

ISSUED: APRIL 1, 1996
EFFECTIVE: MAY 1, 1996

DEPARTMENT OF VETERANS AFFAIRS
RULES TENDER No. VA-100
(VA No. VA-100)

For Governing Publications see ITEM 10.

This tender applies on both Intrastate and Interstate traffic.

DEPARTMENT OF VETERANS AFFAIRS
OFFICE OF ACQUISITION AND MATERIEL MANAGEMENT
DISTRIBUTION PROGRAMS DIVISION
WASHINGTON, DC 20420

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

CHECK SHEET FOR TENDER PAGES

All of the pages contained in this tender are listed consecutively by number with a revision number after each page. The pages of this tender, and the supplements to the tender listed on this page bear issued dates which are the same as, or are prior to, the issued date of this page. A "O" in the revision column indicates an original page; the designation of "R" indicates the page was not issued but has been reserved for future use and is removed from the normal page sequencing. This page will be updated with each subsequent revision to this tender.

Page	Revision	Page	Revision	Page	Revision	Page	Revision
1	O	41	O	81	O	121	O
2	O	42	O	82	O	122	O
3	O	43	O	83	O	123	O
4	O	44	O	84	O	124	O
5	O	45	O	85	O	125	O
6	O	46	O	86	O	126	O
7	O	47	O	87	O	127	O
8	O	48	O	as	O	128	O
9	R	49	R	89	O	129	R
10	R	50	R	90	O	130	R
11	O	51	O	91	O	131	O
12	O	52	O	92	O	132	O
13	O	53	O	93	O	133	O
14	O	54	O	94	O	134	O
15	O	55	O	95	O	135	R
16	O	56	O	96	O	136	R
17	O	57	R	97	R	137	O
18	O	58	R	98	R	138	O
19	O	59	O	99	O	139	O
20	O	60	O	100	O	140	O
21	O	61	O	101	O	141	O
22	O	62	O	102	O	142	R
23	O	63	R	103	O	143	R
24	O	64	R	104	O	144	R
25	R	65	O	105	O	145	O
26	R	66	O	106	O		
27	O	67	O	107	R		
28	O	68	O	108	R		
29	O	69	O	109	O		
30	O	70	O	110	O		
31	O	71	R	111	O		
32	O	72	R	112	O		
33	R	73	O	113	O		
34	R	74	O	114	O		
35	O	75	O	115	O		
36	O	76	O	116	O		
37	O	77	O	117	O		
38	O	78	O	118	O		
39	R	79	R	119	O		
40	R	50	R	120	O		

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

TABLE OF CONTENTS

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48

ITEM NO.	ITEM DESCRIPTION	APPEARS ON (PAGES)

.	TITLE	1
.	INTENTIONALLY BLANK PAGE	2
.	CHECK SHEET FOR TENDER PAGES	3
.	INTENTIONALLY BLANK PAGE	4
.	TABLE OF CONTENTS	5-8
.	RESERVED	9-10
	SECTION 1 - GENERAL TENDER APPLICATION	11
.	INTENTIONALLY BLANK PAGE	12
5	PURPOSE, EXPLANATION, AND APPLICATION	13-15
10	GOVERNING PUBLICATIONS.....	15
20	REVISING TENDER PROVISIONS AND METHOD OF CANCELING ORIGINAL OR REVISED PAGES ...	16
30	DEFINITION OF TERMS.....	17-19
35	DISPOSITION OF FRACTIONS	20
40	PRELODGING.....	20-21
50	DOUBLES TRAILER FURNISHED FOR LOADING.....	21
55	EQUIPMENT REQUESTED FOR LOADING	21
60	SPECIALIZED SERVICES	21
65	EQUIPMENT FURNISHED FOR LOADING.....	22
70	METRIC CONVERSION	22
75	SERVICES NOT OTHERWISE SPECIFIED.....	2
.	INTENTIONALLY BLANK PAGE	23-24
.	RESERVED	25-26
	SECTION 2 - GENERAL RULES AND SPECIFIC PICKUP/DELIVERY CHARGES	27
.	INTENTIONALLY BLANK PAGE	28
100	ARBITRARY APPLICABLE ON IMPORT OR EXPORT TRAFFIC PICKED UP AT OR DELIVERED TO STEAMSHIP WHARVES OR DOCK	29
125	ARRIVAL NOTICE AND UNDELIVERED FREIGHT	30-31

TABLE OF CONTENTS - CONTINUED

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
36
37
38
39
40
41
42
43
44
45
46

ITEM NO.	ITEM DESCRIPTION	APPEARS ON (PAGES)

130	BILL OF LADING - COMMERCIAL	31
150	BILL OF LADING - CORRECTED	31-32
175	BULK FREIGHT	32
180	CIRCUITOUS ROUTINGS OF HAZARDOUS MATERIAL SHIPMENTS	32
.	RESERVED	33-34
200	CHASSIS - OBTAINING OF.....	35
225	RATES FROM OR TO POINTS IN ALASKA, HAWAII, OR POINTS OUTSIDE CONUS	35
250	CUSTOMS OR IN BOND FREIGHT	35-36
.	INTENTIONALLY BLANK PAGE	37-38
.	RESERVED	39-40
300	DELIVERY OF FREIGHT BILL PRIOR TO DELIVERY OF SHIPMENT	41
325	DETENTION - VEHICLES WITH POWER.....	41-43
350	DETENTION - VEHICLES WITHOUT POWER UNITS.....	43-47
375	PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING	48
.	RESERVED	49-50
400	DIVERSION - MOTOR TO AIR TRANSPORTATION.....	51
425	HYDRAULIC LIFT GATE SERVICE.....	51
450	EXPEDITED SERVICE.....	55
.	INTENTIONALLY BLANK PAGE	56
.	RESERVED	57-58
500	EXPORT OR IMPORT SHIPMENT REQUIREMENTS AT THE U.S. - CANADIAN BORDER	59
525	EXTRA LABOR - LOADING OR UNLOADING	60
.	INTENTIONALLY BLANK PAGE	61
550	HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE	62
575	IMPRACTICABLE OPERATIONS.....	62
.	RESERVED	63-64

TABLE OF CONTENTS - CONTINUED

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49

ITEM NO.	ITEM DESCRIPTION	APPEARS ON (PAGES)

600	LOADING OR UNLOADING - WATERBORNE TRAFFIC - PORT OF BALTIMORE, MD	65-67
625	MARKING OR TAGGING FREIGHT - CHANGING MARKING OR TAGS	68
650	MAXIMUM CHARGES	68
675	SINGLE SHIPMENT CHARGE	69
.	INTENTIONALLY BLANK PAGE	70
.	RESERVED	71-72
700	MINIMUM CHARGE - CAPACITY LOADS	73-75
725	NOTIFICATION CHARGE	75
775	OVERDIMENSION FREIGHT	76-77
776	OVERWEIGHT FREIGHT	77
785	PACKAGING OR PACKING PROVISIONS	77
787	NON-COMPLIANCE WITH PACKAGING OR PACKING PROVISIONS	77
800	PAYMENT OF CHARGES	77
825	PERMITS, SPECIAL	77
.	INTENTIONALLY BLANK PAGE	78
.	RESERVED	79-80
.	INTENTIONALLY BLANK PAGE	81
850	PICKUP OR DELIVERY SERVICE	82-88
855	PICKUP OR DELIVERY SERVICE AT PRIVATE RESIDENCES	89-90
860	PICKUP OR DELIVERY SERVICE - SUNDAYS OR HOLIDAYS	91
865	PICKUP OR DELIVERY SERVICE - SATURDAY OR AFTER 5 P.M. ON NORMAL BUSINESS DAYS	92
870	PICKUPS OR DELIVERIES - ADDITIONAL	93
875	PICKUPS OR DELIVERY SERVICE - NEW YORK HARBOR AND PORT NEWARK, NJ	94-96
885	PROPERTY OF UNUSUAL VALUE OR UNSAFE TO TRANSPORT	96
.	RESERVED	97-98
900	PROTECTIVE SERVICE	99
925	RECONSIGNMENT OR DIVERSION	99-104
950	REDELIVERY	105
.	INTENTIONALLY BLANK	106
.	RESERVED	107-108

TABLE OF CONTENTS - CONTINUED

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

ITEM NO.	ITEM DESCRIPTION	APPEARS ON (PAGES)

1000	SEALING OF EQUIPMENT.....	109
1009	SEALED CLOSED VAN SERVICE.....	110-111
1010	SORTING OR SEGREGATING SERVICE AND CHARGES.....	112
.	PAGES 113 TO 125 INTENTIONALLY BLANK.....	113-125
1075	STOPOFFS - TO COMPLETE LOADING OR FOR PARTIAL UNLOADING.....	126-127
.	INTENTIONALLY BLANK PAGE.....	128
.	RESERVED.....	129-130
1100	STORAGE.....	131-132
1125	SUBSTITUTED SERVICE - RAIL FOR MOTOR.....	133
1150	TELEGRAMS OR TELEPHONE MESSAGES - CHARGES FOR.....	133
1175	TRANSFER OF LADING.....	134
.	RESERVED.....	135-136
1225	VEHICLE FURNISHED BUT NOT USED.....	137
1250	WEIGHT - VERIFICATION.....	137
1275	WEIGHTS - GROSS WEIGHT - CHARGES ON GROSS WEIGHT.....	138-139
.	INTENTIONALLY BLANK PAGE.....	140
.	RESERVED.....	141-144
.	END.....	145

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

SECTION 1

GENERAL TENDER APPLICATION

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47

SECTION 1 - GENERAL TENDER APPLICATION

ITEM 5 PURPOSE, EXPLANATION, AND APPLICATION

SECTION 1. PURPOSE.

The purpose of the Department of Veterans Affairs (VA) RULES TENDER No. VA-100 (VA No. VA-100) is to articulate the transportation service needs of the participating VA activities listed in ITEM 1-1A of the Department of Veterans Affairs (VA) GENERAL FREIGHT TENDER OF SERVICE NO. VA-1 (VA TOS No. VA-1).

SECTION 2. EXPLANATION.

The baseline rates and charges, rules, and other provisions contained in this tender have been constructed by GSA and some are above bureau levels, equal to the same provisions, and below other bureau levels.

SECTION 3. APPLICATION.

Where reference is made to the VA RULES TENDER No. VA-100 (VA No. VA-100) in a carrier's tender or rate agreement, the rules and accessorial charges contained in this publication will govern the freight services of the carrier's tender, and will apply from, to, or between those points which are specified in the individual tender utilizing the **UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES (TENDERS), OPTIONAL FORM 280**, filed with VA. Carriers must complete **BLOCKS 16 and 17**, of the Optional Form 280 as follows:

A. Insert in **BLOCK 16**,

"VA No. VA-100".

Also, carriers, must either:

- (1) indicate in the space provided in **BLOCK 16**, one percentage for all **ITEMS** containing rates or charges in the VA No. VA-100.

(Please see Appendix E - **ITEMS IN THE VA No. VA-100 THAT CONTAIN RATES OR CHARGES** in the VA TOS No. VA-1 for a listing of those **ITEMS** in the VA No. VA-100 containing rates or charges.); or

1 (2) insert in BLOCK 16, the words,
2

3 **“SEE ITEM PERCENTAGE INDEX APPENDIX FOR ITEM**
4 **PERCENTAGES”**,

5
6 and in the space provided in the ITEM PERCENTAGE INDEX
7 APPENDIX, indicate a percentage for **EACH** ITEM.
8

9 B. Insert in the space provided in **BLOCK 17A**, either:
10

11 (1) one percentage for all ITEMS containing rates or charges in the
12 VA No. VA-100; or

13 (2) insert in BLOCK 17A, the words,
14

15 **“SEE ITEM PERCENTAGE INDEX APPENDIX FOR ITEM**
16 **PERCENTAGES”**,

17
18 and in the space provided in the ITEM PERCENTAGE INDEX
19 APPENDIX, a percentage for **EACH** ITEM.
20

21 C. Insert in **BLOCK 17B**,

22 **“VA RULES TENDER No. VA-100.”**
23

24
25 Also, tenders must identify in BLOCK 17B, the reason(s) for change(s)
26 [supplementing a tender].
27

28
29 Individual tender percentages will only apply to those ITEMS that contain stated rates or charges.
30

31 Carriers, in satisfying the requirements in SECTION 3A and 3B above, must indicate in **BLOCK**
32 **16 and 17**, one percentage for all ITEMS or insert the words,
33

34 **“SEE ITEM PERCENTAGE INDEX APPENDIX FOR ITEM PERCENTAGES.”**
35

36 and in the space provided in the ITEM PERCENTAGE INDEX APPENDIX a percentage for **EACH**
37 ITEM. This is not in any way to be construed as a setting of rates, rules or charges by VA.

38 **CARRIERS’ TENDERS CANNOT BE MADE SUBJECT TO ANY OTHER PUBLICATION FOR**
39 **APPLICATION OF THE RATES OR CHARGES THEREIN.** If any other carrier or bureau published
40 line-haul, rules or terminal services tariff is shown in a tender, the tender will be rejected and returned to the
41 carrier.
42

1 THE PUBLICATION LISTED IN ITEM 10, GOVERNING PUBLICATIONS, FOR PART OF
 2 THE RULES PUBLICATION AND WILL NOT NEED TO BE LISTED IN BLOCK 16 OF THE
 3 INDIVIDUAL TENDERS.
 4
 5

6 **ITEM 10 GOVERNING PUBLICATIONS.**
 7

8 This tender is governed, except as otherwise provided herein, by the following described tariffs or
 9 specifications, by supplements or loose-leaf page amendments thereto, or by successive issues or
 10 reissues thereof:
 11

<u>TITLE AND KIND OF TARIFF</u>	<u>TARIFF NO.</u>	<u>ICC (MD-ICC) NUMBER</u>
12 NATIONAL MOTOR FREIGHT 13 TRAFFIC ASSOCIATION, INC. AGENT 14 NATIONAL MOTOR FREIGHT 15 CLASSIFICATIONS (RULES ONLY)	100-V	ICC NMF 100-V
16 DIRECTORY OF STANDARD 17 MULTI-MODAL CARRIER AND 18 TARIFF AGENT CODES 19 (SCAC AND STAC).	101-K	ICC NMF 101-K
20 HOUSEHOLD GOODS CARRIERS' 21 BUREAU COMMITTEE, AGENT 22 HOUSEHOLD GOODS CARRIERS' 23 BUREAU COMMITTEE MILEAGE GUIDE 24 (Volume One - Mileage and 25 Volume Two-Maps)	16	ICC HGB 100-E
26 HOUSEHOLD GOODS CARRIERS' 27 BUREAU COMMITTEE U.S. 28 GOVERNMENT MILEAGE GUIDE	3	ICC HGB 108-B
29 NATIONAL RAILROAD FREIGHT 30 COMMITTEE, AGENT 31 UNIFORM FREIGHT 32 CLASSIFICATION (RULES ONLY)	6000-K	ICC UFC 6000-K

33
 34
 35
 36
 37
 38
 39
 40

1 **ITEM 20 REVISING TENDER PROVISIONS AND METHOD OF CANCELING**
2 **ORIGINAL OR REVISED PAGES.**
3

4 This tender will be revised by the Department of Veterans Affairs, Office of Acquisition and Materiel
5 Management, Distribution Programs Division (92C), 810 Vermont Avenue, NW, Washington, DC
6 20420, through either the issuance of page revisions (original or revised) or the reissuance of the
7 document on an "as needed" basis.
8

9 **A. PAGE REVISIONS.**

10 This tender will be revised through issuing page revisions. When there are page revisions,
11 cancellation of prior pages will be effected by means of this rule. Pages will be inserted
12 sequence, (For example: "FIRST REVISED PAGE 10" will have the effect of canceling
13 in the document in numerical "ORIGINAL PAGE 10"; "SECOND REVISED PAGE 10"
14 will have the effect of canceling "FIRST REVISED PAGE 10". Pages should be inserted in the
15 following order, as page 115 would be followed by pages 115-A, 115-B, 115-C, 116, and 117.)
16
17

18 Except where a specific cancellation is shown on a revised page, a revised page cancels any
19 and all uncanceled revised or original pages, or uncanceled portions thereof, which bear
20 the same page number.
21

22 **TEXT THAT IS CHANGED ON THE REVISED PAGES WILL BE BRACKETED**
23 []. A listing of current pages is shown on the CHECK SHEET FOR TENDER
24 PAGES on page 3.
25

26 **B. REISSUING DOCUMENT.**

27 Reissues of this document will be identified by a letter suffix, in alphabetical sequence, next to
28 the title number. (For example, the first reissue of this tender would be designated as the VA
29 RULES TENDER No. VA-100-A, the next No. VA-100-B, etc.). Each reissue will cancel the
30 previous issue.
31

32 When this tender is reissued **ONLY TEXT THAT IS CHANGED FROM THE PREVIOUS**
33 **ISSUE OF THE TENDER WILL BE BRACKETED []**.
34

1 **ITEM 30 DEFINITION OF TERMS.**

2
3 **(1) NORMAL BUSINESS HOURS:**

4
5 The term "NORMAL BUSINESS HOURS", is defined as 7:00
6 a.m. to 5:00 p.m., Monday through Friday, except legal
7 holidays,

8
9 **(2) LEGAL HOLIDAYS:**

10
11 New Year's Day Labor Day
12 Martin Luther King's Birthday Columbus Day
13 Washington's Birthday (President's Day Veterans Day
14 Thanksgiving Day Memorial Day
15 Christmas Day Independence Day

16
17
18 and any other day designated as a holiday by Federal statute or Executive Order,

19
20 **(3) SHIPMENT:**

21
22
23 A "SHIPMENT", consists of a lot of freight tendered to a carrier by one consignor
24 at one place at one time for delivery to one consignee at one place on one bill of lading,

25
26 **(4) VEHICLE:**

27
28 Wherever the term "VEHICLE", is used, the term will have reference to a truck, trailer, or
29 container exceeding 10.67 meters (thirty-five [35] feet) in length; or two (2) trailers or
30 containers, each of which does not exceed 10.67 meters (thirty-five [35] feet) in length
31 propelled or drawn by a single power unit or transported on one flat car.

32
33 **(5) DOUBLES TRAILER:**

34
35 The term "DOUBLES TRAILER", means a trailer or container not exceeding 10.67 meters
36 (thirty-five [35] feet) in length.
37

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37

(6) RATES:

(a) LESS THAN TRUCKLOAD (LTL):

“LESS THAN TRUCKLOAD” (LTL) rates, are those rates which are based on a percentage of the less than 226.8 kilograms (L5C - less than 500 pounds) through 4,536 kilograms but less than 9,072 kilograms (10M - 10,000 pounds but less than 20,000 pounds) rates shown in SECTION b, ITEM 100 of the VA BASELINE PUBLICATION No. VA-1000. These rates may be applied on shipments weighing 9,072 kilograms (20,000 pounds) or more.

(b) TRUCKLOAD (TL):

“TRUCKLOAD” (TL) rates, are those rates which are based on cents per 1.6093 kilometers (cents per mile) charge per vehicle, or a percentage of the 9,072 kilograms but less than 13,608 kilograms (20M - 20,000 pounds but less than 30,000 pounds), 13,608 kilograms but less than 18,144 kilograms (30M - 30,000 pounds but less than 40,000 pounds). and 18, 144 kilograms and over (40M - 40,000 pounds and over) rates shown in SECTION B, ITEM 100, of the VA BASELINE RATE PUBLICATION No. VA-1000.

(7) CONUS:

“CONUS”, is defined as all points within the contiguous United States, including the District of Columbia (DC), (excluding Alaska and Hawaii).

(8) IMPORT OR IMPORT TRAFFIC:

The term “IMPORT” or “IMPORT TRAFFIC”, except as otherwise specifically provided, shall be understood as meaning any traffic having a prior movement from a foreign country.

(9) EXPORT OR EXPORT TRAFFIC:

The term “EXPORT” or “EXPORT TRAFFIC”, except as otherwise specifically provided, shall be understood as meaning any traffic having a subsequent movement to a foreign country.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30

(10) EQUIPMENT:

Except as otherwise provided, the term "EQUIPMENT", means any type of conveyance, regardless of size.

(11) CARRIER:

When the term "CARRIER", is used, in the VA No. VA-100, unless otherwise stated, it shall apply to motor common carriers, brokers, freight forwarders, rail carriers, shippers agents, or shippers associations.

(12) AND:

The word "AND", is used to join numbers, words, phrases, etc., between which it appears.

(13) OR:

The word "OR", allows for alternation or use of either one or more of the numbers words, phrases, etc., between which it appears.

(14) CLOSED VAN:

Except as otherwise provided, the term "CLOSED VAN", means any type of equipment that is fully enclosed on four sides with doors.

(15) SEALED CLOSED VAN:

Except as otherwise provided, the term "SEALED CLOSED VAN", means any type of equipment that is fully enclosed on four sides with doors that are sealed.

1 **ITEM 35 DISPOSITION OF FRACTIONS.**

- 2
- 3 A. Fractions of a cent resulting from the application of a carrier's independently-established
- 4 percentages of the baseline rates and minimum charges shown in the VA RULES TENDER
- 5 No. VA-100, will be disposed of as follows:
- 6
- 7 1. Fractions of less than one-half of one cent will be omitted; and
- 8
- 9 2. Fractions of one-half of one cent or greater will be increased to the next whole cent.
- 10
- 11 B. Fractions of a cent resulting from the application of a carrier's independently-established rate
- 12 will be disposed of as follows:
- 13
- 14 1. Fractions of less than one-half of one cent will be omitted; and
- 15
- 16 2. Fractions of one-half of one cent or greater will be increased to the next whole cent.
- 17

18 **ITEM 40 PRELODGING.**

- 19
- 20 (1) When prelodging of shipping documents is required by the consignee, the following definition
- 21 will apply:
- 22
- 23 A. **PRELODGING:**
- 24
- 25 Prelodging is the hand delivery, telephonic or FAX of shipping documents by the
- 26 delivering carrier 24 hours or more prior to delivery of a shipment or shipments to a
- 27 location designated by the consignee. When required, the carrier shall deliver
- 28 the shipping documents in accordance with the consignee's instructions.
- 29
- 30 (2) Invoices submitted for payment of prelude charges will be cross referenced as to bill of lading
- 31 (Government Bill of Lading (GBL) or commercial bill of lading [CBL]) number(s), carrier's pro
- 32 number(s), permit number(s), manifest number(s), delivery equipment number(s), and the date
- 33 the prelude service was provided.

1 (3) **CHARGES:**

2
3 Where the bill of lading is annotated that prelodging is required, the charge for hand delivery
4 shall be \$50.00 per delivery equipment. The charge for telephonic or FAX prelodging shall be
5 \$25.00 per delivery equipment.
6

7 **ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING.**

8
9 A doubles trailer as defined in ITEM 30, DEFINITION OF TERMS, may be furnished by the carrier for
10 a vehicle as defined in ITEM 30, except as otherwise provided, at 60 percent of the applicable Truckload
11 (TL) or vehicle rate or charge published herein or in the carrier's individual tender.
12

13 **ITEM 55 EQUIPMENT REQUESTED FOR LOADING.**

14
15 When the shipper orders a specific type or size of equipment, and the carrier holds itself out to provide
16 such equipment in its tender, the carrier shall be responsible for providing it. If equipment other than
17 that requested by the shipper is provided to load a shipment, it shall be furnished at the carrier's own
18 convenience without any additional cost to the Government. The transportation charges shall be assessed
19 on the basis of the equipment ordered by the shipper, unless charges on the equipment that was furnished
20 are lower.
21

22 **ITEM 60 SPECIALIZED SERVICES.**

23
24 Unless otherwise provided in an individual tender, carriers will **NOT** be required to furnish the specialized
25 services contained in the following ITEMS of this tender herein:
26

- 27 ITEM 480 EXPEDITED SERVICE
28 ITEM 900 PROTECTIVE SERVICE
29 ITEM 1010 SORTING OR SEGREGATING SERVICE AND CHARGES

1 **ITEM 65 EQUIPMENT FURNISHED FOR LOADING.**

2
3 Except as otherwise provided, where a carrier's individual tender rates apply on specific types of
4 equipment, the carrier shall be responsible for furnishing it. If equipment other than that specified
5 in the individual tender is provided to load a shipment, it shall be furnished at the carrier's own
6 convenience and without any additional cost to the Government.
7

8 **ITEM 70 METRIC CONVERSION.**

9
10 The weights and measurements expressed in this tender are being changed to indicate only metric
11 measurements. This change will be accomplished in the four steps (paragraphs A through D)
12 shown below:
13

- 14 A. First step. In the 1992 edition of the GSA National Rules Tender No. 100-B, the appropriate
15 weight or measurement (inches, feet, miles, or pounds) will be first expressed after which the
16 metric equivalent (centimeters, meters, kilometers, or kilograms) will be parenthetically shown.
17
18 B. Second step. In the 1993 edition of this document (GSA No. 100-C), the exact opposite
19 is shown, i.e., first the appropriate centimeters, meters, kilometers or kilograms is
20 indicated after which the customary weight or measurement (inches, feet, miles, or pounds)
21 is parenthetically shown. The metric conversion in this step does not require tenders
22 to be predicated upon metric measurement. Only when the fourth step, below, is implemented,
23 will carriers be required to submit their tender filings based upon metric measurement.
24
25 C. The third step in implementing the conversion will be to round the metric weights and
26 measurements expressed in paragraph B to a whole number and, in turn, to translate the
27 "whole" metric number to equivalent U.S. weights and measurements. (In some instances, the
28 conversion process may result in mixed numbers, i.e., a number containing a whole number
29 and a fraction.) The implementation date and process to be used in this step, as well as the
30 implementation date of paragraph D below, has not yet been determined; however, there will
31 be sufficient advance notice given to the carrier industry prior to the implementation of
32 paragraph C and D.
33
34 D. The fourth and final step of the conversion process will be to display only the metric system
35 of measurement (eliminating the customary U.S. weight and measurement in parenthesis).
36

37 Please see APPENDIX D in the VA TOS No. VA-1 for the Metric Conversion Table.

38
39 **ITEM 75 SERVICES NOT OTHERWISE SPECIFIED**

40
41 When a carrier performs services that are required for normal movement of freight shipments and
42 such services are not identified in the VA RULES TENDER No. VA-100, the charges for these
43 services will be negotiated between the VA activity and the carrier.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
17
18
19
20
21
22

SECTION 2

GENERAL RULES

AND

SPECIFIC PICKUP/DELIVERY CHARGES

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39

**SECTION 2 GENERAL RULES AND SPECIFIC
PICKUP/DELIVERY CHARGES**

**ITEM 100 ARBITRARY APPLICABLE ON IMPORT OR EXPORT TRAFFIC PICKED
UP AT OR DELIVERED TO STEAMSHIP WHARVES OR DOCKS.
(Subject to Notes 1, 2 and 3.)**

Shipments having a prior or subsequent movement by water, to or from a foreign country picked up at or delivered to docks or piers at ports named in Note 3 below, shall be subject to an additional charge of 45 cents per 45.36 kilograms (per 100 pounds), with a minimum charge of \$5.00 per shipment, computed on the actual weight picked up or delivered. Such charge will be in addition to all other rates or charges applicable to the shipment.

Note 1: This ITEM does not apply on shipments moving in steamship cargo containers, 6.10 meters (20 feet) or over in length.

Note 2: Applicable also at warehouses, container yards or container freight stations when such warehouses, container yards or container freight stations are located on port property on or immediately adjacent to the dock at which transfer from ocean carrier is made.

Note 3:

Alameda, CA	Redwood City, CA
Bellingham, WA	Richmond, CA
Compton, CA	Sacramento, CA
E. San Pedro, CA	San Diego, CA
Everett, WA	San Francisco, CA
Long Beach, CA	San Pedro, CA
Los Angeles, CA	Seattle, WA
Los Angeles Harbor, CA	Tacoma, WA
Longview, WA	Terminal Island, CA
Martinez, CA	Vancouver, BC
Norfolk, VA	West Sacramento,, CA
Oakland, CA	Wilmington, CA
Olympia, WA	
Port Hueneme, CA	
Portland, OR	

1 **ITEM 125 ARRIVAL NOTICE AND UNDELIVERED FREIGHT. (Subject to Note 1.)**

2
3 **ARRIVAL NOTICE:**

- 4
5 (1) The actual tender of delivery at the consignee's place constitutes the notice of the arrival
6 of a shipment except that for shipments consigned to private residences, as defined in
7 ITEM 850 PICKUP OR DELIVERY SERVICE herein, all notice of arrival shall be given
8 in the manner described in paragraph (2) of this ITEM, unless prior delivery arrangements
9 have been noted by the consignor on the bill of lading.
10
11 (2) If the shipment is not actually tendered for delivery, notice of arrival will be given at shipment
12 destination to the consignee not later than the next business day following the arrival of the
13 shipment; and:
14
15 (a) The notice will be given by telephone or FAX, if convenient and practicable;
16 otherwise by mail or telegraph, The notice, however transmitted, will specify the
17 bill of lading number, point of origin, consignor, commodity(s) and the weight of
18 shipment.
19
20 (b) If the consignees address is unknown to the carrier, the notice will be mailed to the
21 consignee at the post office serving the point of destination shown on the bill of
22 lading,
23
24 (c) In the case of notification by mail, the notice will be deemed to have been given
25 (that is, received by the addressee) at 7:00 a.m. on the first business day after it was
26 mailed,
27

28 **UNDELIVERED FREIGHT:**

- 29
30 (1) If freight cannot be delivered because of the consignees refusal or inability to accept it, or
31 because the carrier cannot locate the consignee, or if the freight cannot be transported because
32 of an error or omission on the part of the consignor, the carrier will make a diligent effort to
33 promptly notify the shipping activity that the freight is in storage, and the reason therefor. If
34 the shipping activity cannot be properly notified, the carrier shall notify the VA Transportation
35 and Logistics Center at (202) 273-6118 (voice) or (202) 273-6225 (FAX), Attention: Traffic
36 Manager (92C).

1 (2) Undelivered shipments will be subject to applicable storage (see ITEM 1100 STORAGE herein)
2 or detention charges (see ITEM 324 DETENTION - VEHICLES WITH POWER UNITS and
3 ITEM 350 DETENTION - VEHICLE WITHOUT POWER UNITS herein).
4

5 (3) On undelivered shipments, disposition instruction issued prior to tender of delivery, will not be
6 accepted as authority to reship or return a shipment or to limit storage liability.
7

8 Note 1: When notice of arrival or a notice of undelivered freight is transmitted by telegram,
9 only the actual cost of the telegram will be assessed against the shipment in
10 addition to all other applicable charges.
11

12 **ITEM 130 BILL OF LADING - COMMERCIAL.**
13

14 Carrier will furnish commercial bill of lading sets required by the Government without any additional
15 charge. The bill of lading sets can consist of any number of copies,
30

31 **ITEM 150 BILL OF LADING - CORRECTED. (Subject to Note 1.)**
32

33 (1) Corrected bills of lading, or other written instructions from the consignor to change the freight
34 charge collection status from "COLLECT" to "PREPAID", may be accepted only if received by
35 the origin carrier within a period of 30 days from the date of the initial bill of lading.
36

37 (2) Corrected bills of lading or other written instructions to change the freight collection status
38 from "PREPAID" to "COLLECT" will not be accepted once the shipment has been delivered.
39

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23

- (3) A corrected bill of lading or other written instructions to change the original transportation contract from "PREPAID" to "COLLECT" will not be accepted if Section 7 (non-recourse clause) of the corrected bill of lading has been signed by the consignor.
Note 1: Not applicable to GBLs or to a commercial bill of lading converted to a GBL.

ITEM 175 BULK FREIGHT.

The rates, rules and other provisions of this tender or in tenders made subject to this tender, do not apply on shipments in bulk, in tank, bin, or hopper type equipment.

**ITEM 180 CIRCUITOUS ROUTINGS OF HAZARDOUS MATERIAL SHIPMENTS.
(Subject to Notes 1 and 2.)**

If a carrier is required by Federal, State, local, municipal, or other regulatory bodies governing the transportation of hazardous materials shipments to travel a route of greater distance than the shortline distance computed under the governing mileage guide, the greater distance shall apply.

Note 1: Applies only when the bill of lading is annotated with appropriate hazardous material placard requirements.

Note 2: The actual route of movement and mileage computation for each highway traveled must be documented and submitted with the Public Voucher SF 1113 for payment.

1 **ITEM200 CHASSIS - OBTAINING OF. (Subject to Notes 1 and 2.)**

2
3 When it becomes necessary for the carrier to obtain a chassis for the movement of a container at
4 a location site other than at the place where the container is located, a charge of \$58.65 will be
5 assessed for each chassis obtained. This charge will be in addition to all other applicable charges
6 incidental to the movement of containers.

7
8 The provisions of this ITEM do not obligate the carrier to obtain a chassis.

9
10 Note 1: The term "CHASSIS" as used in this ITEM means the underframe work or undercarriage
11 with mounted wheels or dollies used in the transportation of containers.

12
13 Note 2: The term "CONTAINER" as used in this ITEM means an ocean container, of not less than
14 5.79 meters (19 feet) in length, which is designed for the movement of cargo by water carrier.

15
16 **ITEM 225 RATES FROM OR TO POINTS IN ALASKA, HAWAII, OR POINTS OUTSIDE**
17 **CONUS.**

18
19 Where there is no through tender rate applicable from or to points in Alaska, Hawaii, or points outside
20 CONUS, the carrier's individual tender may be used to construct a combination of rates or charges from
21 or to the point where the shipment either leaves or enters CONUS.

22
23 **This ITEM supersedes the provisions contained in BLOCK 19, of the OPTIONAL FORM 280,**
24 **UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES.**

25
26 **ITEM 250 CUSTOMS OR IN BOND FREIGHT. (Subject to Note 1).**

27
28 (1) Shipments moving under United States Customs Bond for US Customs Clearance at a point in
29 the United States or delivery by carrier are required to be made under U.S., customs
30 supervision. Such shipments will be assessed a charge of 77 cents per 45.36 kilogram (per 100
31 pounds) subject to minimum charge of \$46.92 and a maximum charge of \$103.19 per shipment
32 or per vehicle, if more than one vehicle is required to transport the shipment (subject Note 1).
33 Such charges shall be in addition to all other applicable charges.

- 1 (2) Line-haul charges on shipments requiring U.S. Customs Clearance at a point other than the final
2 destination will be assessed on the basis of rates and charges applicable from point of origin to the point of
3 U.S. Customs Clearance, plus the rates and charges applicable from the point of U.S. Customs Clearance
4 to the final destination except no beyond line-haul charges will apply when the final destination is located
5 within the commercial zone of the point of U.S., Customs Clearance and is subject to the same line-haul
6 rate as the point of US Customs Clearance.
7
- 8 (3) Freight moving in bond may not be included in the same shipment on the same bill of lading and shipping
9 order with freight not moving in bond.
10
- 11 (4) Shipments while moving under United States Customs Bond will not be accorded stopping in transit or
12 split pickup or split delivery privileges.
13
- 14 (5) Shipments waiting U.S. Customs Clearance will be subject to the applicable detention charges (see ITEM
15 325 DETENTION - VEHICLES WITH POWER UNITS AND ITEM 350 DETENTION - VEHICLES
16 WITHOUT POWER UNITS herein) or storage charges (see ITEM 1100 STORAGE herein). Detention
17 charges, if any, will be assessed against the party responsible for line-haul charges. For the purpose of
18 applying storage rules and charges in connection with shipments moving under United States Customs
19 Bond, notification to the Deputy Collector of Customs that a shipment is available for customs inspection
20 will constitute tender of shipment for delivery.
21
- 22 (6) Each Immediate Transportation Permit issued for movement of an in bond shipment will be considered as
23 a separate shipment, and must be accompanied by one bill of lading and shipping order, The provisions of
24 this paragraph will not apply to truckload shipments moving in bond between steamship company piers or
25 wharves or when such shipments are delivered to a u. Customs Bonded Warehouse.
26
- 27 (7) When necessary for carriers to purchase and apply "HIGH SECURITY RED IN-BOND SEALS" for
28 shipments moving under United States Customs Bond, a charge of \$25.57 per seal will be assessed. The
29 carrier will not be responsible for equipment or tools necessary for removal of the "HIGH SECURITY
30 RED IN-BOND SEALS."
31

32 Note 1: On shipments of Alcoholic Liquors, the charges in paragraph (1) will not apply when
33 consigned to a U.S. Customs Bonded Warehouse and carrier is not requested to clear shipment
34 through U.S. Customs. The following certification must be shown on the bill of lading:
35

36 **"THIS IS TO CERTIFY THAT CARRIER IS NOT REQUIRED TO CLEAR**
37 **SHIPMENT THROUGH U.S. CUSTOMS WHILE IN HIS POSSESSION."**

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1 **ITEM 300 DELIVERY OF FREIGHT BILL PRIOR TO DELIVERY OF SHIPMENT.**

2
3 (1) When consignor or consignee requests delivery of the freight bill(s) prior to delivery of
4 the shipment, a charge of \$50.00 per delivery equipment will be assessed the party
5 requesting the service. The charge will not apply when ITEM 40 PRELODGING, herein,
6 is requested or required by the shipper or the consignee.

7
8 (2) Invoices submitted for this charge will be cross referenced to the Government Bill of Lading
9 (GBL) or commercial bill of lading (CBLI) number(s), carrier's pro
10 number(s), permit number(s), manifest number(s), delivery equipment number(s), and
11 the date the service was provided.

12
13 **ITEM 32S DETENTION - VEHICLES WITH POWER UNITS.**

14
15 (1) Except as otherwise provided herein, when, due to no disability, fault or negligence on the part
16 of the carrier, the loading or unloading of freight at or on the premises of consignor or
17 consignee, or at a place designated by consignor or consignee for the receipt or delivery of
18 freight is delayed, the following rules shall govern:

19
20 A. If the loading or unloading of freight is delayed beyond the free time during
21 normal business hours described in ITEM 30 DEFINITION OF TERMS, herein,
22 the charge shall be \$10.25 per vehicle for each 15 minutes or fraction thereof,
23 for the time consumed for such delay:

I
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37

B. Free time for loading or unloading of freight will be allowed as follows:

<u>WEIGHT IN KILOGRAMS (POUNDS)</u>		<u>FREE TIME IN MINUTES</u>
<u>PER VEHICLE</u>		<u>PER VEHICLE</u>
FROM	BUT LESS THAN	
	4,535.55 kilograms (9,999 pounds)	120
4,536 kilograms (10,000 pounds)	9,072 kilograms (20,000 pounds)	180
9,072 kilograms (20,000 pounds)	12,700.8 kilograms (28,000 pounds)	240
12,700.8 kilograms (28,000 pounds)	16,329.6 kilograms (36,000 pounds)	300
16,329.6 kilograms (36,000 pounds)	19,958.4 kilograms (44,000 pounds)	360
19,958.4 kilograms (44,000 pounds) or more		420

C. Time consumed in loading or unloading freight shall be computed from time of arrival until departure of the vehicle, including waiting time reaching or leaving loading or unloading location. In computing free time, actual weight loaded on or unloaded from vehicle and not billed weight shall govern the computation of free time.

D. The consignor or consignee will stamp or mark the delivery receipt with time of arrival and departure, or provide a certified statement verifying this time for computation of charges and presentation by the carrier for payment.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

- E. Time consumed by detention of carrier's vehicle beyond the free time on the premises of consignor or consignee between 5:00 p.m. and 7 a.m. Monday through Friday except legal holidays stated in ITEM 30 DEFINITION OF TERMS herein, will be computed at \$17.49 per vehicle for each 15 minutes of delay or fraction thereof:
- F. Detention charges applicable for Saturdays, Sundays and legal holidays, stated in ITEM 30 DEFINITION OF TERMS herein, will be computed at \$16.18 per vehicle for each 15 minutes of delay or fraction thereof after the first 15 minutes:
- G. In the case of multiple shipments received from one shipper or delivered to one consignee at one time in one vehicle, free time will be computed on the aggregated weight of the multiple shipments received or delivered, Where either a single shipment or such multiple shipments exceed the capacity of one vehicle, free time for each vehicle will be computed separately.
- H. Detention time shall be certified and paid by the activity where the detention occurs.

ITEM 350 DETENTION - VEHICLES WITHOUT POWER UNITS - SPOTTING OR DROPPING TRAILERS -- (See Notes 1 and 2 below.)

This ITEM applies when the carrier's vehicles without power units are delayed or detained on the premises of the consignor, consignee, or on other premises design by them, or as close thereto as conditions will permit, subject to the following provisions:

Note 1: This ITEM will not apply whenever a mutual agreement has been made between the carrier and shipper whereby empty vehicles are spotted at shippers' facilities for the purpose of maintaining "TRAILER POOLS."

1 Note 2: For the purposes of this ITEM the terms "SPOTTING" and "DROPPING" are considered to be
2 synonymous and are used interchangeably, and is defined as follows:
3

4 "SPOTTING" means the placing of a trailer at a specific site designated by the consignor, consignee, or
5 other party detaching the trailer, and leaving the trailer in full possession of consignor, consignee or other
6 designated party unattended by carrier's employee and unaccompanied by power unit. The carrier will not
7 move the trailer until such time as it has received notification pursuant to paragraph [1] below that the
8 trailer is ready for pickup at any site on premises.
9

10 The consignor, consignee, or other designated party may fit the spotted trailer with its own power units at
11 its own expense and risk for the purpose of loading or unloading. Empty trailers placed at the premises of
12 consignor without specific request are not spotted until the carrier receives a consignor's request and
13 places a trailer for spotting. The movement of the trailer from the consignors premises to the specific site
14 for spotting shall be the obligation of the carrier, and free time shall accrue as provided in paragraph [1]
15 below.
16

17 Except as otherwise provided herein, when, due to no disability, fault or negligence on the part of the
18 carrier, the loading or unloading of freight at or on the premises of consignor or consignee, or at a place
19 designated by consignor or consignee for the receipt or delivery of freight is delayed, the following rules
20 shall govern:
21

22 **[1] (A) COMMENCEMENT OF SPOTTING AND FREE TIME:**
23

- 24 (1) Spotted trailers will be allowed 24 consecutive hours of free time for loading or
25 unloading. For trailers spotted for unloading, such time shall commence at the time
26 of placement of the trailer at the site designated by the consignee, or other party
27 designated by the consignee. For trailers spotted for loading, such time shall
28 commence when the trailer is spotted at the site specifically designated by the
29 consignor or a party designated by the consignor.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

(2) When any portion of the 24-hour free time extends into a Saturday, Sunday or legal holiday (as stated in ITEM 30 DEFINITION OF TERMS herein, the computation of time for such portion shall resume at 12:01 a.m. on the next day which is neither a Saturday, Sunday, or legal holiday.

(3) Free time shall not begin on a Saturday, Sunday, or legal holiday (as stated in ITEM 30 DEFINITION OF TERMS herein), but at 7 a.m. on the next day which is neither a Saturday, Sunday, or legal holiday.

(4) When a trailer is both unloaded and reloaded, each transaction will be treated independently of the other, except that when unloading is completed, free time for loading shall not begin until free time for unloading has elapsed.

[1] **(B) TERMINATION OF SPOTTING AND NOTIFICATION:**

(1) The consignor, consignee, or other party designated by them shall notify the carrier when loading or unloading has been completed and the trailer is available for pickup. The trailer will be deemed to be spotted and detention charges will accrue until such time as the carrier receives notification. Notification by telephone if convenient and practical, otherwise by telegraph or mail, shall be given by the consignor, consignee, or other party designated by them at their own expense, to the carrier or other party designated by the carrier for the purpose of advising such carrier or other party that the spotted trailer has been loaded or unloaded and is ready for pickup, If notification is by telephone, carrier may require written confirmation.

(2) When a spotted trailer is changed to a vehicle with power at the request of the consignor, consignee, or other party designated by them, the free time and detention charges will be applied as follows:

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

- (i) If the change is requested and made before the expiration of free time for a spotted trailer, free time will cease immediately at the time the request is made, and detention charges for vehicles with power will immediately commence with no further free time allowed.
- (ii) If the change is requested and made after the expiration of free time for a spotted trailer, free time and detention charges will be computed on the basis of a spotted trailer up to the time the change was requested. In addition thereto, the vehicle will immediately be charged detention for a vehicle with power with no further free time allowed.

[1] (C) **PREARRANGED SCHEDULING:**

- (1) Subject to the provisions of ITEM 375 PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING herein, upon reasonable request of the consignor, consignee, or others designated by them, the carrier will, without additional charge, enter into a prearranged schedule for the arrival or trailers for spotting.
- (2) If the carrier's vehicle arrives later than the scheduled time, time shall begin to run from the actual time the equipment is spotted for loading or unloading.
- (3) If the carrier's vehicle arrives prior to scheduled time, time shall begin to run from the scheduled time or actual time loading or unloading commences, whichever is earlier.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40

[2] (A) **GENERAL DETENTION CHARGES:**

After the expiration of free time as provided in paragraph [1] of this ITEM, charges for detaining a trailer will be assessed as follows:

	<u>CHARGES</u>
(1) For each of the first and second 24-hour periods or fractions thereof (Saturdays, Sundays, and holidays excepted)	\$27.00
(2) For each of the third and fourth 24-hour periods or fraction thereof (Saturdays, Sundays, and holidays excepted)	\$37.00
(3) For the fifth and each succeeding 24-hour period or fraction thereof (Saturday, Sundays, and holidays included)	\$53.00

[2] (B) **DELAY IN TRAILER PICKUP CHARGE:**

Additional charges will not be allowed for picking up trailers spotted under this ITEM when such pickup can be performed within 120 minutes after arrival of the driver and power unit at the premises of the consignor, consignee, or other party designated by them. When a delay of more than 120 minutes is encountered, detention charges for vehicles with power will commence from the time of arrival as specified in ITEM 325 DETENTION - VEHICLES WITH POWER UNITS herein.

[2] (C) **STRIKE INTERFERENCE CHARGE:**

When, because of a strike of its employees, it is impossible for the consignor, consignee, or other party designated by them to make available for movement by the carrier any partially loaded, or empty trailers detained on their premises, a detention charge of \$26.00 per day or fraction thereof, per trailer will be made following expiration of free time, Saturdays, Sundays, and holidays shall be included after the 4th day of charges.

[2] (D) **DETENTION TIME SHALL BE CERTIFIED AND PAID BY THE ACTIVITY WHERE THE DETENTION OCCURS.**

1 **ITEM 375 PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING**
2 **OR UNLOADING. (Subject to Notes 1, 2, and 3.)**
3

4 Upon reasonable request of consignor, consignee or others designated by them and subject to the
5 provisions contained herein, carriers will, without additional charge, prearrange schedules for
6 arrival of vehicles, for loading or unloading shipments.
7

8 Note 1: Request for prearranged scheduling may be oral or in writing.
9

10 Note 2: Prearranged schedules for arrival of vehicle for loading or unloading may be on a
11 one-time or continuous basis mutually agreeable to all parties. Continuous prearranged
12 scheduling agreements may be terminated by any party to the agreement on not less than
13 24 hours notice prior to the effective date of such cancellation.
14

15 Note 3: The scheduled time for arrival of vehicle for unloading should be prior to the time storage
16 charges would begin to accrue. If arrival for unloading is not so scheduled, storage charges
17 will be assessed as provided in ITEM 1100 STORAGE herein.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1 **ITEM 400 DIVERSION - MOTOR TO AIR TRANSPORTATION.**

2
3 When any carrier receives instructions to divert a shipment at any point from motor to
4 air transportation, the following provisions apply:

- 5
6 (1) The shipment will be charged for on the basis of the combination of rates or charges
7 applicable from the origin point to the diversion point and the air transportation charges
8 from the diversion point to the destination point.
9
10 (2) A charge of \$21.08 per hour, or fraction thereof, per man, subject to a minimum charge
11 of \$31.75 will be made for all time and men required in unloading and reloading the
12 line-haul vehicle to accomplish such diversion.
13
14 (3) A charge of \$4.85 per 45.36 kilograms (per 100 pounds), subject to a minimum will be made
15 for delivery service to the air transportation terminal.
16

17 **ITEM 425 HYDRAULIC LIFT GATE SERVICE.**

18
19 Where the carrier is required or requested to employ hydraulic lifting or lowering devices to accomplish
20 pickup or delivery of the goods to or from carrier's equipment, an additional charge of \$1.37 per 45.36
21 kilograms (per 100 pounds), subject to a minimum charge of \$40.92 or a maximum charge of \$102.10
22 will be assessed upon the actual weight of the shipment or shipments for which such service is rendered,
23 at one time.
24

25
26 The carrier is not obligated to perform such service when suitable equipment with such devices and
27 operators are not available. Service will only be rendered at such locations as are safe and accessible
28 to the equipment.
29

1 **ITEM 450 FORK LIFT SERVICE. (Subject to Note 1.)**

2
3 On shipments that require a fork-lift service and the consignor or the consignee does not furnish this
4 service, the carrier will endeavor to arrange for such fork-lift service and will charge \$31.18 per half hour
5 or fraction thereof, for each fork-lift used. Such fork-lift service shall be subject to a minimum charge of
6 \$44.56 per shipment.

7
8 When fork-lift service is used on import or export traffic at wharves or docks, the provisions of this item
9 shall apply regardless of the weight or size of the articles,

10
11 Note 1: Charges shall be computed from the start of the actual use of fork-lift equipment in loading or
12 unloading the shipment, as the case may be, and to run until the actual use of the fork-lift is
13 terminated.

14
15
16 **ITEM 475 EXCLUSIVE USE AND CONTROL OF VEHICLE. (Subject to Notes 1 and 2.)**

17 **SECTION 1: CONTROL OF VEHICLE.**

18
19 Except as provided in SECTION 2 EXCLUSIVE USE OF VEHICLE of this ITEM, a
20 shipment will not be entitled to the exclusive use of the vehicle in which it is to be
21 transported. The carrier has control of the vehicle or doubles trailer with the unrestricted
22 right to:
23

- 24
25 (1) Select the vehicle for the transportation of a shipment.
26
27 (2) Transfer the shipment to another vehicle.
28
29 (3) Load other freight on the same vehicle.
30
31 (4) Remove locks and seals applied to the vehicle.
32

33 **SECTION 2: EXCLUSIVE USE OF VEHICLE.**

34
35 When the exclusive use of a vehicle is provided by the carrier at the request of consignor
36 or consignee, the following provisions will apply:

- 37
38 (1) Charges will apply to each vehicle used to transport the shipment.
39

1
2
3
4
5
6
7
8
9
10
11
12
13
the
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35

- (2) The request must be given in writing and placed on the bill of lading and shipping order.
- (3) When the bill of lading contains a notation- that prohibits the breaking of locks or seals or the co-loading of additional freight, such instructions will be considered as a written request for exclusive use service.
- (4) The vehicle will be devoted exclusively to the transportation of the shipment without the breaking of locks or seals, except as provided in paragraph (5) of this ITEM.
- (5) In the event a lock or seal has been removed from a vehicle, the carrier will immediately notify the consignee and consignor and re-lock or re-seal the vehicle and will annotate the accompanying papers with the new lock or seal number and reason for removal of the original lock or seal.
- (6) Where exclusive use of vehicle service is requested and provided, such service will be subject to a minimum charge for each vehicle used of either:
 - (a) 9,072 kilograms (20,000 pounds) at the highest rate derived from the carrier's applicable tender;
 - (b) Where charges are computed on the basis of cents-per-1.6093 kilometers (cents-per-mile) per vehicle used, by adding 30 cents-per-1.6093 kilometers (cents-per-mile) to individual distance tender rate (excludes a per vehicle minimum charge);
 - (c) Where a carrier's individual tender is predicated on a charge or minimum charge per vehicle used, at the charge named therein;
 - (d) When a doubles trailer(s) is furnished by the carrier for loading a shipment, except as otherwise provided, the charge will be 60 percent of the applicable vehicle rate or charge as determined in paragraph 6 (a), (b), or (c) above of this ITEM, for the doubles trailer furnished (not subject to ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING herein);

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

Two (2) doubles trailers will be considered as one vehicle, as defined in ITEM 30 DEFINITION OF TERMS herein, and the minimum charge as determined in paragraph 6 (a), (b), or (c) above of this ITEM, shall apply to each set of (two [2]) doubles trailers furnished for loading the shipment.

(e) When a shipper specifically request the pickup carrier to furnish one (1) or more doubles trailers and the bill of lading is so annotated, the charge for that doubles trailer shall be that as provided in paragraph 6 (a), (b), or (c) above of this ITEM. For the purposes of a shipper requested doubles trailer in this ITEM, the definition of a vehicle in ITEM 30 DEFINITION OF TERMS (4) herein, will not apply, or

(f) When the exclusive use of a vehicle has been requested and provided by a carrier, in accordance with the requirements of this section, the applicable charges herein must be paid to the carrier.

(7) Charges are to be paid or guaranteed by the party requesting the service and the non-recourse stipulation on the bill of lading may not be executed. (This paragraph is not applicable on shipments moving on GBL's or commercial bills of lading converted to a GBL.)

(8) When the request for exclusive use of vehicle is made by the consignor or consignee after shipment has been receipted for and is in possession of the carrier, the carrier will, if possible, intercept the shipment and convert it to exclusive use of vehicle service over as much of the route as possible, The party making the request must guarantee all charges for the requested service and confirm the request in writing. Such written verification will be preserved by the carrier and be considered as part of the bill of lading contract, Charges will be assessed as provided in paragraph (6) of this ITEM between the point of origin and point of destination.

Note 1: The provisions of the ITEM will not apply in connection with ITEMS 870 PICK-UPS OR DELIVERIES - ADDITIONAL and ITEM 1075 STOPOFFS - TO COMPLETE LOADING OR FOR PARTIAL UNLOADING herein.

Note 2: Request for exclusive use does not entitle the consignor or consignee to require that only one doubles trailer be connected per power unit.

ITEM480 EXPEDITED SERVICE

The notation "TP" (TRANSPORTATION PRIORITY), "RDD" (REQUIRED DELIVERY DATE), "DDD" (DESIRED DELIVERY DATE) or any other similar notation placed on the bill of lading will not in itself be construed as a request for expedited service. These notations, even when shown with a specific date, are for administrative purposes only and shall not be considered a request for expedited service. (For applicability see ITEM 60 SPECIALIZED SERVICES herein.)

When requested by the consignor or consignee, carriers shall provide expedited service,, subject to the following:

1. Expedited service is the immediate dispatch of a shipment in continuous line-haul service within legal parameters, to meet a particular delivery schedule of the consignor or consignee.
2. The bill of lading must be annotated:
"EXPEDITED SERVICE REQUESTED."
3. The charge for expedited service will be 35 cents-per 1.6093 kilometers (cents-per-mile). The minimum charge for EXPEDITED SERVICE provided in this ITEM will \$50.00.

1
2
3
4
5
6
7
8
9
10
11
12
1
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1 **ITEM 500 EXPORT OR IMPORT SHIPMENT REQUIREMENTS AT THE U.S.**
2 **CANADIAN BORDER. (Subject to Note 1.)**
3

4 Shipments must be accompanied by all papers necessary to comply with the requirements of governmental
5 authorities. Shipper must furnish all invoices, documentary evidence and declarations including duties,
6 fees and other charges which may be imposed or assessed against the property transported. Carrier will in
7 no way be responsible for delays to the goods transported, nor for goods held by any government for any
8 reason whatsoever. Where all necessary requirements of such authorities are not complied with, and,
9 through no fault of the carrier, expenses are incurred for telephone, telegraph, storage, handling, transfer
10 or other expenses incident to failure to comply with such requirements, such expenses may be advanced by
11 the carrier, and shall become a charge to the goods, and delivery will not be made until such charges are
12 paid or guaranteed by shipper or consignee.
13

14 When shipments must be held by the carrier pending compliance of custom's regulations by the shipper or
15 his representative, a charge will be made for the service required on the part of the carrier, as follows:
16

17 **UNLOADING, HANDLING, AND LOADING:**
18

19 76 cents per 45.36 kilograms (per 100 pounds) with a minimum charge of \$4.50.
20

21 **STORAGE:**
22

23 57 cents per 45.36 kilograms (per 100 pounds) per day subject to a minimum charge of \$3.04
24 per shipment per calendar day, but in no case less than \$10.72 per shipment. Fractions of a
31 day will be considered as one day.
32

33 In computing storage charges, time will begin 48 hours after the first 5:00 p.m. on the day
34 rejection of entry is received by the carrier from the custom's broker. (See Note 1.)
35

36 Note 1: For the purpose of this rule, the customs broker will be deemed to be the agent of the
37 shipper or the consignee.

ITEM 525 EXTRA LABOR - LOADING OR UNLOADING.

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 therefor will be as follows:

<u>DAYS - HOURS</u>	<u>PER MAN PER HOUR OR FRACTION THEREOF</u>	<u>MINIMUM CHARGE PER MAN</u>
During normal business hours as defined in ITEM 30 DEFINITION TERMS herein:	\$34.07	\$34.07
After normal business hours as defined in ITEM 30 herein:	\$51.24	\$51.24
Saturdays, Sundays and Legal holidays:	\$59.16	\$280.86

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 (subject to Note 1) if the extra labor is used for loading and against the consignee (subject to Note 2) if the extra labor is used for unloading.

Extra labor will not be furnished unless requested by consignor or consignee.

Carrier's records must be maintained and kept available at all times and must show as to each vehicle containing shipments on which extra labor is used:

- (1) Name and address of consignor and consignee at whose place of business freight is loaded or unloaded.
- (2) Identification of the equipment tendered for loading or unloading.
- (3) Number of extra men used and the number of hours which such men were used.

The provisions of this ITEM do not obligate the carrier to furnish extra labor, if such labor is not available 2 at the point of loading or unloading.

Note 1: 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 the original consignor, or warehouseman or connecting air, motor, rail, or water carrier with whom the carrier does not maintain joint through rates or other person to whom the bill of lading is issued.

Note 2: 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 the ultimate consignee or warehouseman or 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.

VA RULES TENDER No. VA-100 ORIGINAL PAGE 61

ISSUED: APRIL 1, 1996

EFFECTIVE: MAY 1, 1996

1 **ITEM 550 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO**
2 **VEHICLE.**
3

4 When requested on the bill of lading, and carriers operating conditions permit, the carrier may move
5 shipments or portions of shipments from or to positions beyond the immediately adjacent loading or
6 unloading positions defined in ITEM 850 PICKUP OR DELIVERY SERVICE herein.
7

8 Service under this ITEM will be provided to floors above or below the level accessible to carrier's vehicle
9 only when elevator or escalator service is available and labor,, when necessary to operate same, is
10 provided without cost to the carrier.
11

12 Service provided under this ITEM will be assessed a charge of \$2.93 per 45.36 kilograms (per 100
13 pounds), subject to a minimum charge shipment and a maximum charge of \$367.61 per shipment or
14 \$367.61 per vehicle, if more than one vehicle is used to transport the shipment. When shipments are
15 accorded split pickup, split delivery or stopped in transit for partial loading or unloading, the minimum
16 and maximum charges will apply to each stop separately wherever the service is performed.
17

18 The charges provided in this ITEM will be in addition to all other lawful charges and unless the bill of
19 lading is specifically endorsed to show prepayment of these charges, they will be collected from the party
20 requesting such service, except such charges for shipment moving on GBLs or a commercial bill of lading
21 to be converted to a GBL, will be collected from the U.S. Government.
22

23 **ITEM 575 IMPRACTICABLE OPERATIONS.**
24

25 Pickup or delivery service will not be performed by the carrier at any site from or to which it is
26 impracticable to operate vehicles because of:
27

- 28 (1) The condition of roads, streets, driveways, alleys or approaches thereto.
29
30 (2) Inadequate loading or unloading facilities.
31
32 (3) Riots, acts of God, the public enemy, the authority of law, the existence of violence, or such
33 possible disturbances as tending to create reasonable apprehension of danger or persons or
34 property.

ITEM 600 LOADING OR UNLOADING - WATERBORNE TRAFFIC - PORT OF BALTIMORE, MD. (Subject to Notes 1, 2, and 3.)

Except as otherwise provided, rates and charges in tenders governed by this tender applying from or to the Port of Baltimore on waterborne traffic do not include loading or unloading of the motor carrier equipment or other services normally incidental to the handling of waterborne traffic.

Waterborne traffic will be subject to the following charges, which include loading or unloading charges of longshoremen and stevedores, and will be in addition to all other charges applicable to the shipment, and will include services normally incidental to the handling of waterborne traffic:

<u>PLACE</u>	<u>CHARGE PER 45.36 KILOGRAMS (PER 100 POUNDS)</u>
--------------	--

MARYLAND PORT ADMINISTRATION AT:

Dundalk Marine Terminal	194 cents (subject to Note 1)
Locust Point Marine Terminal	97 cents (subject to Note 2)
Terminal Shipping Corporation Pier 1, Clinton Street	75 cents (subject to Note 3)

SEA-LAND SERVICE AT:

Seagirt Terminal, Pier 15	199 cents (subject to Note 1) 97 cents (subject to Note 2)
---------------------------	---

WESTERN MARYLAND RAILWAY COMPANY:

Port Covington Marine Terminal	98 cents (subject to Note 1) 97 cents (subject to Note 2) 75 cents (subject to Note 3)
--------------------------------	--

POINTS AND PLACES NOT SHOWN ABOVE:

	207 cents (subject to Note 1) 97 cents (subject to Note 2) 75 cents (subject to Note 3)
--	---

ALL POINTS AND PLACES ABOVE WILL BE
SUBJECT TO A MINIMUM CHARGE PER
SHIPMENT OF:

	\$49.87 (subject to Note 1)
	\$49.87 (subject to Note 2)
	\$32.29 (subject to Note 3)

1 Shipments consigned to one consignee at one port may, upon arrival or prior to arrival at carrier's
2 terminal serving the port, be divided into separate shipments for delivery to piers, docks, pier terminals,
3 transit sheds, or wharves. Such shipments shall be assessed charges based on a combination of charges
4 applicable to and from the port city involved. The revised billing shall be sent to and be paid by the party
5 requesting this service. This service will not be given if delivery has been made according to original
6 billing.

7
8 Charges named herein will not apply when shipments is delivered in equipment without transfer of the
9 lading to ocean carrier/ The receipt of the equipment by the ocean carriers shall terminate the motor
10 carrier delivery service and liability. Charges named herein will not apply when shipments is received in
11 equipment without transfer of the lading from the ocean carriers. The receipt of the equipment by the
12 motor carrier shall constitute the of the motor carrier's service and liability.

13
14 All charges in this ITEM applying on export shipments must be prepaid. (Not applicable to GBL or a
15 commercial bill of lading converted to a GBL shipment,)

16
17 When the consignor or consignee or its representative or agent makes arrangements directly with the
18 terminal operator of the piers, docks, pier terminals, transit sheds, or wharves for payment of the pier
19 charges of said operators, the charges in this ITEM will not apply. The following notation must appear:

20
21 **"ARRANGEMENT MADE WITH PIER OPERATOR TO BILL SHIPPER OR CONSIGNEE**
22 **DIRECTLY FOR PIER LOADING OR UNLOADING CHARGES."**

23
24 When freight cannot be loaded or unloaded by the terminal operator by means of this labor or fork-lift or
25 hi-lo equipment, but requires "RIGGING OR SPECIAL EQUIPMENT", the carrier will advance the
26 charges of the terminal operator necessary to effectuate loading or unloading of the
27 carrier's equipment. All charges so advanced shall be in addition to those named herein and shall be
28 collected from the shipper or consignee, its agent or representative.

29
30 "RIGGING OR SPECIAL EQUIPMENT" , consists of mechanical handling devices, winches, cranes,
31 jacks, blocks and falls, chain falls, or other special equipment commonly used in the hoisting, handling or
32 placing the freight in position. "RIGGING OR SPECIAL EQUIPMENT", does not include hand trucks,
33 fork-lifts, or hi-lo equipment.

1 **Note 1: EQUIPMENT LOADING OR UNLOADING (FULL SERVICE):**
2

3 Equipment loading or unloading shall mean the service of moving cargo from a place of rest
4 on the pier, elevating the cargo on the equipment and stowing of the cargo in the equipment or
5 removing cargo from the body of the equipment to a place of rest designated by the Terminal
6 but shall not include special stowage, sorting or grading of, or otherwise selecting the cargo for
7 the convenience of the carrier or the consignee. The service shall include loading on
8 consignee's pallets. The loading and stowing of cargo in equipment or the unloading of cargo
9 from the equipment shall be under the supervision of the driver of the equipment.
10

11 **Note 2: PARTIAL EQUIPMENT LOADING OR UNLOADING (TAILGATE SERVICE):**
12

13 Partial equipment loading or unloading, commonly called tailgate service, shall mean
14 the service which is performed when packaged cargo other than pre-palletized or skidded
15 cargo can be loaded onto or unloaded from the tailgate of the equipment by use of an operator
16 and a machine. If additional labor is required for this operation, the full service loading or
17 unloading charge, as provided for in Note 1 above, will be applicable. This provision shall not
18 be construed as compelling the Terminal to provide pallets.
19
20

21 **Note 3: PRE-PALLETIZED OR SKIDDED CARGO LOADING OR UNLOADING:**
22

23 Pre-palletized or skidded cargo is cargo which is pre-palletized or skidded to the satisfaction of
24 the Terminal Operator and which is situated on the pier or on the equipment so that it can be
25 loaded into equipment or unloaded from the equipment by the insertion of the Terminal's fork-
26 lift blades under the pallet, or skid without any necessity of shifting the cargo prior to such
27 insertion. If the cargo is not so situated, the full service loading or unloading charges, as
28 provided for in Note 1 above, will be applicable.
29

1 **ITEM 625 MARKING OR TAGGING FREIGHT CHANGING MARKING OR TAGS.**

2
3 At the request of the shipper or consignee, a carrier will change or alter, according to instructions, the
4 marking or tags on any package or piece of freight subject to a charge of \$1.38 per package or piece of
5 freight on which the marking or tag is changed or altered, subject to a minimum charge of \$23.14 per
6 shipment.
7

8 All charges accruing under the provisions of this ITEM must be either paid by the party requesting the
9 service or guaranteed to the satisfaction of the carrier before the service will be performed. Charges for
10 shipment moving on GBLs or a commercial bill of lading converted to a GBL will be collected from
11 the U.S. Government.
12

13
14 **ITEM 650 MAXIMUM CHARGES.**

15
16 **SECTION 1.**

17
18 Except as otherwise provided herein, the charge for any shipment from and to the same points, via the in
19 same route of movement shall not be greater than the charge for a greater quantity of the same
20 commodity the same shipping form and subject to the same packing provisions at the rate and weight
21 applicable to such greater quantity of freight.
22

23 **SECTION 2.**

24
25 Where the carrier's individual tender provides rates or charges based on cents-per-1.6093 kilometers
26 (cents-per-mile) per vehicle used, charge per vehicle used or cents per 45.36 kilograms (cents per
27 (hundred weight [cwt]) rates in the same or in separate individual tenders, charges shall be the lowest
28 computed, either by use of the applicable cents per 45.36 kilograms (cents per hundred weight [cwt])
29 rate at the actual weight or minimum weight or by use of the cents-per-1.6093 kilometers (cents-per-
30 mile) per vehicle used rate or the charge per vehicle used.

1 **ITEM 675 SINGLE SHIPMENT CHARGE.**

2
3 (1) A single shipment for less than 226.8 kilograms (500 pounds) picked up at one time and place
4 unaccompanied by any other shipment of any description from the same pickup site will be
5 subject to a charge of \$8.50 per shipment in addition to all other lawfully applicable charges.
6 The carriers driver will write or stamp:

7
8 "SINGLE SHIPMENT", "S/S", "SINGLE SHPT.", "SS", "ONLY SHIPMENT", or "ONE
9 SHIPMENT",

10
11 on all bill of lading copies when such shipments are tendered.

12
13 (2) If a lower total charge results from rating the shipment as 226.8 kilograms (500 pounds), the
14 provisions of paragraph (1), above, will not apply.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1 **ITEM 700** **MINIMUM CHARGE - CAPACITY LOADS,. (Subject to Notes 1 and 2.)**

2
3 (1) When any shipment is tendered to the carrier and . occupies the full visible capacity of a
4 vehicle, as defined in ITEM 30 DEFINITION OF TERMS minimum charge for or on each
5 vehicle shall be either:

6
7 (a) Where rates are offered on a cents per 45.36 kilograms (cents per hundred weight)
8 basis, the highest minimum weight and correspondence rate thereto, but not less
9 than 9,072 kilograms (20,000 pounds) at the lowest rate derived from the carrier's
10 applicable tender; or

11
12 (b) Where the carrier's individual tender is based on a cents-per-1.6093 kilometers
13 (cents-per-mile) per vehicle used rate, a charge or minimum charge per
14 vehicle used, at the rate or charge named therein.

15
16 (2) When a shipment is tendered which cannot be loaded in or on one vehicle, the following will
17 apply:

18
19 (a) Each vehicle loaded to capacity will be subject to the minimum charge as provided
20 in paragraph (1) above.

21
22 (b) When the minimum charge in paragraph (1) above is applicable to any vehicle in
23 the tender, the charge for that portion of the shipment loaded into or on the last
24 vehicle (not loaded to capacity) will be rated as a separate shipment.

25
26 (c) Where the otherwise applicable charge exceeds the minimum charge as provided in
27 paragraph (1), above, on each vehicle loaded to capacity, the actual weight loaded
28 into or on the last vehicle (not loaded to capacity) will be charged for on the basis
29 of the same rate applying to the capacity loaded vehicle(s).

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

(d) When a shipper requests the pickup carrier to furnish one (1) or more doubles trailers, and the bill of lading is so annotated, the charge for each doubles trailer loaded to capacity shall be determined as provided in paragraph 1 (a) or (b) above of this ITEM, The charge for any portion of a shipment that does not fill the last doubles trailer to capacity will be rated as a separate shipment. For the purposes of a shipper requested doubles trailers in this ITEM, the definition of a vehicle in ITEM 30 DEFINITION OF TERMS (4) herein will not apply.

(3) When any shipment is tendered to the carrier and occupies the full visible capacity of a doubles trailer(s), as defined in ITEM 30 DEFINITION OF TERMS herein, except as otherwise provided, the minimum charge for the doubles trailer loaded to capacity shall be 60 percent of the applicable rate or charge as determined in paragraph (1) (a) or (b) above (not subject to ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING herein).

Two (2) doubles trailers will be considered as one vehicle, as defined in ITEM 30 DEFINITION OF TERMS herein, and the minimum charge as determined in paragraph 1 (a) or (b) above, shall apply to each set of (two [2]) doubles trailers furnished for loading the shipment. The portion of a shipment that does not fill the last doubles trailer to capacity shall be rated or charged for as a separate shipment (subject to ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING herein).

Note 1: **The terms, "OCCUPIES THE FULL VISIBLE CAPACITY", "LOADED TO CAPACITY", or "CAPACITY LOAD",** refers to the extent each vehicle or doubles trailer is loaded and means:

- (a) That quantity of freight which, in the manner loaded so fills a vehicle that no additional articles in the shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle; or
- (b) That maximum 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.

1 Note 2: The bill(s) of lading, freight bills or other papers accompanying the shipment shall
2 indicate the number of vehicles loaded to capacity, used by the carrier to transport
3 the shipment, and shall also indicate if any additional vehicles carrying less than
4 capacity load was furnished. In the event an additional vehicle carrying less than a
5 capacity load is furnished, the weight of the portion of the shipment loaded into
6 such vehicle shall also be shown.
7

8
9 **ITEM 725 NOTIFICATION CHARGE.**

10
11 Except as otherwise provided, when the bill of lading is specifically annotated that the delivering carrier
12 is to notify the consignee or any other party 24 hours or more prior to delivery by any means whatsoever,
13 the charge for this service will be \$10.00 dollars. Only one notification charge may be assessed on
14 multiple shipments picked up on the same day from the same consignor, with the same bill of lading
15 notification instructions, for delivery to the same consignee.

ITEM 775 OVERDIMENSION FREIGHT.

Shipments containing one or more articles which measure(s) in excess of 13.72 meters(45 feet) in length, 2.59 meters (8 feet 6 inches) in width, or 2.74 meters (9 feet) in height from the bed of the equipment, after loaded, shall be subject to a minimum weight of 13,608 kilograms (30,000 pounds) per vehicle used.

Distance for the determination of charges shall be the shortest distance from origin to destination via the route of movement over which the shipment is required to move.

Any shipment containing an article as described above shall be subject to the following additional charges:

<u>ARTICLE SIZE IN METERS</u> <u>(FEET AND INCHES)</u>				<u>CHARGE IN CENTS-PER-1.6093 KILOMETERS</u> <u>(CENTS-PER-MILE)</u>		
<u>OVER</u>		<u>NOT OVER</u>		<u>LENGTH</u>	<u>WIDTH</u>	<u>HEIGHT</u> <u>(From Trailerbed)</u>
<u>Meters</u>	<u>Feet and Inches</u>	<u>Meters</u>	<u>Feet and Inches</u>			
2.59	(8'6")	2.74	(9'0")	---	15	---
2.74	(9'0")	3.05	(10'0")	---	20	20
3.05	(10'0")	3.35	(11'0")	---	30	30
3.35	(11'0")	3.66	(12'0")	---	40	40
3.66	(12'0")	and over		---	80	60
13.72	(45'0")	14.63	(48'0")	10	---	---
14.63	(48'0")	16.67	(55'0")	20	---	---
16.67	(55'0")	and over		40	---	---

1 When the equipment contains more than one type of oversize cargo (overwidth, overheight, or
2 overlength), the dimension providing the highest charge applicable thereto, shall apply, subject to a
3 minimum charge of \$138.53 per vehicle.
4

5 **ITEM 776 OVERWEIGHT FREIGHT.**

6
7 Any shipment containing an article that weighs in excess of 20,865.6 kilograms (46,000 pounds) and
8 requires overweight permits will be subject to an additional charge of 30 cents-per-1.6093 kilometers
9 (cents-per-mile).
10

11 **ITEM 785 PACKING PROVISIONS.**

12
13 Shipments will be packaged and labeled in accordance with commercial practice and packed to provide
14 product protection against loss or damage during handling or storage. All packaging or packing shall be
15 in compliance with the hazardous materials regulations contained in Title 49 of the Code of Federal
16 Regulations, (49 CFR).
17

18
19 **ITEM 787 NON-COMPLIANCE WITH PACKAGING OR PACKING PROVISIONS.**

20
21 Carriers may, at their option, refuse a shipment that is not packaged or packed in accordance with ITEM
22 785 PACKAGING OR PACKING PROVISIONS herein.
23

24 **ITEM 800 PAYMENT OF CHARGES.**

25
26 All rates, charges, or other amounts are stated as U.S. currency and all rates, charges, or other amounts
27 are payable in lawful money of the U.S.
28

29 **ITEM825 PERMITS, SPECIAL.**

30
31 Except as otherwise provided in this tender, the published rates or charges do not include tolls, fees, or
32 charges levied by the Highway Department of States, cities or municipalities for special permits, flagman,
33 bridge, ferry, highway, tunnel, escort service or other public charge of a like nature required because of a
34 shipment of explosives or because of the unusual size, shape or weight of a shipment. All such charges
35 shall be in addition to all other applicable charges plus a service charge of \$18.00 per permit for the
36 securing of the special permits.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1 **ITEM 850 PICKUP OR DELIVERY SERVICE. (Subject to Notes 1 through 5.)**

2
3 Except as otherwise provided, rates in tenders making reference to this tender include one pickup and
4 loading and one delivery and unloading or one tender for delivery of a shipment at one site by the carrier
5 during normal business hours, as stated in ITEM 30 DEFINITION OF TERMS herein, subject to the
6 provisions indicated below:
7

8 **(1) PLACEMENT OF EQUIPMENT FOR LOADING:**

9
10 At the request of the consignor, the carrier will furnish and place equipment at the loading site
11 designated by the consignor to pick up a shipment, there, tendered for transportation.
12

13 **(2) PLACEMENT OF EQUIPMENT FOR UNLOADING:**

14
15 The delivery of a shipment by the carrier to the place of delivery specified on the bill of lading
16 will include the placing of equipment at the delivery site designated by the consignee.
17

18
19 **(3) LOADING BY CARRIER:**

20
21 Freight tendered for loading shall be so situated by the consignor as to be directly accessible to
22 the equipment or it shall be immediately adjacent to a parking space suitable for carrier to
23 place its equipment for loading (see Note 1). Loading includes stowing and counting of the
24 freight in or on the carrier's equipment. (See ITEM 550 HANDLING FREIGHT AT
25 POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE herein.)
26

27
28 The carrier will furnish only one man per equipment for loading, be he the driver, helper or
29 any other carrier employee or its designated agent except as provided in ITEM 525 EXTRA
30 LABOR - LOADING herein.
31

32 **(4) UNLOADING BY CARRIER:**

33
34 Freight will be unloaded at the delivery site immediately adjacent to the delivery equipment
35 (see Note 1). Unloading includes the counting and removal of the freight from the carrier's
36 equipment. (See ITEM 550 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY
37 ADJACENT TO VEHICLE herein.)

1 The carrier will furnish only one man per shipment for unloading, be he the driver, or any
2 other carrier employee or its designated agent except as provided in ITEM 525 EXTRA
3 LABOR - LOADING OR UNLOADING herein
4

5 **(5) RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER: (Subject to Note 2.)**

6
7 Loading or unloading service does not include assembling, packing, unpacking, dismantling,
8 inspecting, sorting or segregating freight EXCEPT as provided in paragraphs (a), (b), and (c)
9 below:

- 10
11 (a) When a shipment is tendered to the carrier in lots according to size brand, flavor or
12 other characteristics and is so identified on the bill of lading or accompanying
13 papers, normal delivery service includes delivery of the shipment to the consignee
14 in the same manner, including the placement of such sorted or segregated lots on
15 the platform, dock, conveyor, pallet, dolly, buggy, or similar device provided by the
16 consignee for the receipt of freight within or adjacent to the equipment without
17 additional charge to the extent such service is performed within the free time
18 period allowed by the applicable detention provisions. If delivery is not completed
19 within the allowable free time, carrier will continue to unload the vehicle subject to
20 the following detention charges. A charge of 24 cents per package or 40 cents per
21 45.36 kilograms (per 100 pounds), whichever is greater, will be assessed for sorting
22 or segregating by marks, brands, sizes, flavors or other distinguishing
23 characteristics EXCEPT as provided in paragraph (b), such charges will be assessed
24 against the person requesting or requiring this service and are in addition to
25 applicable detention charges.
26
27 (b) No sorting or segregating charge will be made when the only service performed is a
28 count necessary to determine the extent and identity of shortages or overages as
29 may have been ascertained by carrier's employee.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

(c) Loading or unloading service does not include furnishing by the carrier of rigging or special loading or unloading equipment such as platform carts (other than two-wheeled hand trucks), winches, cranes, jacks, blocks or falls, chain falls or other special equipment used in hoisting, lowering, 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.

(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 equipment.

(7) MORE' THAN ONE LOADING OR UNLOADING SITE OR RELOCATION OF EQUIPMENT:

Upon request of the consignor or consignee, pickup or delivery service as defined in this ITEM may be performed at more than one loading or unloading site within the continuous plant property or premises of the consignor or consignee requesting this service. An equipment transfer charge of \$17.20 will be assessed for each transfer of the equipment from one loading or unloading site to another.

1 (8) **HEAVY OR BULKY FREIGHT-LOADING OR UNLOADING: (Subject to Note 3.)**

2
3 When freight (per package or piece) in a single container, or secured to pallets, platforms or
4 lift truck skids, or in any other authorized form of shipment:

5
6 (a) Weighs 49.90 kilograms (110 pounds) or less:

7
8 The carrier will perform the loading or unloading.

9
10 (b) Weighs more than 49.90 kilograms (110 pounds), but less than 226.8 kilograms
11 (500 pounds):

12
13 (1) The carrier will perform the loading or unloading when the consignor or
14 consignee provides a dock, platform or ramp directly accessible to the
15 carrier's equipment. Not applicable when the freight exceeds 2.44 meters
16 (8 feet) in its greatest dimension or exceeds 1.22 meters (4 feet) in each of
17 its greatest or intermediate dimensions (see paragraph (b) (2) and (d).
18 Where the consignor or consignee does not provide a dock, platform or
19 ramp, the truck driver, on request, will assist the consignor or consignee
20 in loading or unloading.

21
22 (2) The carrier will perform the loading or unloading where the consignor or
23 consignee provides a dock, platform or ramp directly accessible to the
24 carrier's equipment if such freight: (1) exceed 2.44 meters(8 feet) but
25 does not exceed 6.71 meters(22 feet) in its greatest dimension and does
26 not exceed 60.96 centimeters (2 feet) in its intermediate dimension; or
27 (2) if it does not exceed 3.05 meters (10 feet) in its greatest dimension
28 and does not exceed 1.52 meters (5 feet) in its intermediate dimension and
29 does not exceed 30.48 centimeters (1 foot) in its least dimension. Where
30 the consignor or consignee does not provide a dock, platform or ramp, the
31 truck driver, on request, will assist the consignor or consignee in loading
32 or unloading.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

- c) Weighs 226.8 kilograms (500 pounds 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 2.44 meters (8 feet) in its greatest dimension or exceeds 1.22 meters (4 feet) in each its greatest or 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 herein.

(9) DELIVERY AT PRIVATE RESIDENCES: (Subject to Note 4.)

- (a) Before attempting delivery to private residences, the carrier must reach agreement with the consignee or consignor regarding the date and time (approximate) of such delivery, This arrangement for delivery may be accomplished through a notation by the consignor on the bill of lading, or by oral or written arrangement between the carrier and the consignee. In any case, some mutually agreed upon arrangement for delivery must be made before tender of delivery is initially attempted.
- (b) If the carrier complies with the conditions described in paragraph (a) above, and through the fault of the consignee, the carrier is unable to tender delivery as scheduled, a charge of \$6.80 to cover the service described in paragraph (a) above, for the additional costs of renotification and arrangement for redelivery will be assessed. The requirements of paragraph (a), above, regarding prior arrangements for tender of redelivery are similarly applicable when redelivery is necessary.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

(c) Charges provided in paragraph (b), above, if accrued, 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 consignee, except charges on shipments moving on GBLs or commercial bills of lading converted to GBLs will be collected from the U.S. Government.

Note 1: Freight shall be deemed to be immediately adjacent to a space suitable for carrier to place its equipment for loading or unloading is separated therefrom only by an intervening public sidewalk.

If a parking space suitable for the carrier to place its equipment for loading or unloading is occupied or city ordinance prevents its use, the nearest available parking space may be used.

When two or more shipments are placed by the shipper as close as practicable to a parking space suitable for carrier to place its equipment for loading, all 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 carrier.

When the shipper assigns to two or more carriers designated spaces in the shipping room or loading platform where outgoing freight will be placed by the shipper for pickup by the designated carriers and all of such assigned spaces are as close as practicable to a parking space suitable for the carrier to place its equipment for loading, all such assigned and designated spaces will be considered immediately adjacent to such parking space.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

Note 2: The provisions of paragraph (5) of this ITEM will not allow for the opening of packages or unitized shipments, including shrink wrapped or banded freight on pallets or skids.

Note 3: Loading by definition in paragraph (8) of this ITEM includes stowing and counting of the freight in or on the carrier's shipment. Unloading by definition in paragraph (8) of this ITEM includes the counting and removing of freight from the position in which it is transported in or on the carrier's equipment.

Note 4: The term "PRIVATE RESIDENCES", also includes apartments, churches, schools, camps and other such locations not generally recognized as commercial locations and shall apply to the entire premises, 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.

Note 5: For other than normal business hours pickup or delivery service, see ITEM 860 PICKUP OR DELIVERY SERVICE - SUNDAYS OR HOLIDAYS and ITEM 865 PICKUP OR DELIVERY SERVICE - SATURDAY OR AFTER 5 P.M. ON NORMAL BUSINESS DAYS herein.

ITEM 855 PICKUP OR DELIVERY SERVICE AT PRIVATE RESIDENCES. (Subject to Note 2. Also, See Note 1.)

(1) Except as provided in paragraph (2) below shipments picked up at or delivered to private residences (See Note 1) or camps (other than Military) will be assessed a charge of \$2.94 per 45.36 kilograms (per 100 pounds), subject to a minimum charge of \$23.58 per shipment and a maximum charge of \$129.15 per shipment or \$129.15 per vehicle if more than one vehicle is used to transport the shipment (subject to Note 2).

(2) Shipments consisting wholly or in part of new or used household goods as defined in Title 49 of the Code of Federal Regulations (49 CFR), Part 1056, picked up at or delivered to private residences (See Note 1) or camps (other than Military) will be assessed a charge of \$2.94 per 45.26 kilograms (per 100 pounds), subject to a minimum charge per shipment as follows:

<u>WEIGHT OF SHIPMENT</u> <u>In Kilograms (Pounds)</u>	<u>MINIMUM CHARGE</u> <u>(Per Shipment)</u>
Less than 22.68 kilograms (50 pounds)	\$29.35
22.68 kilograms (50 pounds) through 44.91 kilograms (99 pounds)	\$39.82
45.36 kilograms (100 pounds) through 90.27 kilograms (199 pounds)	\$45.79
90.72 kilograms (200 pounds) through 135.63 kilograms (299 pounds)	\$52.84
136.08 kilograms (300 pounds) through 180.99 kilograms (399 pounds)	\$57.54
181.44 kilograms (400 pounds) through 226.35 kilograms (499 pounds)	\$62.22
226.8 kilograms (500 pounds) and over	\$66.92

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18

(3) 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,

(4) The charges provided in this ITEM apply separately for pickup and separately for delivery and are 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 whose location requires such service, except such charges for shipments moving on GBLs or a commercial bill of lading converted to a GBL will be collected from the U.S. Government.

Note 1: The term "PRIVATE RESIDENCE", shall apply to the entire premises on which a dwelling for living is located, except will not apply to the 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.

Note 2: If more than one shipment is picked up at one time and place at a private residence or camp (other than Military), the minimum and maximum charges published in this ITEM shall apply per pickup rather than per shipment as presently indicated.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

ITEM 860 PICKUP OR DELIVERY SERVICE - SUNDAYS OR HOLIDAYS.

- (1) When consignor or consignee requests carrier to, pickup or deliver freight on Sundays or holidays, such service will be subject to a charge of \$39.64 per man hour, or fraction thereof, subject to a minimum charge \$237.84 per man per day. shall be in addition to all other applicable charges.
- (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 pickup an empty vehicle(s) (vehicles without power units) on Sundays even though the actual pickup or delivery of freight may occur on a day other than Sunday or holidays. The charge for this service will be \$150.00 per vehicle subject to a maximum of \$397.12 per man day or fraction thereof.
- (4) The provisions of this ITEM shall not be construed as obligating the carrier to furnish pickup or delivery service on Sundays or holidays.
- (5) Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made. shipments moving on GBLs or a commercial bill of lading converted to a GBL will be collected from the U.S. Government.

1 **ITEM 865 PICKUP OR DELIVERY SERVICE SATURDAY OR AFTER 5 P.M. ON NORMAL**
2 **BUSINESS DAYS. (Subject to Notes 1 through 4).**

3
4 When consignor or consignee requests a carrier to pickup or deliver freight on Saturdays or
5 after 5 p.m. on normal business days, such service (See Notes 1 and 4) will be subject to a
6 minimum charge of \$39.64 per man per hour, or fraction thereof, subject to a minimum charge
7 \$158.56 per man per day (See Notes 2 and 3). Such charge shall be in addition to all other
8 applicable charges.
9

10 Note 1: The provisions of this ITEM shall not be construed as obligating the carrier to
11 furnish pickup or delivery service on Saturdays or after 5 p.m. on normal business
12 days.
13

14 Note 2: Time shall be computed upon notification by the driver to the responsible
15 representative of the consignor or consignee that the equipment is available for
16 loading or unloading at premises of consignor or consignee and shall end upon
17 completion of loading or unloading and receipt by driver of signed bill of lading or
18 receipt for delivery, as the case may be.
19

20 Note 3: Charges must be either paid by the party requesting the service or guaranteed to the
21 satisfaction of the carrier before pickup or delivery will be made, Charges for
22 shipments moving on GBLs or commercial bill of lading converted to a GBL will
23 be collected from the U.S. Government.
24

25 Note 4: The charges in the item will not be applicable when loading or unloading of carrier
26 equipment after 5 p.m. on normal business days:

- 27
28 1. Is not specifically requested after 5 p.m.; or
29
30 2. The service starts before and extends beyond 5 p.m.

1 **ITEM 870 PICKUPS OR DELIVERIES - ADDITIONAL. (Subject to Notes 1 and 2.)**

2
3 **DELIVERIES (SPLIT DELIVERIES)**

4
5 Except as otherwise provided in this tender, and subject to Note 1 below, on shipments weighing not less
6 than 4,536 kilograms (10,000 pounds) (or on which charges for a weight of not less than 4,536 kilograms
7 (10,000 pounds) are assessed or on which charges are computed at a rate of cents-per-1.6093 kilometers
8 [cents-per-mile] per vehicle used), moving from one consignor, on one bill of lading, and on which
9 charges are based on the through rate from the point of origin to the point of destination, one or more
10 extra deliveries will be made at any point the shipment is stopped under the stop in transit provisions, or at
11 final destination, and an additional charge of \$75.00 will be made for each such extra delivery.
12

13 **PICKUPS (SPLIT PICKUPS):**

14
15 Except as otherwise provided in this tender, and subject to Note 2 below, on shipments weighing not less
16 than 4,536 kilograms (10,000 pounds) (or on which charges for a weight of not less than 4,536 kilograms
17 (10,000 pounds) are assessed or on which charges are computed at a rate of cents-per-1.6093 kilometers
18 (cents-per-mile) per vehicle per vehicle used), moving on one bill of lading to one consignee, and on which
19 charges are based on the through rate from the point of origin to the point of destination, one or more extra
20 pickups will be made at origin or destination, and an additional charge of \$75.00 will be made for such
21 pickup.
22

23 Note 1: The bill of lading shall designate the parties and points at which extra deliveries are to be made
24 and the designation of the articles to be delivered to each.

25 Note 2: The bill of lading shall designate the point or points at which the extra pickups are to be made
26 and the designation of the articles to be picked up at each.
27

1 **ITEM 875 PICKUP OR DELIVERY SERVICE - NEW YORK HARBOR AND PORT**
2 **NEWARK NJ. (Subject to Notes 1 and 2.)**
3

4 The pickup and delivery service defined in ITEM 850 will not be provided at steamship piers or
5 warehouses located in New York Harbor or Port Newark, NJ as described below:
6

7 **HUDSON RIVER:**

8 **NEW YORK SIDE -**
9 **NEW JERSEY SIDE-**

Battery to 135th Street,
National Storage Docks, Communipaw, NJ, to
and including Fort Lee Ferry, NJ,

10
11
12 **EAST RIVER AND**
13 **HARLEM RIVER:**

14 **NEW YORK SIDE-**

Battery to Jerome Avenue Bridge (Harlem
River), including Harlem River Side of
Ward's and Randall's Islands.

15
16
17
18 **BROOKLYN SIDE:**

19 **OR**
20 **WAREHOUSES**

From Port Cove, Astoria, Long Island, to
and including 69th Street, South Brooklyn
(Bay Ridge), including Newton, Dutch Kills
and Wale Creek, and points in Wallabout
Canal and to Hamilton Avenue Bridge,
Gowanus Canal, Port of Embarkation, and the
Military Ocean Terminal, Brooklyn, NY.

21
22
23
24
25
26
27
28 **NEW YORK BAY:**
29 **NEW YORK SIDE**

Points on North and East Shore of Richmond
(Staten Island) between Bridge Creek
(Arlington) and Clifton (Hyland Boulevard)
both inclusive, and including Shooter's Island.

30
31
32
33
34 **NEW JERSEY SIDE**

Points on the New Jersey Shore of New York
Bay, and points on the Kill Van Kull
between National Storage Docks, Communipaw,
NJ, and Avenue C., Bayonne, NJ, opposite
Port Richmond, including U.S., Naval Supply
Depot and Military Ocean Terminal, Bayonne, NJ.

G & B Packing, 8 Hook Road, Bayonne, NJ.

35
36
37
38
39
40
41
42
43 **NEWARK BAY:**

From Trumbull Street to Dalancy Street.
Port Authority Terminal at Elizabeth; or
Port Newark,

44
45

Pickup or delivery service will be performed at such points at the following charges, subject to the minimum and maximum charges as indicated and charges must be prepaid or guaranteed by the shipper or if shipped on a GBL or a commercial bill of lading converted to a GBL, collected from the U.S. Government:

<u>WEIGHT OF SHIPMENT</u>	<u>CHARGE IN CENTS</u>	<u>MINIMUM CHARGE</u>	<u>MAXIMUM CHARGE</u>
<u>In Kilograms</u> <u>(Pounds)</u>	<u>Per 45.36</u> <u>Kilograms</u> <u>(Per 100 Pounds)</u>	<u>Per Shipment</u>	<u>Per Shipment</u>
Less than 2,268 kilograms (5,000 pounds)	\$6.33	\$45.43	\$142.56
2,268 kilograms (5,000 pounds) 4,535.55 kilograms (9,999 pounds)	\$2.96	-----	\$223.57
4,536 kilograms (10,000 pounds) or over	\$1.50	\$223.57	-----

Note 1: Rates and charges published in this ITEM do not apply when shipments are delivered in equipment without transfer of the lading to ocean carriers. The receipt of the equipment by the ocean carriers shall terminate the motor carrier's delivery service and liability. Rates and charges named in this ITEM do not apply when shipments are received in equipment without transfer of the lading from ocean carriers. The receipt of the equipment by the motor carrier shall constitute the beginning of the motor carrier's service and liability.

1 Note 2: Rate and charges published in this ITEM do not apply at the following sheds or
2 buildings: 102 Marsh Street, Port Newark, NJ; 191, 193, 194, 195, 195-E, 195-F, 197,
3 200, 201, 202, 261, 262,,263-A, 263-B, 263-C, 263-D, 264, 265, 266, 267, 268, 305,
4 Port Newark, NJ; American Eagle Warehouse or Express Forwarding Warehouse, Port
5 Newark, NJ; Amerilli Export Service Warehouse 9, foot of 12th Street, Jersey City, NJ;
6 Atlantic Distribution Center Warehouse, 202 Port of Jersey Blvd., Jersey City, NJ;
7 Greenpoint Terminal Warehouse, Jersey City, NJ; Pouch Terminals, Inc. at 1 Edgewater
8 Street, Clifton, Staten Island, NY; and Wilson American Company Warehouse, Jersey
9 City, NJ.

10
11
12
13
14
15
16

ITEM 885 PROPERTY OF UNUSUAL VALUE OR UNSAFE TO TRANSPORT

Carriers are not required to accept articles of unusual value or freight that is unsafe to transport that may cause damage to other goods or to their equipment without adequate consideration or compensation.

1 **ITEM 900 PROTECTIVE SERVICE.**

2
3 Except as otherwise specifically provided in connection with individual rates or charges,
4 commodities which, due to their perishable nature, require protection from heat or cold will be
5 accepted and accorded such protection at the rates or charges provided in this tender or in tenders
6 made subject to this tender and without additional charges for such protection, subject to suitable
7 equipment being available. (For applicability, see ITEM 60 SPECIALIZED SERVICES herein.)
8
9

10 **ITEM 925 RECONSIGNMENT OR DIVERSION. (Subject to Notes 1 through 11.)**

11
12 (1) **DEFINITIONS OF RECONSIGNMENT OR DIVERSION:**

13
14 For the purpose of this rule, the terms, “RECONSIGNMENT” or “DIVERSION”, are
15 considered to be synonymous and the use of either will be considered to mean:

- 16
17 (a) A change in the name of the consignor or consignee.
18
19 (b) A change in the place of delivery within original destination point.
20
21 (c) A change in the destination point.
22
23 (d) Relinquishment of shipment at the point of origin (subject to Note 1).
24
25 (e) Instructions received by the originating carrier prior to receipt of shipment
26 (subject to Note 2).

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

(2) **CONDITIONS:**

- (a) 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 reassign a shipment.
- (b) Carrier will make diligent efforts to execute a request for reconsignment, but will not be responsible if such service is not effected.
- (c) 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. Charges for shipments moving on GBL's or commercial bill of lading's converted to GBLs will be collected from the U.S. Government.
- (d) Only entire shipments, not portions of shipments, may be reconsigned.
- (e) Marking or tagging (subject to Note 3).
- (f) Reconsignment will not be permitted on "in bond shipments."
- (g) With the exception of Note 1, a charge for reconsignment is an additional charge to all other applicable rates or charges.

(3) **CHARGES:**

Reconsignment as defined in paragraph (1) above this ITEM will be subject to the following:

<p>6 IF 7 RECONSIGNMENT 8 RESULTS IN A 9 CHANGE:</p>	<p>IN THE NAME OF THE CONSIGNOR OR CONSIGNEE WITH NO CHANGE IN PLACE OF DELIVERY.</p>	<p>IN THE PLACE OF DELIVERY WITHIN ORIGINAL DESTINATION POINT (SUBJECT TO NOTES 4, 5, AND 6).</p>	<p>IN THE DESTINATION POINTS(SUBJECT TO NOTES 7, 9, 10, AND 11).</p>
--	---	---	---

15 **AND**
16 **RECONSIGNMENT**
17 **OCCURS**
18 **(SUBJECT TO**
19 **NOTE 8):**

THE CHARGE WILL BE:

<p>21 PRIOR TO 22 TENDER OF 23 DELIVERY:</p>	<p>\$18.11 per shipment</p>	<p>Except as provided for in Note 5, \$18.11 per shipment.</p>	<p>The published rate from origin to the reconsignment point plus the published rate from the reconsignment point to the new destination. The charges will be no less than the published through rate from the original point of origin to the ultimate destination.</p>
<p>34 AFTER 35 TENDER OF 36 DELIVERY:</p>	<p>\$18.11 per shipment</p>	<p>Except as provided for in Note 5, a charge of \$2.42 per 45.36 kilograms (per 100 pounds) subject to a minimum charge of \$22.19 per shipment and a maximum charge of \$322.60 per shipment or \$322.60 per vehicle if more than one vehicle is used to transport the shipment.</p>	<p>The published rate from origin to the reconsignment point plus the published rate from the reconsignment point to the new destination. The charges will be no less than the published through rate from the original point of origin to the ultimate destination.</p>

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19

Note 1: Where a request is made by the shipper, before a shipment has left the carrier's terminal at a point of origin (includes points and places located within the commercial zone as defined by the Interstate Commerce Commission in Title 49 of the Code of Federal Regulations (49 CFR), Part 1048 - Commercial Zones) for return of a shipment to the original place of shipment, or delivery thereof to another carrier at point of origin, or relinquish possession thereof to the shipper or to another carrier at carriers terminal and such service is performed, the shipment will be subject to a charge of \$2.42 per 45.36 kilograms (per 100 pounds) with a minimum charge of \$22.19 per shipment and a maximum charge of \$322.60 per shipment or \$322.60 per vehicle if more than one vehicle is used to transport the shipment.

Note 2: 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 therefor (not a bill of lading) to the party tendering the shipment and then execute the bill of lading. Such shipment will be subject to a charge of \$18.11 per shipment.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37

Note 3: Shipments handled under the provisions of this ITEM which require marking or tagging in order to comply with the provisions of ITEM 625 MARKING OR TAGGING FREIGHT - CHANGING MARKING OR TAGS herein, or when the carrier is specifically requested to do so by the consignor or consignee, will be marked or tagged by the carrier at the charges as provided in ITEM 625 herein.

Note 4: Charges also apply for reconsignment to points and places outside of the original destination point, provided such areas are located within the commercial zone as defined by the Interstate Commerce Commission in Title 49 of the Code of Federal Regulations (49 CFR), Part 1048 - Commercial Zone.

Note 5: When a request is received to reconsign a shipment to another site within the same continuous plant property and the request is received prior to tender of delivery, a reconsignment charge of \$18.11 per shipment will be assessed. When the request is received after tender of delivery the reconsignment charge will be \$52.89 per shipment or \$52.89 per vehicle if more than one vehicle is used to transport the shipment.

Note 6: 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 paragraph (2) of this ITEM will not apply.

Note 7: Includes points and places other than those defined in Note 6.

Note 8: The provisions governing reconsignment, "**PRIOR TO TENDER OF DELIVERY**", will only apply when carrier receives the request for reconsignment:

- (a) Before shipment has been loaded on a delivery vehicle (in cases where shipment is transferred to a city delivery vehicle for delivery); or
- (b) Before shipment has been dispatched for delivery (in cases where shipment is not transferred to a city vehicle for delivery).

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

Note 9: If the change in destination point is requested and furnished by the carrier, the charge will be \$18.11 per shipment in addition to the applicable tender or tariff rate, whichever is applicable, from the point of origin to the new destination point.

Note 10: When the consignor or consignee or its agent elects to accept the shipment at the carrier's terminal located at the reconsignment point, the charges will be assessed on the basis of \$1.60 per 45.36 kilograms (per 100 pounds), subject to a minimum charge of \$18.11 and a maximum charge of \$201.69 per shipment or \$201.69 per vehicle if more than one vehicle is used to transport the shipment.

Note 11: The reconsignment rate is not subject to the provisions of BLOCK 19, of the **OPTIONAL FORM 280, UNIFORM TENDER OF RATES AND/OR CHARGES FOR TRANSPORTATION SERVICES.**

1 **ITEM 950 REDELIVERY.**

2
3 When a shipment is tendered for delivery and, through no fault of the carrier, such delivery cannot
4 be accomplished, no further tender will be made except upon request. Additional tenders and final
5 delivery will following provisions:
6

- 7 (1) If one or more additional tenders, or the shipments are made at consignee's place, a
8 charge of \$2.34 per 45.36 kilograms (per 100 pounds), subject to a minimum charge
9 of \$12.67 and a maximum charge of \$310.02 per shipment or \$310.02 per vehicle if
10 more than one vehicle is used to transport the shipment will be made for each such
11 tender and for the final delivery.
12
- 13 (2) If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of
14 the shipment at carrier's premises, a charge of \$1.99 per 45.36 kilograms (per 100
15 pounds), subject to a minimum charge of \$10.50 and a maximum charge of \$238.62
16 will be made.
17
- 18 (3) All charges accruing under the provisions of this rule must be paid or guaranteed to the
19 satisfaction of the carrier by the party or parties requesting redelivery before the
20 shipment is redelivered. Charges for shipments moving on GBL's or a commercial bill
21 of lading converted to a GBL will be collected from the U.S. Government,
22
- 23 (4) In all instances a charge for redelivery is in addition to all other applicable rates or
24 charges.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1 **ITEM 1000 SEALING OF EQUIPMENT.**
2

3 Except as otherwise specifically provided, shippers and receivers of freight will not be accorded the
4 exclusive use of carrier's equipment. Carriers may, at their option and convenience, load and transport
5 freight of various shippers and receivers in the same equipment. And, except as provided in ITEM 475
6 EXCLUSIVE USE AND CONTROL OF VEHICLE and ITEM 1005 SEALED CLOSED VAN SERVICE
7 herein, carriers, at their option and convenience, for the purposes of so loading, co-mingling and transporting
8 the shipments of various shippers and receivers in the same equipment, may remove the seals or locks
9 from their equipment which have been applied by shippers, receivers, or owners of the property transported
10 or to be transported.

1 **ITEM 1005 SEALED CLOSED VAN SERVICE**

- 2
- 3 A. All equipment requested under this ITEM will be Sealed Closed Vans, as defined in ITEM 30
- 4 DEFINITION OF TERMS herein. The seals on the equipment are not to be broken.
- 5
- 6 B. The shipper will load the carriers equipment and provide a piece count. When this occurs, the
- 7 carrier is released from liability for shortages.
- 8
- 9 C. The bill of lading must be annotated:

10

11 **“ITEM 1005, SEALED CLOSED VAN SERVICE REQUESTED. THE PROVISIONS**

12 **CHARGES CONTAINED IN ITEM 475 EXCLUSIVE USE OF VEHICLE, WILL**

13 **NOT APPLY.”**

14

- 15 D. When the bill of lading is annotated, as provided in paragraph C above, the transportation
- 16 charges will be subject to the following Truckload (TL) rates or charges:
- 17
- 18 1. Where the carrier’s individual tender is predicated on a cents-per-1.6093 kilometers
- 19 (cents-per-mile) per vehicle using a distance scale or matrix format at the rate or
- 20 minimum charge named therein; or
- 21
- 22 2. Where the carrier’s individual tender Less Than Truckload (LTL) rates are
- 23 predicated upon the VA Baseline Rate Publication No. VA-1000, shipments shall
- 24 be rated with a minimum weight of 9,072 kilograms (20,000 pounds), at the highest
- 25 applicable Less Than Truckload (LTL) rate.
- 26
- 27 3. Where the carrier’s individual tender Truckload (TL) rates are predicated upon the
- 28 VA Baseline Rate Publication No. VA-1000 and the shipment weight loaded into
- 29 the van is less than 9,072 kilograms (20,000 pounds), the shipment shall be rates as
- 30 9,072 kilograms (20,000 pounds) at the applicable 9,072 kilograms (20,000 pounds)
- 31 rate; or
- 32
- 33 4. Where the carrier’s individual tender Truckload (TL) rates are predicated upon the
- 34 VA Baseline Rate Publication No. VA-1000 and the shipment weight loaded into
- 35 the van is more than 9,072 kilograms (20,000 pounds), the rate applicable to the
- 36 shipment weight will apply.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23

E. The provisions and charges contained in ITEM 475 EXCLUSIVE USE AND CONTROL OF VEHICLE herein, will not apply.

F. If the equipment arrives at the destination with the same seals which were applied on the equipment at origin not intact, the following will apply:

1. Restoration of carrier liability for shortages will be applicable; and
2. The transportation charges for the shipment weight loaded into the van will be subject to (a) or (b) below, whichever results in the lowest total charge:
 - (a) The applicable Truckload (TL) rate or charge determined in paragraph D above; or
 - (b) The applicable Less Than Truckload (LTL) rate, determined as follows:
 - (1) The carrier's individual tender Less Than Truckload (LTL) rate; or
 - (2) If the carrier's individual tender does not provide for Less Than Truckload (LTL) rates, the rate will be 100% of the applicable Less Than Truckload (LTL) rate in the VA Baseline Rate Publication No. VA-1000.

1 **ITEM 1010 SORTING OR SEGREGATING SERVICE AND CHARGES.**

- 2
- 3 A. For the purposes of this ITEM, the services of sorting or segregating are defined as practices
- 4 which require all articles in a shipments tendered by the consignor to the carrier for a specific
- 5 route, be presented or loaded without regard to shipment integrity. (For applicability see
- 6 ITEM 60 SPECIALIZED SERVICES herein.)
- 7
- 8 B. Carrier will sort or segregate for each consignee before offering for delivery.
- 9
- 10 C. When sorting or segregating service is required or requested by the consignor, it shall be so noted
- 11 on the Government Bill of Lading:
- 12

13 **"ITEM 1010, SORTING OR SEGREGATING REQUIRED."**

- 14
- 15 D. When sorting or segregating service is required and performed by the carrier, the carrier shall
- 16 be paid a charge of 60 cents per 45.36 kilograms (cents per hundredweight) for all shipment
- 17 weight subject to a minimum charge of \$5.00 with a maximum charge of \$180.00 per shipment.

1 ITEM 1075 STOPOFFS - TO COMPLETE LOADING OR FOR PARTIAL
2 UNLOADING. (Subject to Notes 1 through 4.)
3

4 Except as otherwise provided -in this tender, shipments upon which- charges are based on a cents-per-
5 1.6093 kilometers (cents-per-mile) per vehicle or minimum charge per vehicle used, or on a weight of
6 4,536 kilograms (10,000 pounds) or more, may be stopped in transit at not to exceed four points, between
7 the point of origin and the point of final destination for the purpose of either partial loading or unloading
8 (but not both at the same point), providing that the stopoff point, or points, are intermediate to the point of
9 final destination via the route over which the rate to such final destination applies, subject to the
10 provisions of paragraphs (A), (B), (C), (D), (E), and (F) below.
11

- 12 (A) The bill of lading shall show at what point, or points, the shipment is to be stopped off for
13 partial loading or partial unloading, the name and address of the party to receive or to load the
14 freight at such stopoff point, and a description of that part of the shipment to be loaded or
15 unloaded at the stopoff point or points. There shall be no substitutions of other freight for that
16 loaded at the original point of origin, or for any part of the shipment loaded at an intermediate
17 stopoff point, A shipment stopped for partial unloading shall not be stopped subsequently for
18 partial loading.
19
- 20 (B) The charge for each stopoff in transit for partial loading or partial unloading shall be \$75.00
21 per stop in addition to all other applicable charges.
22
- 23 (C) When linehaul rates or charges are based on weight only, e.g., cents per 45.36 kilograms (cents
24 per hundredweight), or charges per vehicle (excluding charges based on graduated distance
25 scales or a minimum charge where rates are based on distance and weight), the charges shall be
26 based on the total actual weight or minimum weight, whichever is greater, or charge per
27 vehicle, from the point of origin to final destination, subject to the excess charge in paragraph F
28 below, for out-of-route distance.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

- (D) When linehaul or charges are based on both weights and distance (e.g. percentage of the baseline rates in the VA No. VA-1000, the charges shall be based on the actual weight or minimum, whichever is greater, and the short-route distance from point of origin via the stop-off point(s) to final destination.
- (E) When linehaul rates or charges are based on distance, e.g., cents-per-1.6093 kilometers (cents-per-mile) per vehicle used, or charge based on graduated distance scales, the charges shall be based on the short-route distance from point of origin via the stop-off point(s) to final destination.
- (F) When linehaul charges are determined under paragraph C above (or by any other rates or charges based on other than distance or weight and distance), and the short-route distance from point of origin via the stop-off point(s) exceeds the direct short-route distance from origin to final destination, all excess distance will be subject to a rate of 155 cents-per-1.6093 kilometers (cents-per-mile), in addition to all other transportation charges.
 - Note 1: Shipments moving under the provisions of this ITEM must have all charges prepaid by the shipper, or if shipped on a GBL or commercial bill of lading that is converted to a GBL, charges will be collected from the U.S. Government.
 - Note 2: For the carrier's convenience, any portion of the shipment may be picked up, transported or delivered, in separate trucks. All portions of the shipment need not be transported through the stopoff point or points.
 - Note 3: The provisions of this ITEM do not apply on freight moving under the provisions of ITEM 475 EXCLUSIVE USE AND CONTROL OF VEHICLE herein.
 - Note 4: On shipments involving joint-line transportation, stop-off privileges apply only when the entire shipment is delivered to one connecting carrier or, if stop-off has already been accorded, when the entire remaining portion of the shipment is delivered to one connecting carrier.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1 **ITEM 1100 STORAGE.**

2
3 Freight held in the carrier's possession by reason of an act or an omission of the consignor, consignee,
4 or owner, or for customs clearance or inspection (see ITEM 250 CUSTOMS OR IN BOND FREIGHT
5 herein),and through no fault of the carrier, will be considered stored, and subject to the following
6 provisions:

- 7
8 (1) Storage charges on freight awaiting line-haul transportation at origin will begin at 7:00 a.m.,
9 the day after freight is received by the carrier.
10
11 (2) When the consignor or consignee instructs the carrier to hold a shipment at a point
12 intermediate to the destination and await further instruction for diversion, reconsignment,
13 etc., storage charges will begin at 7:00 a.m., the day after the carrier is notified and the
14 shipment is placed in storage.
15
16 (3) Storage charges on undelivered freight will begin at 7:00 a.m., the first business day after
17 arrival of the shipment at destination, and notice of arrival as provided in ITEM 125
18 ARRIVAL NOTICE AND UNDELIVERED FREIGHT herein, has been given, except no
19 charges under this ITEM will be made when actual tender of delivery is made within 24
20 hours after such notice of arrival has been given.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34

- (4) Storage charges on freight stored in the carrier's possession, other than that provided for in paragraph (5), will be subject to the following minimum and maximum charges:

MINIMUM CHARGES:

For each 45.36 kilograms (100 pounds) or fraction thereof per 24 hours or fraction thereof	\$ 0.65
Minimum storage charge per day	\$ 3.36
Minimum storage charge per shipment	\$16.81

MAXIMUM CHARGES (per shipment or per vehicle if more than one vehicle is used to transport the shipment):

For the first 24 hours or fraction thereof	\$47.01
For the second 24 hours or fraction thereof	\$62.74
For the third and each succeeding 24 hours or fraction thereof	\$93.84

- (5) Storage charges under this ITEM will end when carrier is enabled to deliver or transport the freight as a result of action by the consignee, consignor, owner, or customs official.
- (6) Storage charges under this ITEM will not apply on the day the carrier places the freight in a public warehouse. When the carrier does place the freight in a public warehouse" a charge of \$1.89 per 45.36 kilograms (per 100 pounds), subject to a minimum charge of \$15.32 and a maximum charge of \$280.05 per shipment or \$280.05 per vehicle, if more than one vehicle is used to transport the shipment, will be assessed.
- (7) Storage time shall be certified and paid by the authorizing activity responsible for the storage, Charges for this service shall only be submitted to the authorizing activity.

1 **ITEM 1125 SUBSTITUTED SERVICE - RAIL FOR MOTOR.**

2
3 Unless the shipper directs that the rail carrier service shall not be performed, the motor carrier may, at its
4 option, substitute rail service for their actual services via highways for which such motor carriers have
5 lawful operating rights as common carriers via motor vehicle. If a carrier substitutes rail for motor service,
6 the motor carrier will be responsible for any and all expenses included by using the substituted service as well as
7 preparing or loading the trailer for flat car service.
8

9
10 **ITEM 1150 TELEGRAMS OR TELEPHONE MESSAGES - CHARGES FOR.**

11
12 Charges for telegrams or telephone messages from shippers or consignees, or their agents or to
13 representatives, relative to routing or other services in connection with shipments of freight, will
14 not be assumed by the carrier, excepting that when such toll is upon answer to telegram or telephone
15 message initiated by the carrier, relating to the traffic of the shipper or consignee, it will be assumed
16 by the carrier

1 **ITEM 1175 TRANSFER OF LADING.**
2

- 3 (1) For shipments weighing 4,536 kilograms (10,000 pounds) or more that cannot be picked up
4 with the vehicle to be used in transporting the shipment over the highway, and the carrier is
5 required to render pickup service with a different vehicle, such shipments will be subject to the
6 charges in paragraph (4) below in addition to all other applicable charges. These charges will
7 be collected from the consignor. If the shipment moved on a GBL or a commercial bill of
8 lading converted to a GBL, charges will be collected from the U.S. Government.
9
- 10 (2) When shipment weighing 4,536 kilograms (10,000 pounds) or more cannot be delivered with
11 the vehicle used in transporting the shipment over the highway, the carrier will notify the
12 consignee of this fact in the manner provided in ITEM 125 ARRIVAL NOTICE AND
13 UNDELIVERED FREIGHT herein. If the consignee requests the carrier to render delivery
14 service with a different vehicle, such shipments will be subject to the charges in paragraph (4)
15 below, in addition to redelivery charges when performed, and all other applicable charges.
16 Unless the bill of lading is specifically endorsed to show prepayment of these charges, they
17 will be collected from the consignee. If the shipment moved on a GBL or a commercial bill of
18 lading converted to a GBL, charges will be collected from the U.S. Government.
19
- 20 (3) When consignor or consignee requests that shipments weighing 4,536 kilograms (10,000
21 pounds) or more be picked up or delivered on a vehicle other than the vehicle used in
22 transporting the shipment over the highway, the charges in paragraph (4) below will apply.
23 Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will
24 be collected from the party requesting the service, If the shipment moved on a GBL or a
25 commercial bill of lading converted to a GBL, charges will be collected from the U.S.
26 Government.
27
- 28 (4) The charge for the weight of the lading shall be \$1.32 per 45.36 kilograms (per 100 pounds),
29 subject to a minimum charge of \$185.27 per vehicle for each transfer.

1 **ITEM 1225 VEHICLE FURNISHED BUT NOT USED.**

2
3 When the carrier, upon shipper's request, furnishes a vehicle for loading of a shipment weighing 4,536
4 kilograms (10,000 pounds) or more and through no fault of the carrier, the vehicle is not used, a charge of
5 \$75.00 per day or fraction thereof per vehicle will be assessed. Accrual of these charges will terminate
6 when carrier is notified that the vehicle will not be used.
7

8
9 **ITEM 1250 WEIGHT - VERIFICATION.**

- 10
11 (1) Upon request by either the consignor or consignee, the carrier will reweigh any shipment or
12 vehicle(s) on carrier scales and if error is determined, will correct the billed weight
13 accordingly. Such reweigh request will only be made while shipment is in the custody of
14 the carrier. If no error is determined or if error is less than 5 percent of the billed weight, a
15 charge of \$18.46 per shipment or per vehicle, if more than one vehicle is used to transport made
16 the shipment, will be made for each. Such charge(s) is to be paid by the party requesting the
17 service.
18
19 (2) When carrier is requested to secure a certified public scale weight for any shipment or
20 vehicle(s), a charge of \$32.88 will be made by the carrier for each reweighing obtained in
21 addition to the fee assessed the carrier for use of the certified public scale. Such charge(s)
22 is to be paid by the party requesting the service.
23
24 (3) If requested by the consignor or consignee to weigh a vehicle both empty and loaded, the
25 above charge in (1) or (2), as the case may be, will be made for each separate weighing.
26
27

1 **ITEM 1275 WEIGHTS - GROSS WEIGHT - CHARGES ON GROSS WEIGHTS.**
2 **(Subject to Notes 1 and 2.)**
3

- 4 (1) Unless otherwise provided, charges shall be computed on gross weight, excluding the weight of
5 any temporary blocking, flooring, or lining, racks, standards, strips, stakes, or similar bracing,
6 dunnage or supports not constituting a shipping container, package, or a part of the
7 vehicle, when such materials do not exceed 3 percent of the total weight of the shipment. The
8 weight of such materials in excess of 3 percent of the total weight of the shipment will be
9 charged for at the lowest rate applicable on any article in the shipment.
10
11 (2) Subject to Notes 1 and 2, when freight weighing 9,072 kilograms (20,000 pounds) or more is
12 prepared for in conformity with packing requirements, and, in addition, is loaded on pallets,
13 platforms or skids, with or without standing sides or ends, but without tops, no charge will be
14 made for the transportation of the pallets, platforms or skids, provided the shipper specifies the
15 weight of the pallets, platforms or skids on the bill of lading.
16
17 (3) The destination weights, as ascertained at the smelter, will govern the assessment of freight
18 charges upon shipments of ores or ore concentrates. Shipments of ores and ore concentrates
19 may be sampled at destination or public sampler en route.
20
21 (4) Any temporary blocking, flooring or lining, racks, standards, strips, stakes, or similar bracing,
22 dunnage or supports not constituting a shipping carrier, container or package, or a part of the
23 vehicle, when required to protect or make shipments secure for transportation must be
24 furnished and installed by the shipper, except that upon request of shipper such materials will
25 be furnished or installed by the carrier subject to the following provisions:
26
27 (a) When materials are furnished by the carrier, the cost thereof will be paid by the
28 shipper upon presentation of an invoice from a supplier independent of the carrier
29 covering such materials used on the involved shipment.
30
31 (b) The labor charge for installation of shipper or carrier furnished material will be
32 \$24.30 per hour or fraction thereof, for each man.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15

(c) Charges in this ITEM will not apply when extra blocking and bracing materials are used by motor and rail carriers to secure loads for trailer on substituted service as shown in ITEM 1125 SUBSTITUTED SERVICE - RAIL FOR MOTOR herein.

Note 1: When material, not a part of the pallet, platform or skid, is used to protect top of lading, or to secure the load to the pallet, platform or skid, allowance will be made for the weight of the pallet, platform or skid, but not for the weight of such material.

Note 2: The weight of the pallets, platforms or skids may not exceed 3 percent of the weight of that portion of the shipment loaded on such pallets, platforms or skids. Any weight of pallets, platform or skids in excess of 3 percent of the weight of that portion of the shipment loaded on such pallets, platforms or skids will be subject to the rates applicable to the commodity loaded on such pallets, platforms or skids.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

THIS PAGE INTENTIONALLY BLANK

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

END