces, or where the various lots of freight comprising the shipment are of such nature as to be easily identified and segregated, each piece or package in any shipment stopped for partial unloading must be plainly and durably marked, stenciled or tagged by Shipper in such a manner that each lot of freight intended for delivery at a particular point or place of stopoff will be readily distinguishable from all other freight in the shipment.

SECTION 8--STOPOFF HANDLED IN SEPARATE VEHICLES

For carrier's convenience any portion of the shipment may be picked up, transported, or delivered in separate trucks, and all portions of the shipment need not be transported through the stopoff point or points.

SECTION 9--SHIPPING INSTRUCTIONS

- a. Arrangements for any stopoff service provided in this item must be made with the originating carrier before shipment, or any portion thereof, is tendered for transportation.
- b. The entire shipment must be available for pickup at time of tender.
- c. The Shipper must tender the part lots in the order required by the carrier.
- d. The party of parties authorized and designated by the Shipper to accept or tender freight at a point or place of stopoff may be the same or other than the billed Consignee.
- e. The Bill of Lading shall designate the following:
 - (1). Stopoff point or points and places;
 - (2). The weight, quantities, markings and description of articles to be loaded or unloaded;
 - (3). The name and address of the party authorized to tender freight or to accept freight for unloading at point or place of stopoff.

RULES--GENERAL

ITEM 910

STORAGE

Freight held in carrier's possession by reason of an act or an omission of the Consignor, Consignee or Owner, or for customs clearance or inspection, payment of fees, duties or taxes, and through no fault of the carrier, will be considered stored immediately and will be subject to the following provisions:

1. Storage charges on freight awaiting line-haul transportation will begin at 7:00 A.M., the day after freight is received by the carrier.
2. Storage charges on freight awaiting delivery at the carrier's destination terminal, and/or for which notice of arrival has been given as provided in Item 345, will commence after an allowed free time of 48 hours. When such storage charges would begin after 2:00 p.m., the storage charges will commence at 7:00 a.m. on the next business day. (See NOTE A)
3. When the carrier:
 - a. Has been given instructions at time of shipment that there will be a delay in accepting the shipment by the consignee; or
 - b. Has been notified by the consignee while the shipment is in transit, and prior to giving Notice of Arrival as provided in Item 345, that there will be a delay in accepting the shipment by the consignee; or
 - c. Notifies the consignee that a shipment is awaiting delivery and an appointment for such delivery is scheduled,
 storage charges and free time will be assessed as outlined in Paragraph 2 of this item.
4. Freight stored in carrier's possession, other than that provided for in Paragraph 5, will be assessed Storage Charges, as follows:

CHARGE PER 100 POUNDS, PER 24 HOURS, OR FRACTION THEREOF	\$ 3.00
MINIMUM CHARGE:	
PER EACH 24 HOURS	\$ 20.00
PER SHIPMENT	\$ 50.00
MAXIMUM CHARGE PER SHIPMENT (See C):	
FOR THE 1ST 24 HOURS, OR FRACTION THEREOF	\$ 112.50
FOR THE 2ND 24 HOURS, OR FRACTION THEREOF	\$ 145.90
FOR THE 3RD 24 AND EACH SUCCEEDING 24 HOURS, OR FRACTION THEREOF	\$ 229.95
5. Freight stored in carrier's possession subject to TL or VOL rates, or subject to the provisions of Item 390 (CAPACITY LOAD) or Item 470 (EXCLUSIVE USE OF VEHICLE), will be assessed the following charges:

CHARGE PER SHIPMENT (See NOTE B):	
FOR THE 1ST 24 HOURS, OR FRACTION THEREOF	\$ 112.50
FOR THE 2ND 24 HOURS, OR FRACTION THEREOF	\$ 145.90
FOR THE 3RD 24 AND EACH SUCCEEDING 24 HOURS, OR FRACTION THEREOF	\$ 229.95
6. Storage charges under this item will end when carrier is enabled to deliver the freight as a result of action by the Consignee, Consignor, Owner or Customs Official.
7. Storage charges under this item will not apply on the day carrier places the freight in public warehouse. When carrier does place the freight in a public warehouse a charge will be assessed for transporting the shipment from carrier's terminal to the warehouse, as follows:

CHARGE PER 100 POUNDS	\$ 3.99
MINIMUM CHARGE PER SHIPMENT.....	\$ 40.00
MAXIMUM CHARGE PER SHIPMENT (See NOTE B)	\$ 441.65

 Carrier will not be responsible for any charges accruing to the public warehouse.

NOTE A--The term "FIRST DAY OF BUSINESS" as used in this item means Mondays through Fridays, excluding Saturdays, Sundays or Holidays.

NOTE B--The Maximum Charge Per Shipment also applies Per Vehicle if more than one vehicle is used to transport the shipment.

ITEM 925

TARIFF CANCELLATION

For customers with pricing published in LKVL 616 (discount) or 216 (commodity) tariffs, if no shipments move under customer's pricing for a 12 month period, the published pricing shall be cancelled.

RULES--GENERAL

ITEM 940

TERMINAL AREAS

SECTION 1--INCORPORATED MUNICIPALITIES

Except as otherwise provided, rates, rules and regulations provided in tariffs governed by this tariff will apply:

1. FROM and TO points named, and points and places within the corporate limits of an incorporated municipality; and additionally
2. FROM and TO the following points, places and areas located within the United States:
 - a. All unincorporated areas within the following distances of the corporate limits of the specified municipality if it has a population of:
 - (1). Less than 2,500 two (2) miles
 - (2). 2,500 or more, but less than 25,000 three (3) miles
 - (3). 25,000 or more, but less than 100,000 four (4) miles
 - (4). 100,000 or more five (5) miles

Distances are air line distances and population is as reported by the last US decennial census.

- b. All places in any other incorporated municipality any part of which is located within the limits described in Sub-paragraph "a" of this Paragraph.
- c. All places in any other incorporated municipality which is wholly surrounded, or wholly surrounded, except for a water boundary, by any municipality included under the terms of sub-paragraph "b" of this Paragraph.

SECTION 2--UNINCORPORATED COMMUNITIES

Except as otherwise provided, rates, rules and regulations provided in tariffs governed by this tariff will apply:

1. FROM and TO points named; and additionally
2. FROM and TO places and areas located within the United States, as follows:
 - a. All places within the following distances of the of the Post Office of the same name in the unincorporated community if such community has a population of:
 - (1). Less than 2,500..... two and one-half (2.5) miles
 - (2). 2,500 or more, but less than 25,000..... four (4) miles
 - (3). 25,000 or more..... five and one-half (5.5) miles

Distances are air line distances. If the community does not have a post office of the same name, distances will be measured from the generally recognized business center. Population is as reported by the last US decennial census if the population of the community is so reported.

- b. All places in any incorporated municipality any part of which is within the limits described in sub-paragraph "a" of this Paragraph.
- c. All points in any other incorporated municipality which is wholly surrounded, or wholly surrounded, except for a water boundary, by any municipality included under the terms of sub-paragraph "b" of this Paragraph.

SECTION 3--GENERAL PROVISIONS

1. The provisions of this item are NA in establishing rates from or to points, from or to which rates, either class of commodity, are specifically published, either in this tariff or in other tariffs governed by this tariff.
2. If the place of collection or delivery lies within the pickup and delivery limits of two or more points of origin or destination, the rate applicable will be that from or to the points from or to which the lower or lowest rate is provided.

ITEM 950

TERMINAL CHARGES AT PORTS

Unless otherwise provided, the rates and charges published in tariffs governed by this tariff do not include Tollage, Wharfage Usage, Loading or Unloading Charges, or any other Port Terminal Charges at Piers, Wharves, Dockside Terminals or Warehouses, and carrier will not absorb said charges.

ITEM 959

TRANSFER OF LADING

1. When shipments, subject to TL or VOL rates, cannot be picked-up with the vehicle to be used in transporting the shipment over the highway, and the carrier is required to render pickup service with a different vehicle, such shipments will be subject to the charges in Paragraph 4, in addition to all other applicable charges. These charges will be collected from the Consignor.
2. When shipments, subject to TL or VOL rates, cannot be delivered with the vehicle used in transporting the shipment over the highway, the carrier will notify the Consignee of this fact in the manner provided in Item 345 (ARRIVAL NOTICE AND UNDELIVERED FREIGHT). If the Consignee requests the carrier to render delivery service with a different vehicle, such shipments will be subject to the charges in Paragraph 4, in addition to Redelivery charges when performed, and all other applicable charges. Unless the Bill of Lading is specifically endorsed to show prepayment of these charges, they will be collected from the Consignee.
3. When Consignor or Consignee requests that shipments, subject to TL or VOL rates, be picked-up or delivered on a vehicle, other than the vehicle used in transporting the shipment over the highway, the charges in Paragraph 4 will apply. Unless the Bill of Lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting the service.
4. Each vehicle required for original pickup and/or final delivery will be considered a separate transfer. The charge for the transfer services outlined in this item will be:

CHARGE PER 100 POUNDS	\$	2.63
MINIMUM CHARGE PER SHIPMENT	\$	125.15

For Explanation of Abbreviations and Reference Marks, see Item 125.

RULES--GENERAL

ITEM 980

UNDELIVERED RETURNED SHIPMENT

1. Any shipment undelivered, when returned to the Shipper, shall be returned at the applicable tariff rates from the point of return as origin, to the original origin of the shipment as the destination of the returned shipment.
2. The applicable rates in effect on the date of the returned shipment will be applied on such returned movement and shall be in addition to all other applicable charges.

ITEM 985

VEHICLE FURNISHED, BUT NOT USED

SECTION 1--AT POINTS WITHIN THE TERMINAL AREA

1. When a carrier is requested to furnish a vehicle to pickup a TL, VOL or Exclusive Use shipment and the vehicle is not used due to no fault of the carrier, a charge will be assessed against the party making such request, as follows:

CHARGE, PER VEHICLE, PER DAY, OR FRACTION THEREOF \$ 222.55

2. Upon arrival of the vehicle with power unit, the Consignor will have free time of 60 minutes to inform carrier the vehicle will not be used. If carrier is detained beyond 60 minutes, an additional charge of will be assessed, in addition to other applicable charges provided herein, as follows:

CHARGE, PER VEHICLE, PER DAY, OR FRACTION THEREOF \$ 162.50

3. Charges will end when carrier is notified that the vehicle will not be used and is available for pickup.

SECTION 2--AT POINTS OUTSIDE THE TERMINAL AREA

1. When a carrier is requested to dispatch a vehicle to a point of origin designated by the Consignor or Consignee, and such vehicle is furnished but not used, due to no fault of the carrier, a charge for each vehicle will be assessed against the party making such request, as follows:

CHARGE, PER VEHICLE, PER MILE \$ 4.25

MINIMUM CHARGE PER VEHICLE \$ 621.75

2. The mileage will be computed from the carriers terminal to the designated origin point, plus mileage back to carrier terminal point. Mileage to be determined by use of Tariffs HGB 100 or 105 Series (MILEAGE GUIDE).

3. Upon arrival of the vehicle with power unit, the Consignor will have free time of 60 minutes to inform carrier the vehicle will not be used. If carrier is detained beyond 60 minutes, an additional charge of will be assessed, in addition to other applicable charges provided herein, as follows:

CHARGE, PER VEHICLE, PER DAY, OR FRACTION THEREOF \$ 163.70

ITEM 992

WEIGHT VERIFICATION

1. Carrier will verify the weight of any shipment upon request by either the Consignor or Consignee.
2. Such verification will only be made while in the custody of the carrier.
3. A charge per shipment, or per vehicle if more than one vehicle is used to transport the shipment, will be made for such verification of..... \$ 49.50
4. This charge is to be paid by the party requesting the service.

ITEM 994

WEIGHTS--GROSS WEIGHTS AND DUNNAGE

SECTION 1--GROSS WEIGHTS

Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used.

SECTION 2--DUNNAGE

Any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle:

a. Shall be excluded from the gross weight.

b. When required to protect and make shipments, subject to other than LTL or AQ Classes or rates, secure for transportation, must be furnished and installed by the Consignor, except that such materials may be installed by the carrier, subject to the following provisions:

(1). If materials are furnished by the carrier, the cost for such materials will be paid for by the Shipper upon presentation of an invoice from a supplier independent of the carrier covering such materials used on the involved shipment.

(2). A charge for labor necessary for installation of Shipper, or carrier, furnished material will be assessed, as follows:

CHARGE, PER MAN, PER HOUR, OR FRACTION THEREOF \$ 28.25

- THE END -

For Explanation of Abbreviations and Reference Marks, see Item 125.