

SPECIALIZED TRANSPORTATION, INC.

(An Indiana Corporation)

MC - 497943

TARIFF N434-B

COMMODITY RATES

ON

SHIPMENTS CONSISTING SOLELY OF:

- (1) Exhibits and displays and the materials and supplies used within, or as part of, such exhibit and display, AND;
- (2) Wholly or partially containerized trade show exhibition materials and the materials and supplies used within, or as part of, the total trade show.

BETWEEN POINTS WITHIN THE CONTIGUOUS UNITED STATES

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CHECK SHEET FOR TARIFF PAGES AND SUPPLEMENTS
SEE ITEM 10000 FOR ABBREVIATION AND REFERENCE MARKS (434CK)

All of the pages contained in this tariff are listed consecutively by number and revisions number. The pages of the tariff, and the supplements to the tariff, listed on this page bear issued dates which are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page. "0" in page column indicates Title Page.

TARIFF PAGES

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*Issued this date.

EFFECTIVE SUPPLEMENTS

NONE

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**ITEM A
PRIOR RATES**

For rates prior to the effective date of this tariff, see Tariff No. 424, ICC NOAM 424, Specialized Transportation, Inc.

**ITEM B
APPLICATION OF TARIFF - ELECTRONIC FORMAT**

Between points within the United States, but excluding Alaska and Hawaii.

Please note that this tariff has been published via electronic means pursuant to Special Tariff Authority No. 95-21. The tariff consists of two components: (1) A paper tariff document that contains the governing provisions, rules and regulations and the additional services rates and charges, and (2) Software that contain the linehaul rates and charges in Sections 3, 4, and 5 of the tariff. Refer to the application pages of these Sections for provisions to apply.

The calculation of rates and charges contained on the Carriers website are believed to be accurate; however, in the event of any inconsistency between the result obtained from the website and that obtained from Carrier's Base Operating System, the calculation from Carrier's Base Operating System shall in all situations govern and apply.

**ITEM F
CANCELLATION OF ITEMS OR PORTIONS THEREOF**

When this tariff is amended by revised pages, the revised page cancels the item or portion thereof shown on the prior original or revised page of the same page number.

**ITEM G
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS**

For complete explanation of standard abbreviations and reference marks used throughout this tariff, see Item 10000 on last page herein.

**ITEM H
GOVERNING PUBLICATIONS**

This tariff is governed by the following described tariffs:

TITLE OF TARIFF	ISSUING AGENT	ICC DESIGNATIONS	FOR SPECIAL PROVISIONS
MILEAGE GUIDE NO. 5 PARTICIPATING CARRIERS AND SCOPE OF OPERATIONS	HGB HGB	ICC HGB 105-D ICC HGB 101-F	Item 9 -----

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ITEM I
CANCELLATION OF LOOSELEAF PAGES

When this tariff is amended by revised pages, the cancellation of prior pages, except the title page, will be effected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reason. Revisions of each page will be published and filed in numerical sequence.

Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised or original pages, or uncanceled portions thereof which bear the same page number. For Example: "Original Page 10" will have the effect of canceling Original Page 10; "45th Revised Page 12" will have the effect of canceling 44th Revised Page 12; "13th Revised Page 4-A" will have the effect of canceling 12th Revised Page 4-A and also 11th Revised Page 4-A if the cancellation of 12th takes place on or before its effective date.

EXCEPTION: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of canceling such excepted previously filed page or portion thereof.

ITEM K
SCOPE OF OPERATION

Rates, charges and provisions of this tariff, or as amended, are limited in their application on interstate or foreign commerce to the extent of the operating authority of Specialized Transportation, Inc., MC-497943, as shown below.

- (1) Exhibits and displays and the materials and supplies used as part of or within such exhibits and displays; and
 - (2) Wholly or partially containerized trade show exhibition materials and the materials and supplies used as part of or within the total trade show display.
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GOVERNING PROVISIONS SEE ITEM 10000 FOR ABBREVIATION AND REERENCE MARKS (43415)
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APPLICATION

Governs all sections of this tariff unless otherwise provided within individual sections.

Except as otherwise provided herein, the rates named in this tariff include one pickup and loading at point of origin and one delivery and unloading at point of destination.

ITEM 1 BILL OF LADING AND RATES

- (a) Unless otherwise provided in this tariff, when property is transported subject to the provisions of this tariff, or as amended, the acceptance and the use of the Uniform Straight Bill of Lading as described herein is required.

Shipper shall not vary carrier's terms and conditions of carriage set forth in this tariff or on carrier's Bill of Lading, except as specifically outlined herein, and any Bill of Lading or other document presented by shipper, or shipper's agent or representative shall be null and void to the extent inconsistent, additional or different terms or conditions are contained thereon. Carrier's drivers do not have authority to modify carrier's terms and conditions or to accept on carrier's behalf any terms or conditions inconsistent, additional or different from those set forth herein or on carrier's Bill of Lading.

Any alteration, addition or erasure on a bill of lading which shall be made without the special notation thereon of the agent of the carrier issuing the bill of lading shall be without effect and the bill of lading shall be enforceable according to its original tenor.

- (b) The rates and charges shown herein are reduced rates conditioned upon the use of the Uniform Straight Bill of Lading. Consignor at his option, may elect not to accept the terms of the Uniform Straight Bill of Lading, and in lieu thereof to have the carrier transport the property with carrier's liability limited only as provided by common law and by the laws of the United States and the several States insofar as they apply, but subject to the terms and the conditions of the Uniform Straight Bill of Lading insofar as such terms and conditions are not inconsistent with such common carrier's liability; the rate charged therefore will be 300 percent higher than the transportation rate contained in this tariff as would apply for such shipment if offered for transportation at a released value not exceeding 60 cents per pound, per article.

When the consignor elects not to accept any of the terms of such bill of lading he must give notice to the initial carrier of such election. The initial carrier must indicate the receipt of such notice by writing or stamping thereon a clause signed by the carrier reading:

"In consideration of the higher rate charged, the property herein described will be carried, and the services to be rendered hereunder will be performed, with the carrier's liability limited only as provided by law; but subject to the terms and conditions of this bill of lading insofar as they are not inconsistent with such common carrier's liability."

- (c) All rates and charges herein are dependent upon the shipment being released in accordance with the provisions of Item 3 of this tariff.
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ITEM 2 INSURANCE

The cost of insurance against marine risk or any other insurance for the benefit of the shipper, will not be assumed by the carrier.

ITEM 3 RELEASED VALUE

The following shall be used to determine the rates on a shipment, when such shipment is released to a value exceeding the release rate indicated in Item 190.

Release Value and Liability Limitations

Transportation Rate Bases

Released to a value not exceeding the release rate indicated in Item 190.

Base transportation rate.

Released to a value exceeding the release rate indicated in Item 190.

Base transportation rate plus a valuation charge as defined in Item 190

ITEM 4 WEIGHING AND WEIGHTS

- (a) Gross weight, tare weight, net weight and constructive weight.
- (1) The tare weight of each vehicle used in the transportation of goods hereunder shall be determined by having it weighed prior to the transportation of each shipment, without the driver and crew thereon, by a certified weighmaster or on a certified scale, and when so weighed the fuel tanks on such vehicle shall be full and the vehicle shall contain all pads, chains, dollies, hand trucks, and other equipment needed in the transportation of shipments to be loaded thereon, and such weight shall then be entered on the bill of lading. After the vehicle has been loaded, it shall be weighed, without the driver and crew thereon, at the certified scale nearest to the point of origin of the shipment, and the net weight of the shipment shall be obtained by deducting the tare weight from the gross weight, and both the gross and net weights shall then be entered on the bill of lading. Where no certified scale is available at the point of origin, the gross weight shall be obtained at the nearest certified scale either in the direction of the movement of the shipment, or in the direction of the next pick-up or delivery in the case of part loads. In the transportation of part loads, this subsection shall apply in all respects, except that the gross weight of a vehicle containing one or more part loads shall be used as the tare weight of such vehicle as to part loads subsequently loaded thereon. Also, the person paying the freight charges, or his representative, upon request of either, shall be permitted without charge to accompany, in his own conveyance, the carrier to the weighing station and to observe the weighing of his shipment after loading. The carrier shall use a certified scale which will permit the shipper to observe the weighing of his shipment without causing delay. NOTE: In the event no fuel is available at the point of the tare weighing, the tare weight may be obtained without the fuel tanks being full providing no fuel is added to the vehicle tanks between the tare and gross weighings.
- (2) If no certified scale is available at origin, at any point en route, or at destination, a constructive weight, based upon 500 pounds per linear foot of properly loaded van space may be used.

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ITEM 4 (Conc)
WEIGHING AND WEIGHTS

- (b) Obtaining weight tickets.
The carrier shall obtain a weight ticket signed by the weighmaster or its driver for each weighing required under this section, with tare and gross weights evidenced by separate tickets, and the driver shall enter thereon the number of the bill of lading accompanying the shipment involved. No other additions or alterations shall be made on any such ticket. As soon as such weight tickets are obtained, true copies thereof shall be attached to the receipt or bill of lading accompanying the shipment, and retained in the carrier's file. A true copy of each weight ticket pertaining to a shipment shall be given to the shipper at the weighing station if the shipper is present or upon delivery of the shipment if shipper is not present at the weighing. Any of the following shipments may be weighed on a certified scale prior to being loaded on the vehicle: (1) a part load for any one shipper not exceeding 1,000 pounds; and (2) a shipment which the carrier containerizes for further transportation, in which case the net weight of the shipment shall be the gross weight of the container less the tare weight of the container; the gross weight of the container shall be as packed and prepared for shipment; the tare weight of the container shall include all of the pads, skids, blocking and bracing used or to be used to protect the contents of the container, but not including packing materials used in the preliminary packing of the shipment.
- (c) Reweighing of Shipments.
Before the actual commencement of the unloading of a shipment weighed at origin and after the shipper is informed of the billing weight and total charges, the shipper may request a reweigh. The charges shall be based on the reweigh weight.

ITEM 5
SPECIAL TRANSPORTATION SERVICE

- (a) **SELECTED DELIVERY DATE SERVICE**
- (1) **Selected Delivery Date Service as used herein means tendered delivery of a shipment on or before a date specified by the shipper and/or consignee and agreed upon by the carrier.**
- (2) **Subject to availability of equipment for a particular service desired, a shipper/consignee may obtain Selected Delivery Date Service on a shipment by agreeing to accept transportation charges based on an agreed minimum weight (subject to a minimum weight of 1,050 pounds) that is in excess of the actual weight of the shipment.**
- (3) **Selected Delivery Date Service will be furnished by the carrier when the shipper/consignee or their agent sign the Bill of Lading indicating such service is requested/ordered. The Bill of Lading and/or Freight Bill will be marked or stamped ASELECTED DELIVERY DATE SERVICE REQUESTED. SHIPMENT TO BE TRANSPORTED AT AGREED MINIMUM WEIGHT OF _____ POUNDS. DELIVER ON OR BEFORE _____.**
- (4) In the event the shipment is not tendered for delivery by the specified delivery date, the charges for the shipment shall be based on the actual weight of the shipment or linear weight, whichever is greater.
- (5) The carrier shall not be required to provide exclusive use of vehicle under this paragraph. For exclusive use of vehicle, see Paragraph (d) of this item.

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ITEM 5 (Conc)
SPECIAL TRANSPORTATION SERVICE

(b) OCCUPANCY OF VEHICLE, LESS THAN TRUCKLOAD

Subject to availability of equipment for a particular service required, any shipment, whose physical characteristics occupy a loading space of the vehicle less than 500 pounds per linear foot, will be accepted for transportation subject to a minimum weight based on 500 pounds per linear foot of total vehicle space occupied, or actual weight, whichever is greater. See Paragraph (e) herein to determine the cubic feet of vehicle space occupied. The transportation weight of the shipment shall be subject to a minimum weight as follows:

Linear weight shall be determined by the number of linear feet occupied on the floor of the trailer. A shipment that measures greater than 48" inside the trailer will be calculated at a weight of 500 pounds per linear foot of trailer used. A shipment that measures 48" or less will be calculated at a weight of 250 pounds per linear foot in using 500 pound increments and a minimum weight of 500 pounds. When the linear weight is less than fifty (50%) percent of the two closest increments, round down to the lower weight; when fifty (50%) percent or greater, round to the higher weight. The higher of actual or linear weight will apply.

Example 1: A machine measures 7' long, 48" wide and 48" high. It is loaded with the length parallel to the length of the trailer. That means 7' x 250 pounds (width is 48" or less) = 1,750 pounds. The difference between the result of 1,750 pounds and the 2,000 pounds is 250 pounds. The weight of 1,750 pounds is greater than three (3) feet (1,500) and therefore, is rounded to four (4) feet or 2,000 pounds.

Example 2: A machine measures 7' long, 48" wide and 48" high. The length is loaded perpendicular to the length of the trailer. That means it occupies over 48" of trailer width and utilizes 4 linear feet of trailer. Therefore, 4' x 500 linear feet = 2,000 pounds.

(c) COMPLETE OCCUPANCY OF VEHICLE

Subject to availability of equipment for the particular service desired, a shipment, the displacement of which completely occupies the loading space of a vehicle, or, the peculiar character of which otherwise prevents its transportation with other shipments on the same vehicle, will be accepted for transportation at charges computed on the actual weight of the shipment, or a weight greater than actual weight based on 500 pounds per linear foot of total vehicle space occupied, (see Paragraph(e) herein) subject to a minimum weight of 24,000 pounds.

(d) EXCLUSIVE USE OF VEHICLE

Subject to availability of equipment, a shipper may order Exclusive Use of a vehicle for transportation of a shipment. Transportation charges shall be based on applicable linehaul transportation rates based on a weight of 24,500 pounds, plus 15% of the applicable linehaul rate.

Bill of Lading and/or Freight Bill to be marked or stamped:

_____ EXCLUSIVE USE OF VEHICLE ORDERED

(e) DISPLAY OF VAN SPACE

The number of linear feet of van space shall be legibly displayed on each interior side of the vehicle used by the carrier in rendering service under this item. It is marked in increments of 70 starting at 70 and ending 3,360. Each 70 represents one (1) linear foot, therefore 3,360 equals 48 feet

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ITEM 6 CONSOLIDATION OF SHIPMENTS

The term "shipment" means property tendered by one shipper, and accepted by the carrier for loading the same day or consecutive days, at one place of origin (except as otherwise provided in Item 7), for one consignee, at one destination (except as otherwise provided in Item 7), and covered by one bill of lading. The name of only one shipper and one consignee shall appear on one bill of lading, but the bill of lading may also specify the name of a party (or more than one party when Item 7 is applicable) to notify of the arrival of the shipment at destination(s). (See Item 17, Storage, warehouseman's charges will apply.)

ITEM 7 STOPOFFS

Portions of a shipment moving in interstate commerce may be picked up or delivered at one or more places of origin, destination, or en route. Except as otherwise provided herein, charges will be for total weight of entire shipment for total distance via points of pickup or delivery or both from first point of pickup to final point of delivery, plus additional service charges applicable to each portion of the shipment. (See Section 2.) The total charges for picked up or delivered portions shall not, in any case, exceed the total charges as would apply if computed to each portion as a separate shipment.

NOTE: Nothing in this tariff shall be construed to apply on shipments or portions of shipments that both pickup and deliver within the same state, in intrastate commerce.

ITEM 9 DISTANCES

- (a) Except as otherwise provided herein, where rates are based on mileage, the distance, or mileage shall be that shown in Mileage Guide No. 5, Household Goods Carriers' Bureau, Agent, ICC HGB 105-D, supplements thereto or successive issues thereof.
- (b) If the shipper requests a longer route than the shortest practical route as shown in the above mentioned Mileage Guide, the mileage over the longer route as shown therein, shall apply.
- (c) If transportation rates are not shown herein for the actual distance provided in the above mentioned guide, the rate shown for the next greater distance shall apply.

ITEM 10 MARKING OR TAGGING FREIGHT

- (a) Articles of fragile or breakable nature must be properly packed.
 - (b) Packages containing fragile articles or articles consisting wholly or in part of glass, when packed by the shipper or his agent, must be marked by plain and distinct letters designating the fragile character of contents.
 - (c) When articles of furniture, consisting wholly or in part of glass are covered or wrapped by the shipper or his agent, such articles shall be wrapped in a manner to clearly expose glass surfaces or glass portions.
 - (d) Where articles are not packed or are improperly packed, crated or boxed and by reason thereof the articles not packed or contents of containers are more susceptible to damage, carrier will arrange to have such articles properly packed at charges shown in this tariff.
 - (e) Upon request of shipper or his agent, carrier will prepare a second inventory of the shipment which will include itemized contents of each container packed by carrier and will show thereon, if requested by the shipper, the valuation of each article as furnished by shipper or his agent. Charges for this second inventory will be at the rates provided in Item 120.
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ITEM 11
CLASSIFICATION OF PARTS OR PIECES OF A COMPLETE ARTICLE

Each shipping piece or package and contents thereof shall constitute one article except the total component parts of any article taken apart or knocked down by the carrier for handling or loading in vehicle shall constitute one article for the purpose of determining carrier's liability as provided in Item 3.

NOTE: When an entire shipment is transported in containers, lift vans or shipping boxes, each shipping package, piece or loose item not enclosed within a package in such containers, lift vans or shipping boxes will constitute the article.

ITEM 13
PROHIBITED OR RESTRICTED ARTICLES

- (a) Carrier will not accept for shipment property liable to impregnate or otherwise damage equipment or other property.
- (b) Carrier will not accept for shipment articles which cannot be taken from the premises without damage to the article or the premises.

ITEM 14
INSPECTION OF ARTICLES

When carrier or its agent believes it necessary that the contents of packages be inspected, it shall make or cause such inspection to be made, or require other sufficient evidence to determine the actual character of the property.

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**ITEM 17
STORAGE**

- (a) Storage of property covered by this tariff is the holding of a shipment, or portion thereof, at or in the facilities or warehouse used by the carrier or its agent for storage. For the purpose of this item, a carrier may designate any facility or warehouse to serve as its agent.
 - (b) Transportation from the origin to an origin storage facility shall be subject to rules, regulations, and charges of the warehouseman.
 - (c) Charges for storage of a shipment shall be subject to rules, regulations, and charges of the warehouseman.
 - (d) Transportation from the destination storage facility to final destination shall be subject to rules, regulations, and charges of the warehouseman.
 - (e) Interstate linehaul transportation charges, for shipments originating at a warehouse, shall be calculated from the warehouse to destination.
 - (f) Interstate linehaul transportation charges, for shipments consigned to storage at destination, shall be calculated from origin to the destination warehouse.
 - (g) If a shipment is consigned to a warehouse en route, the interstate nature of the shipment shall cease. Transportation from the warehouse to the new destination shall be subject to local, intrastate, or interstate regulations, as the case may be.
 - (h) When property is placed in storage, the carrier's liability shall be limited to the rules, regulations, and liability of the warehouseman.
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ITEM 18
SHIPMENTS ON TOUR

One or more articles making up a shipment for use or display at two or more places, which shipment requires the exclusive use of a vehicle to transport such property and which requires reloading and moving to another point for use, display or termination of the tour, shall constitute a shipment on tour.

(a) Transportation and Valuation Charges:

Transportation charges (subject to the minimum weight provisions provided in this tariff for a shipment on tour) will be the rates in this tariff, and shall be the combination of charges between each stopping point at the rates as would ordinarily apply on a completed shipment between such points. The applicable transportation rates shall be those in effect on the date each segment commenced for movement to another point. Valuation Charges will be computed on the basis of each separate segment of a shipment on tour.

(b) Standby of Vehicle and Driver:

When so requested by the shipper, and agreed to by the carrier, the carrier's vehicle and driver (and co-driver and helpers) will stand by while the shipment is being used or displayed. The charge for this service shall be:

\$125.00 per day for the carrier's vehicle
\$405.00 per day for the carrier's driver
\$125.00 per day for the co-driver
\$125.00 per day for person for all additional helpers

(c) Shipper Painting of Carrier's Vehicle:

Shipper painting of carrier's equipment will be permitted subject to the carrier's convenience and provided the shipper pays all the expense of painting and repainting. Repainting of the equipment shall be made according to the carrier's specifications at the termination of the on-tour shipment. Such painting shall not interfere with the signs or markings required federal, state or safety regulations.

NOTE: Services provided by the carrier which are not provided in the item will be the applicable charges as shown in Section 2, Additional Services, or as negotiated between the shipper and the carrier.

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ITEM 19
CLAIMS, LOSS AND DAMAGE

- (a) **Claims In Writing Required:**
A claim for loss, damage, injury, or delay will not be voluntarily paid by a carrier unless filed in writing as provided in subparagraph (b) below with the receiving or delivering carrier, or carrier issuing the bill of lading, or carrier on whose line the alleged loss, damage, injury, or delay occurred, within the specified time limits applicable thereto and as otherwise may be required by law, the terms of the bill of lading or other contract of carriage, and all tariff provisions applicable thereto.
- (b) **Minimum Filing Requirements:**
A communication in writing from a claimant filed with carrier within the time limits specified in the bill of lading or contract of carriage or transportation, and (i) containing facts sufficient to identify the shipment (or shipments) of property involved, (ii) asserting liability for alleged loss, damage, injury, or delay, and (iii) making claim for the payment of a specified or determinable amount of money, will be considered as sufficient compliance with the provisions for filing claims embraced in the bill of lading or other contract of carriage.
- (c) **Documents not constituting claims:**
Bad order reports, appraisal reports of damage, notations of shortage or damage, or both, on freight bills, delivery receipts, or other documents, or inspection reports issued by carriers or their inspection agencies, whether the extent of loss or damage is indicated in dollars and cents or otherwise will, standing alone, not be considered by carriers as sufficient to comply with the minimum claim filing requirements specified in subparagraph (b) above.
- (d) **Claims filed for uncertain amounts:**
Whenever a claim is presented against carrier for an uncertain amount, such as \$100 more or less, carrier will determine the condition of the shipment involved at the time of delivery by it, if it was delivered, and will ascertain as nearly as possible the extent, if any, of the loss or damage for which it may be responsible. It will not however, voluntarily pay a claim under such circumstances unless and until a formal claim in writing for a specified or determinable amount of money will have been filed in accordance with the provision of subparagraph (b) above.
- (e) **Other claims:**
If investigation of a claim develops that one or more other carriers has been presented with a similar claim on the same shipment, the carrier investigating such claim will communicate with each such other carrier and, prior to any agreement entered into between or among them as to the proper disposition of such claim or claims, will notify all claimants of the receipt of conflicting or overlapping claims and will require further substantiation, on the part of each claimant of his title to the property involved or his right with respect to such claim.
- (g) **Supporting documents:**
When a necessary part of an investigation, each claim must be supported by the original bill of lading (if not previously surrendered to the carrier), either the original paid bill for transportation service or a photographic copy thereof, and for each article, the nature and extent of such damage, the basis for the amount claimed, i.e., date article purchased, original cost, amount of depreciation, actual cash value at time of loss or damage and, in the case of damage, a repair estimate.
- (h) **Verification of loss:**
When an asserted claim for loss of an entire package or an entire shipment cannot be otherwise authenticated upon investigation, the carrier will obtain from the consignee of the shipment involved a certified statement in writing that the property for which the claim is filed has not been received from any other source.

Continued on next page

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ITEM 19 (Con't)
CLAIMS, LOSS AND DAMAGE

- (i) Satisfaction of claims:
Carrier may satisfy a claim by repairing or replacing the property lost or damaged with materials of like kind, quality and condition at time of acceptance by carrier.
- (j) Constructive weight of packed interior shipping containers:
When the liability of the carrier is to be measured by the weight of the article lost or damaged and such article is packed in an interior shipping container, in the absence of specific evidence to the contrary, such interior shipping container will be deemed to have the following weight:

CONTAINER	WEIGHT PER CONTAINER (In pounds)
CARTONS: Less than 3 cu. ft.	25
3 - Less than 4-1/2 cu. ft.	30
4-1/2 - Less than 6 cu. ft.	35
6 - Less than 6-1/2 cu. ft.	45
6-1/2 cu. ft. and over	50

- (k) Time limit for filing claims:
As a condition precedent to recovery, a claim for any loss, damage, injury, or delay, must be filed in writing with carrier within nine (9) months after delivery to consignee as shown on bill of lading, or in case of failure to make delivery, then within nine (9) months after a reasonable time for delivery has elapsed; and suit must be instituted against carrier within two (2) years and one (1) day from the date when notice in writing is given by carrier to the claimant that carrier has disallowed the claim or any part of or parts thereof specified in the notice. Where a claim is not filed or suit is not instituted thereon in accordance with the foregoing provisions, carrier will not be liable and such claims will not be paid.
- (l) Acknowledgment and settlement by carrier:
Carrier will acknowledge receipt of each claim in writing to the claimant within 30 calendar days after its receipt by the carrier or the carrier's agent. Carrier will at the time such claim is received, cause the date of receipt to be recorded on the claim.

Carrier will pay, decline, or make a firm compromise settlement offer in writing to the claimant within 120 days after receipt of the claim by the carrier or its agent: Provided, that, if the claim cannot be processed and disposed of within 120 days after the receipt thereof, the carrier, will at that time and the expiration of each succeeding 60-day period while the claim remains pending, advise the claimant in writing of the status of the claim and the reasons for the delay in making final disposition thereof, and send a copy of such letter to the Surface Transportation Board or other appropriate governmental agency.

Concluded on next page

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ITEM 19 (Conc)
CLAIMS, LOSS AND DAMAGE

(m) Salvage:

Whenever property transported by a carrier is damaged or alleged to be damaged and is, as a consequence thereof, not delivered or is rejected or refused upon tender thereof to the owner, consignee, or person entitled to receive such property, carrier, after giving due notice, whenever practicable to do so, to the owner and other parties that may have an interest therein, and unless advised to the contrary after giving such notice, will undertake to sell or dispose of such property directly or by the employment of a competent salvage agent. Carrier will only dispose of the property in a manner that will fairly and equally protect the best interests of all persons having an interest therein. Carrier will make an itemized record sufficient to identify the property involved so as to be able to correlate to the shipment or transportation involved, and claim, if any filed thereon. Carrier also will assign to each lot of such property a successive lot number and note that lot number on its record of shipment and claim, if any claim is filed thereon. Upon receipt of a claim on a shipment on which salvage has been processed in the manner herein before described, carrier will record in its claim file thereon the lot number assigned, the amount of money recovered, if any, from the disposition of such property, and the date of transmittal of such money to the person or persons lawfully entitled to receive the same.

(n) Depreciation factor on claims for lost or damaged items:

When settling a claim for loss or damage, carrier shall use the replacement cost of the lost or damaged item as a base to apply a depreciation factor to arrive at the current actual value of the lost or damaged item; provided that where an item cannot be replaced or no suitable replacement is obtainable, the proper measure of damages shall be the original cost, augmented by a factor derived from a consumer price index, and adjusted downward to reflect depreciation over average useful life. Whenever disposition of salvage material or goods shall be made directly to an agent or employee of a carrier or through a salvage agent or company in which the carrier or one or more of its directors, officers, or managers has any interest, financial or otherwise, that carrier's salvage records shall fully reflect the particulars of each such transaction or relationship, or both as the case may be.

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ITEM 20
COLLECTION OF CHARGES, PREPAYMENT

- (a) The carrier will not deliver or relinquish possession of any property transported by it until all tariff rates and charges thereon have been paid in cash, certified check, traveler's check, or bank check (one drawn by a bank on itself and signed by an officer of the bank), except (1) where other satisfactory arrangements have been made between the carrier and the consignor or consignee, in accordance with applicable rules and regulations, or (2) when delivery is made pursuant to Paragraph (c).
- (b) When satisfactory arrangements for credit have been made between the carrier and the consignor or consignee, in accordance with applicable rules and regulations, the following conditions will apply:
1. The free credit period shall extend 25 days, including Saturdays, Sundays and legal holidays, from the first 12 o'clock midnight following the presentation of the bill by the carrier or deposit of same in the U.S. Mails. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.
 2. Except as provided in exception below, when carrier's bill has not been paid within the free credit period, credit shall automatically be extended to a total of 30 calendar days, which shall include the free credit period, and shipper will be assessed a service charge by the carrier equal to two (2%) percent of the amount of carrier's bill, subject to a \$25.00 minimum charge for such extension of the credit.
 3. Carrier's bill will state separately, the total charges due during both the free credit period and the extended credit period.
 4. The mailing by shipper of valid checks or drafts in payment of charges within the credit period allowed such shipper, is deemed to be the collection of the tariff charges within the credit period for the purpose of this item. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.
 5. No such carrier shall grant credit to any shipper which fails to pay a duly presented bill within the 30-day period, unless and until such shipper affirmatively satisfies the carrier that all future bills duly presented will be paid strictly in accordance with applicable rules and regulations prescribed for the settlement of carrier rates and charges.
- (c) When carrier has provided an estimate of charges applicable to a shipment and credit arrangements have not been previously established, and where actual charges exceed the estimate by more than 10 percent, the provisions of Paragraph (b) 2, will not apply. The carrier will, upon request by shipper, extend credit for such excess amount over 10 percent above the estimate, and the shipper shall pay the balance of the charges within 30 days following the date of delivery.
- (d) Carrier may require prepayment of charges for a specific service in full or in part at time after commencing performance of such services as requested by shipper.
- (e) Payments for shipments having an origin or destination outside of the boundaries of the United States shall be at total tariff charges in full and lawful currency of the United States or its equivalent.
- (f) Subject to the foregoing paragraphs (except Paragraph (c) will not apply), provision for payment of charges on storage-in-transit shipments is contained in Item 17.

NOTE: See Item 44 for Definition of Holidays.

EXCEPTION: The service charge provided in Paragraph (b) 2, above shall not be assessed in connection with the rates and changes on freight transported for the United States, for any department, bureau or agency thereof, for any State or Territory, or political subdivision thereof, or for the District of Columbia.

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ITEM 21
FRACTIONS, DISPOSITION OF

Unless otherwise provided, to dispose of fractions in computing a rate or charge, omit fractions of less than one-half of one cent, and increase to the next whole figure fractions of one-half of one cent or greater.

ITEM 22
HOURLY RATES

Charges based on time shall be computed by multiplying the hourly rate by the time involved. Unless otherwise provided, fractions of an hour will be disposed of as follows:

Where the time involved is 15 minutes or less the charge shall be for one quarter of an hour. When in excess of 15 minutes but not more than 30 minutes charge for one half hour. When in excess of 30 minutes but not more than 45 minutes charge for three quarters of an hour. When in excess of 45 minutes charge for one hour.

ITEM 24
ALTERNATE CHARGES

The linehaul transportation charge on any shipment shall not exceed the charge as would apply on the same shipment under the next greater unit of weight at rate applicable to such next greater unit of weight. To illustrate:

A shipment moving 200 miles weighing 1,452 pounds, rate \$41.60 - \$604.03.

Use lowest weight in next higher weight bracket, 2,000 pounds, rate \$30.20 - \$604.00.

ITEM 25
MINIMUM CHARGE

Shipments moving under the provisions of this tariff are subject to a minimum NET linehaul charge and subject to an absolute minimum linehaul charge.

NOTE: All shipments subject to weighing provisions as provided in Item 4.

ITEM 26
REISSUED MATTER, METHOD OF TREATING

Reference made herein to items or pages in this tariff include reference to reissue of such items or pages.

ITEM 27
MOVEMENT OF EMPTY VEHICLES

(a) A shipper having one or more shipments and desiring to continue movement of all such shipments may request the empty movement of equipment from destination to point of origin of next shipment, for further loading subject to the availability of equipment and at charges shown in Item 150, Section 2, Additional Services. The empty movement of equipment shall be ordered in writing at the time shipments are accepted for transportation.

(b) Empty mileage operated from destination to next origin, shall be that shown in Mileage Guide No. 5, Household Goods Carriers' Bureau, Agent, ICC HGB 105-D supplements thereto and reissues thereof

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ITEM 28
RECONSIGNMENT OR DIVERSION

- (a) Upon instructions from the consignee or owner, a shipment will be diverted subject to the following provisions and additional charges. Carrier may require that such instruction be in writing.
 - (b) The term diversion as used herein means a change in the destination, (after loading of vehicle) from the original destination point.
 - (c) When an order for diversion under this rule is received by a carrier, diligent effort will be made to locate the shipment and effect the change desired, but the carrier will not be responsible for failure to effect the change ordered, unless such failure is due to error or negligence of the carrier or its employees.
 - (d) Linehaul transportation charges on a shipment diverted to a new destination city will be assessed via the point of diversion.
 - (e) On shipments diverted to a new destination city, a charge of \$4.50 per hundredweight shall apply, based on the transportation weight, subject to a \$50.00 minimum charge and a \$200.00 maximum charge.
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ITEM 33**IMPRACTICABLE OPERATIONS AND APPLICATION OF AUXILIARY SERVICES****PART A: IMPRACTICABLE OPERATIONS**

Nothing in this tariff shall require the carrier to perform any service at any point or location where, through no fault or neglect of the carrier, the furnishing of such services is impracticable because:

- (a) The conditions of roads, streets, driveways, alleys or approaches thereto would subject operations to unreasonable risk of loss or damage to life or property;
- (b) Loading or unloading facilities are inadequate;
- (c) Any force majeure, war, insurrection, riot, civil disturbance, strike, picketing or other labor disturbance would (1) subject operations to unreasonable risk of loss or damage to life or property or (2) unreasonably jeopardize the ability of the carrier to render linehaul or pickup or delivery or any other service from or to or at other points or locations;
- (d) Carrier's hauling contractors, carrier's employees or carrier's agents are precluded, for reasons beyond carrier's control, from entering premises where pickup or delivery is to be made;
- (e) Local, state or federal restrictions, regulations or laws prohibit performance of such services by linehaul equipment.

When service is impracticable for reasons stated in this rule, and service can be completed through the employment of services of third persons, see Item 35.

PART B: APPLICATION OF AUXILIARY SERVICES

- (a) It is the responsibility of the shipper to make shipment accessible to carrier or accept delivery from carrier at a point at which the road haul vehicle may be safely operated.
- (b) When it is physically impossible for carrier to perform pickup of shipment at origin address or to complete delivery of shipment at destination address with normally assigned road haul equipment, due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment, the carrier shall hold itself available at point of pickup or tender delivery at destination at the nearest point of approach to the desired location where the road haul equipment can be made safely accessible.

(c) Upon request of the shipper, consignee or owner of the goods the carrier will use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose, if possible of accomplishment, of transferring the shipment between the origin or destination address and the nearest point of approach by the carrier's road haul equipment. Charges for the auxiliary service to cover labor and additional vehicle (if used) will be as provided in Section 2 and shall be in addition to all other transportation or accessorial charges.

(d) If the shipper does not accept the shipment at nearest point of safe approach by carrier's road haul equipment to the destination address, the carrier may place the shipment or any part thereof not reasonably possible for delivery, in storage at the nearest available warehouse of the carrier, or, at the option of the carrier, in a public warehouse, subject to a lien for all lawful charges. The liability on the part of the carrier will cease when the shipment is unloaded into the warehouse and the shipment shall be considered as having been delivered.

(e) Transportation charges to cover the movement of shipment or part thereof from point at which it was originally tendered, to warehouse location shall be computed on basis of weight of shipment or that part of shipment stored in warehouse, subject to applicable rate as provided in tariff from point at which it was originally tendered to warehouse location, which shall be in addition to charges from initial point of origin to point at which shipment was originally tendered. All accrued charges on the shipment or any part thereof shall be due and payable upon delivery of same to the warehouse. Any subsequent movement from warehouse shall constitute a new shipment.

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ITEM 34
RIGGING, HOISTING OR LOWERING

When it is necessary to use rigging, hoisting, or lowering services in order to accomplish pickup or delivery of a shipment, carrier will perform such services at the rates provided in Section 2, Item 120 Labor Charges, subject to carrier's ability to furnish equipment and experienced personnel.

If requested by shipper, consignee or owner, carrier will, as agent for shipper, consignee or owner, undertake to secure such services from a third party, if available. All charges of third persons must be paid by the shipper and are in addition to all other charges in this tariff. Such charges will be advanced by the carrier, and billed as an advanced charge as provided in Item 35 herein.

If carrier is unable to furnish or secure the equipment or experienced personnel, the shipper, owner or consignee of the goods must arrange for such service.

ITEM 35
ADVANCING CHARGES

Charges advanced by carrier for services of others engaged at the request of the shipper or required by Federal, State or Local law, including but not limited to agricultural quarantine inspections, will be supported by carrier with a copy of invoice setting forth services rendered, charges and basis thereof, together with reference to applicable schedule or tariff if charges are assessed in accordance therewith. The charges so advanced are in addition to and shall be collected with all other lawful rates and charges. All such advance charges will be supported by paid receipts and are in addition to all other applicable tariff charges.

Charges will also be advanced by the carrier for expenses incurred by the carrier as a result of services performed that are subject to officially assessed state or local fees or taxes, such as sales taxes, use taxes and debris disposal or recycling fees. Charges so advanced are in addition to and shall be collected with all other lawful rates and charges.

NOTE: Third party charges advanced by carrier will be subject to a 15% Administrative Fee, subject to a minimum additional charge of \$15.00 per shipment.

ITEM 36
ATTEMPTED PICK-UP/CANCELLATION FEE
ATTEMPTED DELIVERY FEE

- (a) When the carrier receives instructions, either verbally or in writing, that a shipment has been cancelled, carrier will make diligent effort to cancel such pickup service. If through no fault or negligence of the carrier, the person responsible for pickup can not be notified until the arrival at the loading point, an Attempted Pick-Up/Cancellation Fee shall apply. See Item 219, Section 2, Additional Services.
 - (b) When the carrier receives instructions, either verbally or in writing, that a shipment can not deliver on the original contracted delivery date, carrier will make diligent effort to cancel such delivery service. If through no fault or negligence of the carrier, the person responsible for delivery can not be notified until the arrival at the delivery point, an Attempted Delivery Fee shall apply. See Item 219, Section 2, Additional Services.
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ITEM 37
EXPLOSIVES OR OTHER DANGEROUS ARTICLES

Explosives or other dangerous articles will not be accepted for transportation or transported unless the shipping order, bill of lading, or other shipping paper prepared by the shipper (when shippers are required by the Department of Transportation regulations so to certify packages for transportation) shows in the lower left-hand corner the following certificate over the written or stamped facsimile signature of the shipper or his duly authorized agent:

"THIS IS TO CERTIFY THAT THE ABOVE ARTICLES ARE PROPERLY DESCRIBED BY NAME, AND ARE PACKED AND MARKED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS PRESCRIBED BY THE DEPARTMENT OF TRANSPORTATION."

[Issued pursuant to applicable provisions of 49 CFR.]

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ITEM 43
BILLS OF LADING (CONTRACT TERMS AND CONDITIONS OF
UNIFORM STRAIGHT BILL OF LADING)

The bill of lading, together with the rules, regulations, rates and charges contained in this tariff, governs the transportation services performed by Carrier in interstate and intrastate commerce. The tariff is maintained at Carrier's headquarters in Fort Wayne, Indiana. Carrier shall provide to the shipper, upon its request, a written or electronic copy of the tariff. Carrier has established its rates and charges based upon the limitation of liability for the property as set forth herein. Shipper may request from Carrier a greater value for the property and the rates and charges for the transportation services shall be adjusted as set forth herein. The terms and conditions of any other bill of lading or document submitted to Carrier shall not govern Carrier's services hereunder, and the acceptance or execution of any such document by Carrier's driver shall not modify or amend the terms and conditions of the bill of lading or Carrier's tariff. The shipper may not vary Carrier's terms and conditions of carriage, except as specifically outlined herein, and any writing, typing or printing on the face of the bill of lading made by the shipper, or the shipper's agent or representative, shall be null and void to the extent inconsistent, additional or different terms or conditions are contained thereon or therein. Carrier's drivers do not have authority to modify Carrier's terms and conditions or to accept on Carrier's behalf any terms or conditions inconsistent, additional or different from those set forth herein or on the bill of lading.

CONTRACT TERMS AND CONDITIONS OF BILL OF LADING

Carrier's services are governed by and subject to all of the rules, regulations, rates and charges set forth in Carrier's tariff maintained at Carrier's headquarters at the address set forth on the face of the bill of lading, including without limitation the following terms and conditions:

SECTION 1. Carrier, or the party in possession of any of the property herein described, shall be liable as required by law for any loss of or damage to such property from external causes, subject to Carrier's maximum liability as set forth in the applicable tariff or as agreed to by Carrier's authorized representative. The agreed value or released value is Carrier's maximum liability, regardless whether loss or damage, including injury or delay, occurred due to Carrier's negligence, and applies to any claim resulting from the performance or nonperformance of any services for which Carrier has contracted to perform. Additionally, Carrier shall have no liability for loss, damage or delay caused by or resulting from:

- a) an act, omission or order of the shipper,
 - b) insects, moths, vermin or ordinary wear and tear,
 - c) defect or inherent vice of the article, including susceptibility to damage because of atmospheric conditions such as temperature and humidity or changes therein,
 - d) a (1) hostile or warlike action in time of peace or war, including action in hindering, combating or defending against an actual, impending or expected attack (A) by any government or sovereign power, or by any authority maintaining or using military, naval or air forces; (B) by military, naval or air forces or (C) by an agent of such government, power, authority or forces; (2) any weapon of war employing atomic fission or radioactive force whether in time of peace or war; (3) insurrection, rebellion, revolution, civil war, usurped power or action taken by governmental authority in hindering, combating or defending against such an occurrence; (4) seizure or destruction under quarantine or customs regulations; (5) confiscation by order of any government or public authority; or (6) risk of contraband or illegal transportation or trade,
 - e) strikes, lockouts, labor disturbances, riots, civil commotions or the acts of any person or persons taking part in any such occurrence or disorder,
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- f) highway obstruction, faulty or impassable highways, lack of capacity of any highway, bridge or ferry, breakdown or mechanical defect of vehicles or equipment, or from any cause other than the negligence of Carrier,
- g) acts of God, or
- h) any damage due to improper shipper packing, bracing or preparation.

Carrier will repair damaged items if possible, subject to the applicable limitation of liability. If repair is not possible, Carrier will, at its option, either replace an item with like kind and quality or pay the lesser of the depreciated value of the item or the released value, which is based upon the weight of the item, set forth in the applicable tariff. If the shipper has requested a value for the shipment in excess of the released value and Carrier has agreed to such increased value, payment by Carrier for loss or damage (if Carrier cannot or does not repair or replace the item) shall be based upon the depreciated value of the item. Carrier shall have no liability for any indirect, incidental, special, consequential or exemplary damages or lost profits, even if Carrier has been advised of the possibility of such damages.

SECTION 2. Carrier shall not be bound to transport by any particular schedule, means, vehicles or other than with reasonable dispatch. Carrier shall have the right to forward the property by any carrier or route between the point of shipment and the point of destination.

SECTION 3. The shipper, upon tender of the shipment to Carrier, and the consignee, upon acceptance of delivery of the shipment from Carrier, shall be liable, jointly and severally, for any and all charges payable on account of the shipment in accordance with the applicable tariffs, including without limitation sums advanced or disbursed by Carrier on account of such shipment and any costs of collection including reasonable legal costs and attorneys fees. No offset is permitted against the charges for any claim filed by the shipper or the consignee, and full payment must be made regardless of any right to file a claim against Carrier. The prevailing party in any action between the parties relating to the shipment tendered to Carrier hereunder shall be entitled to its legal costs and reasonable attorneys' fees. The extension of credit to either the shipper or consignee for charges shall not thereby discharge the obligation of the other party to pay such charges in the event the party to whom credit has been extended shall fail to pay such charges. Payment shall be made in the lawful currency of the United States. The shipper shall indemnify Carrier against loss, damage or delay caused by inclusion in the shipment of explosives or dangerous articles or goods.

SECTION 4. If for any reason other than the fault of Carrier, delivery cannot be made at the address shown on the face hereof or at any changed address of which Carrier has been notified, Carrier, at its option, may cause the articles contained in the shipment to be stored in a warehouse selected by it at the point of delivery or at any other available point, and held there without liability on the part of Carrier, at the cost of the owner and/or shipper, and subject to a lien for all accrued tariff and other lawful charges, including storage charges.

SECTION 5. Carrier shall have a general lien upon any and all property now or hereafter delivered to or deposited with Carrier for all charges for the transportation, storage, preservation of the property, and the performance of other services. Such lien shall include money advanced, interest, insurance, labor, weighing, cooping, wrapping and other charges in relation to the property or any part thereof; shall include all charges and expenses for notice and advertisement of sale and for sale of the property where there has been a default in satisfying Carrier's lien; and shall include all court costs and reasonable attorneys' fees in collecting such charges, enforcing its lien or defending itself in the event that Carrier is made a party to any litigation concerning the property while the same is in its possession.

SECTION 6. If the shipment is refused by the consignee at destination, or if the shipper, consignee or owner of property fails to receive or claim it within fifteen (15) days after written notice by mail addressed to the shipper and consignee at the address as shown on the face hereof, or if the shipper fails or refuses to pay the charges in accordance with Carrier's applicable tariff, Carrier may sell the property at its option, either a) upon notice in the manner authorized by law or b) at public auction to the highest bidder for cash at a public sale to be held at a time and place named by Carrier, thirty (30) days notice of which sale shall have been given in

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writing to the shipper and consignee, and there shall have been published at least once a week for two consecutive weeks in a newspaper of general circulation at or near the place of sale, a notice thereof containing a description of the property as described in the bill of lading, and the names of the consignor and consignee. The proceeds of any sale shall be applied toward payment of the charges applicable to the shipment and toward expenses of the notice, advertising and sale, and of storing, caring for and maintaining the property prior to sale, and all costs and expenses covered by Carrier's lien and the balance, if any, shall be paid to the owner of the property. Any perishable articles contained in the shipment may be sold at public or private sale without such notices if in the opinion of Carrier such action is necessary to prevent deterioration or further deterioration. Nothing contained in this section shall be construed to abridge the right of Carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

SECTION 7. As a condition precedent to recovery, a claim for any loss or damage, injury or delay must be filed in writing with Carrier within nine (9) months after delivery to the consignee as shown on the face hereof, or in the case of failure to make a delivery, then within nine (9) months after a reasonable time for delivery has elapsed and suit must be instituted against Carrier within two (2) years and one (1) day from the date when notice in writing is given by Carrier to the claimant that Carrier has disallowed the claim or any part or parts thereof specified in the notice. Where a claim is not filed or suit is not instituted thereon in accordance with the foregoing provisions, Carrier shall not be liable and such a claim shall not be paid.

SECTION 8. The shipper represents and warrants that it is lawfully possessed of the property and has the authority to transport or store the property in accordance with the terms hereof. The shipper shall indemnify and hold Carrier harmless in the event Carrier is made a party to any litigation by reason of having the property or any portion thereof transported or stored and to pay all legal costs and attorneys' fees incurred in connection therewith. Carrier's lien shall secure all such costs and expenses in addition to its transportation and/or storage charges.

ITEM 44 DEFINITION OF HOLIDAYS

Except as otherwise specifically provided in this tariff, reference to the term "holiday" shall be the date such Canadian, U.S. National or officially declared State holidays are observed.

When a holiday falls on a Saturday, the holiday will be observed on the preceding Friday. When a holiday falls on a Sunday, the holiday will be observed on the following Monday. Charges for holidays in this tariff shall apply only when service is rendered within a State on such observed holiday date.

For reference purpose only, U.S. NATIONAL HOLIDAYS ARE:

NEW YEAR'S DAY, January 1; MARTIN LUTHER KING, JR. DAY, the third Monday in January; WASHINGTON'S BIRTHDAY, the third Monday in February; MEMORIAL DAY, the last Monday in May; INDEPENDENCE DAY, July 4; LABOR DAY, the first Monday in September; COLUMBUS DAY, the second Monday in October; VETERANS DAY, November 11; THANKSGIVING DAY, the fourth Thursday in November; CHRISTMAS DAY, December 25; and INAUGURATION DAY, January 20 of each fourth year after 1965.

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ITEM 47
MULTIPLE BOOTHS/EXHIBITORS - SINGLE BILL OF LADING

On shipments transported under the provisions of this tariff, with multiple booths and/or exhibitors transported under a single Bill of Lading (subject to the provisions of Item 7), where the Carrier is required to provide certified weight tickets for each booth and/or exhibitor, a charge of \$35.00 shall apply for each certified weight ticket obtained by the Carrier.

ITEM 50
EFFECTIVE DATE GOVERNING APPLICATION
OF RULES, RATES AND CHARGES OF THIS TARIFF

Except as otherwise specifically provided in this tariff, all rules, rates and charges in effect on the date shipment is picked up shall apply.

See specific provisions in Item 17, Storage, and Item 18, Shipments On Tour for effective dates governing application of these services.

ITEM 51
PROCEDURES GOVERNING THE PROCESSING, INVESTIGATION AND DISPOSITION OF
OVERCHARGE, DUPLICATE PAYMENT, OR OVERCOLLECTION CLAIMS

The processing of claims for overcharge, duplicate payment, or overcollection for the transportation of property by carrier shall be handled in accordance with the applicable statutes and regulations.

ITEM 52
THIS ITEM RESERVED FOR FUTURE USE

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ITEM 53
METROPOLITAN AREA SERVICE FEE

Shipments transported under the provisions of this tariff originating from and/or destined to **show sites** in the areas defined herein, will be subject to a metropolitan area service fee as defined below. The charge shall be based on the actual weight, or the constructed weight of the shipments as determined by Item 5, Special Transportation Services, whichever is greater.

WEIGHT (IN POUNDS)	CHARGE
1 - 2100	\$ 50.00
2101 - 5000	\$ 75.00
5001 - 8000	\$125.00
8001 - 12000	\$200.00
12001 and over	\$300.00

AREA DEFINITION

New York, NY: 3-Digit Zips 100 through 104 and 110 through 114

Washington, DC: 3-Digit Zips 200, 202 through 205

NOTE 1: Provisions of this Item will not apply when a portion of the shipment is picked up or delivered within the areas described herein and the primary origin or primary destination is not within the areas described herein.

NOTE 2: Provisions of this Item will not apply when the shipment is picked up or delivered under the provisions of Auxiliary Service/ Impracticable Operations.

ITEM 59
TRAVEL TIME-EXTRA DRIVER

Linehaul transportation rates in this tariff do not include the services of more than one driver. Upon request of shipper, carrier will furnish an extra driver if operational considerations permit. Charges for the extra driver, will be \$0.50 per mile and shall be in addition to all other applicable tariff charges.

NOTE 1: This item WILL NOT APPLY when carrier, for its own convenience, utilizes an extra driver.

NOTE 2: This item WILL NOT APPLY to Shipments on Tour. For provisions to apply to Shipments on Tour, see Item 18.

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ITEM 60
INSURANCE-RELATED GENERAL INCREASE

All shipments transported under the provisions of this tariff are subject to an Insurance-Related General Increase Surcharge equal to two (2.0%) percent of the applicable transportation charges.

The insurance-Related General Increase is to aid carrier's recovery of increased carrier liability insurance expenses and will apply for the period of time that this item remains in effect.

To determine the surcharge to apply, multiply the applicable transportation charge times 2.0%.

- NOTE 1: The insurance-related surcharge revenue is to be shown separately from other revenue on carrier documentation for the purpose of identifying the amount as specific insurance-related revenue.
- NOTE 2: Fractions obtained in the calculation of the Insurance-Related General Increase Surcharge will be disposed of as provided in Item 21 of this tariff.
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**ITEM 70
FUEL RELATED INCREASE**

Upon fuel prices reaching 119.1 cents per gallon, carrier at its sole discretion, shall impose a fuel surcharge on all shipments tendered under this tariff. Surcharge will become effective the first Monday after fuel reaches 119.1 cents per gallon according to the Department of Energy.

Surcharge will be in accordance with the scale set forth below using the fuel price indicated by the department of Energy each Monday that fuel remains at or above 119.1 cents per gallon. At such time as the Monday call to the Department of Energy indicates a drop in fuel prices to below 119.1 cents per gallon the surcharge will cease effective the following Sunday. Surcharge shall be based on invoiced linehaul charges only.

<u>Cost Per Gallon</u>	<u>Surcharge</u>	<u>Cost Per Gallon</u>	<u>Surcharge</u>	<u>Cost Per Gallon</u>	<u>Surcharge</u>
up to 119.1	0.00%	214.1-219.0	15.70%	394.1-404.0	34.90%
119.1-124.0	0.80%	219.1-224.0	16.50%	404.1-414.0	35.90%
124.1-129.0	1.40%	224.1-229.0	17.30%	414.1-424.0	36.90%
129.1-134.0	2.00%	229.1-234.0	18.10%	424.1-434.0	37.90%
134.1-139.0	2.90%	234.1-244.0	18.90%	434.1-444.0	38.90%
139.1-144.0	3.70%	244.1-254.0	19.90%	444.1-454.0	39.90%
144.1-149.0	4.50%	254.1-264.0	20.90%	454.1-464.0	40.90%
149.1-154.0	5.30%	264.1-274.0	21.90%	464.1-474.0	41.90%
154.1-159.0	6.10%	274.1-284.0	22.90%	474.1-484.0	42.90%
159.1-164.0	6.90%	284.1-294.0	23.90%	484.1-494.0	43.90%
164.1-169.0	7.70%	294.1-304.0	24.90%	494.1-504.0	44.90%
169.1-174.0	8.50%	304.1-314.0	25.90%	504.1-514.0	45.90%
174.1-179.0	9.30%	314.1-324.0	26.90%	514.1-524.0	46.90%
179.1-184.0	10.10%	324.1-334.0	27.90%	524.1-534.0	47.90%
184.1-189.0	10.90%	334.1-344.0	28.90%	534.1-544.0	48.90%
189.1-194.0	11.70%	344.1-354.0	29.90%	544.1-554.0	49.90%
194.1-199.0	12.50%	354.1-364.0	30.90%	554.1-564.0	50.90%
199.1-204.0	13.30%	364.1-374.0	31.90%	564.1-574.0	51.90%
204.1-209.0	14.10%	374.1-384.0	32.90%	574.1-584.0	52.90%
209.1-214.0	14.90%	384.1-394.0	33.90%	584.1-594.0	53.90%

NOTE: For prices above 594.0 cents per gallon, the surcharge percentage shall be increased by one (1%) percent for each ten (\$0.10) cent increase.

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ITEM 72
INVOICE PACKAGE AND DOCUMENT CHARGE

Carrier's standard invoicing package shall consist of an invoice only. Copies of scanned original supporting paperwork are available for download at no charge from Carrier's website. The URL and PIN numbers will be printed on each invoice.

When hard copies of supporting paperwork are requested or required for proof of delivery or any other reason by the consignee, consignor, or any other interested party, a charge of \$15 per contract number shall apply

ITEM 74
RADIUS OF NAMED POINTS

Unless specifically modified herein or in a contract carriage agreement which uses this tariff as a governing publication, the application of a named point rate shall apply to all geographic points within the named point's 3-digit zip code or codes.

Examples:

If Chicago, IL were used as a named point, the rates would apply to any location within the 606 zip code.

If Los Angeles, CA were used as a named point, the rates would apply to any location within the zip codes 900-901.

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SECTION 2
 ADDITIONAL SERVICES
 SEE ITEM 10000 FOR ABBREVIATION AND REFERENCE MARKS (43416)

APPLICATION OF ADDITIONAL SERVICES

ADDITIONAL SERVICES NOT PROVIDED HEREIN WILL BE SUBJECT TO THE RULES, REGULATIONS AND CHARGES AS PUBLISHED IN LOCAL AND REGIONAL TARIFFS WHERE THE SERVICES ARE PERFORMED OR AS DETERMINED BY THE PART PERFORMING SUCH SERVICES, IF NO TARIFF IS PUBLISHED.

UPON REQUEST OF SHIPPER OR CARRIER AGENT, CARRIER WILL PRESENT THESE LOCAL CHARGES FOR BILLING IN ACCORDANCE WITH ITEM 35, ADVANCE CHARGES, HEREIN.

ITEM 101 GEOGRAPHIC APPLICATION OF RATES

SCHEDULE A: Applies to all points not provided in Schedule B herein.

SCHEDULE B: Applies only when service is provided at points subject to the following 3 Digit Zip Codes:

Arizona	850, 851, 852, 853, 856 and 857
California	900 through 920, 926 through 928, 940, 941, 943 through 951, and 962 through 966
Connecticut	060, 061, 064, 065, 066, 068 and 069
Delaware	197 through 199
District of Columbia	200 through 205
Illinois	600 through 607
Maryland	207 through 214
Massachusetts	017 through 027
Michigan	480 through 483
Nevada	889, 890, 891, 894, 895 and 897
New Hampshire	030 and 031
New Jersey	070 through 081, and 088 and 089
New Mexico	870, 871, 872 and 875
New York	090 through 098 and 100 through 119
North Carolina	280, 281 and 282
Ohio	440 and 441
Oregon	970 through 971
Pennsylvania	189 through 193
Rhode Island	028 and 029
South Carolina	293, 296 and 297
Washington	980 through 987

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**ITEM 115
STOPOFFS**

Applies for each stop or call, at one or more places, necessary for making additional pickups after the original pickup, or additional deliveries prior to the final delivery. The charge for each extra stop or call shall be:

\$ 75.00 each, for the first and second extra stop or call

\$125.00 each, for each additional extra stop or call after the first and second

**ITEM 120
EXTRA LABOR**

1. Labor charges cover all services for which no charges are otherwise provided in this tariff, when such services are requested by shipper or his agent.
2. Regular Time or Overtime labor charges as defined in notes below, apply on an hourly basis per man at point where such service is performed.

	REGULAR TIME	OVERTIME
SCHEDULE A	\$41.65	\$61.25
SCHEDULE B	\$54.60	\$80.00

NOTE 1: Extra Labor rates are subject to a 3 hour minimum.

NOTE 2: Regular Time applies Monday through Friday, 8:00 AM to 5:00 PM.

NOTE 3: Overtime applies to all times other than Regular Time, and anytime on Saturday, Sunday, and Holidays.

NOTE 4: This item will not apply when Item 18 is employed as basis for computing charges for Shipments on Tour.

**ITEM 125
IMPRACTICABLE OPERATIONS/AUXILIARY SERVICE
VAN CHARGE**

Necessary for pickup or delivery, pursuant to the provisions of Item 33, applies per vehicle:

SCHEDULE A	\$41.75 PER HOUR
SCHEDULE B	\$62.50 PER HOUR

	REGULAR TIME	OVERTIME
SCHEDULE A	\$41.65	\$61.25
SCHEDULE B	\$54.60	\$80.00

NOTE 1: Auxiliary Service subject to a 3 hour minimum.

NOTE 2: Labor Charges, Regular Time, applies Monday through Friday, 8:00 AM to 5:00 PM.

NOTE 3: Labor Charges, Overtime, applies to all times other than Regular Time; and anytime on Saturday, Sunday, and Holidays.

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ITEM 150
REPOSITIONING

Empty miles traveled at request of shipper (Subject to Item 27)	RATE PER MILE \$ 1.40
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ITEM 175
OVERTIME LOAD/UNLOAD

Except as otherwise provided for and subject to applicable notes below, an additional charge for each overtime loading or each overtime unloading shall apply at point where such service is performed when service is performed on Sundays, Holidays or between the hours of 5:00 p.m. and 8:00 a.m. Mondays through Fridays when this service is made necessary by landlord requirements, or is required by prevailing laws and ordinances, or is rendered at the specific request of shipper or his agent. (See Item 44 for definition of holidays.)

Straight Time: Monday through Saturday, 8:00 AM to 5:00 PM

Overtime: All times Monday thru Saturday, other than stated in Straight Time
All times on Sundays and Holidays

WEIGHT (IN POUNDS)	CHARGE
1 - 2100	\$ 83.50
2101 - 5000	\$125.00
5001 - 8000	\$210.00
8001 -12000	\$295.00
12001 and over	\$420.00

NOTE 1: Charges shall be based on the actual weight, or the constructed weight of the shipment as determined by Item 5, Special Transportation Services, whichever is greater.

NOTE 2: Overtime loading or unloading charges will not apply when service is performed for carrier's convenience.

NOTE 3: Overtime loading or unloading services will be rendered only at the option of the carrier.

NOTE 4: This item will not apply when Item 18 is employed as basis for computing charges for Shipments on Tour.

NOTE 5: Overtime loading or unloading services will not apply at show sites.

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ITEM 190
RELEASED VALUE
(VALUATION CHARGES)
(Subject to Items 1 and 3)

The transportation rates and charges of this tariff apply without additional valuation charges when the shipment is released to a value not exceeding 60 cents per pound per article. When the shipment is released to a value exceeding 60 cents per pound per article, the transportation rates apply plus a valuation charge of \$.70 per each \$100.00 or fraction thereof of released or declared value, subject to a minimum charge of \$35.00 per shipment.

ITEM 209
LIFTGATE

Upon request of the shipper and/or consignee, carrier will provide, subject to availability, van(s) equipped with electric-hydraulic powered liftgate loading/unloading systems for an additional charge of \$1.00 per hundred weight, based on the transportation weight, subject to a \$50.00 minimum and a \$200.00 maximum.

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ITEM 215
SPECIAL SERVICES (CLIMATIC CONTROL SERVICE)

A charge of \$0.60 per mile will apply (subject to a minimum additional charge of \$275.00 and a maximum additional charge of \$1,375.00) on shipments requiring such service during loading, while in transit and when unloading. Such charge is based on the mileage from origin to destination and applies in addition to all other applicable rates and charges in this tariff.

- A. Climatic Control Service shall be rendered by insulated units equipped with air-ride suspension and mechanical units with self-contained power supply providing refrigeration, heating and humidity control service.
- B. The transportation charge will be based on a 10,500 pound minimum (subject to Note 3), or actual weight, whichever is greater. If exclusive use of the vehicle is ordered, the transportation charge will be based on 7 pounds per cubic foot of vehicle space ordered or actual weight, whichever is greater (subject to Note 2).
- C. Subject to availability of equipment, carrier will furnish Climatic Control units when requested by the shipper.
- D. The equipment and vehicle offering Climatic Control Service is such that carrier cannot guarantee to maintain any specific degree or range of degrees of temperature or humidity control within such vehicle. The carrier makes no representations or holding out hereunder with respect to the maintenance by them of any specific degree or range of degrees of temperature or humidity control within such vehicles.

NOTE 1: Storage-in-transit cannot be applied to shipments moving under this item.

NOTE 2: When exclusive use of a vehicle is ordered, the bill of lading must be signed by the shipper or his agent indicating that such specific service was ordered.

NOTE 3: If the actual weight of the shipment is less than the 10,500 pound minimum and exclusive use of the vehicle is not ordered, the carrier will provide the maximum of 1,500 cubic feet for said shipment.

ITEM 219
ATTEMPTED PICKUP/CANCELLATION FEE
ATTEMPTED DELIVERY FEE

Subject to Item 36, the following charges apply for attempted pickups, deliveries or cancellations:

WEIGHT (IN POUNDS)	CHARGE
1 - 2100	\$ 83.50
2101 - 5000	\$125.00
5001 - 8000	\$210.00
8001 - 12000	\$295.00
12001 and over	\$420.00

NOTE: Charge shall be based on the actual weight, or the constructed weight of the shipments as determined by Item 5, Special Transportation Services, whichever is greater.

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**ITEM 221
DRIVER ON CALL**

Driver on call is a service available from the carrier, at customer's request, to assist a customer at an exhibit hall during a show, or spending extra day(s) prior to loading, preparing a shipment for transport. This item would also apply when carrier must spend excessive time at customer's facility. The charge is \$500.00 per day.

**ITEM 222
DETENTION (DRIVER)
(Formerly EARLY ARRIVAL)**

A Detention Charge of \$200.00 shall apply for shipments not loaded or unloaded on the scheduled service day when the carrier is requested/required to return the following day to complete the loading or unloading. This charge shall apply for each night the Carrier is asked to layover.

FOR EXAMPLE: The carrier is scheduled to perform, and has confirmed notification, loading or unloading of a 13,500 pound shipment at 8:00 A.M. The loading or unloading is not completed on the scheduled day. The carrier is released at 5:00 P.M. and is requested to return the following day at 8:00 A.M.

Detention will not apply at the Trade Show location unless agreed to by the Shipper, except when Shipper requests Carrier to provide the following where a charge of \$200.00 per day shall apply.

- A) Carrier is requested to load/delivery at site prior to targeted show dates.
- B) Carrier is requested to be at load/delivery site the night before or prior to drayage/show management loading schedule.
- C) Carrier is requested to stay at load/delivery site overnight for load/delivery to commence the following morning.

This item must be used in conjunction with Item 225 Detention (Trailer).

**ITEM 223
INSIDE PICKUP/DELIVERY**

Shipments transported pursuant to the application of this Tariff will be subject to the following additional charges when inside pickup and/or inside delivery services are performed by the carrier. A rate of \$77.10 per hour shall apply for the driver and vehicle. If additional labor is required to be provided by the carrier, apply the rates of Item 120, Labor Charges.

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ITEM 225
DETENTION (TRAILER)
(Formerly LONG TRANSIT)

A Detention Charge of \$200.00 shall apply for shipments not loaded or unloaded on the scheduled service day when the carrier is requested/required to return the following day to return the following day to complete the loading or unloading. This charge shall apply for each night the Carrier is asked to layover.

FOR EXAMPLE: The carrier is scheduled to perform, and has confirmed notification, loading or unloading of a 13,500 pound shipment at 8:00 A.M. The loading or unloading is not completed on the scheduled day. The carrier is released at 5:00 P.M. and is requested to return the following day at 8:00 A.M.

Detention will not apply at the Trade Show location unless agreed to by the Shipper, except when Shipper requests Carrier to provide the following where a charge of \$200.00 per day shall apply.

- A) Carrier is requested to load/delivery at site prior to targeted show dates.
- B) Carrier is requested to be at load/delivery site the night before or prior to drayage/show management loading schedule.
- C) Carrier is requested to stay at load/delivery site overnight for load/delivery to commence the following morning.

This item must be used in conjunction with Item 222 Detention (Driver).

ITEM 226
STORAGE ON TRAILER

Subject to availability of equipment, the shipper may request a shipment to remain on the carrier's trailer for storage in lieu of the actual placement of the shipment in the carrier's warehouse facility for storage as outlined in Item 17. The trailer shall be stored at a location agreed upon between the carrier and the shipper. Liability for loss or damage to the shipment while the shipment is stored in the carrier's trailer shall be the responsibility of the shipper.

The charge for this service shall be \$200.00 per day.

Note 1: Shipments stored pursuant to the application of this Item are subject to a minimum charge of \$200.00, plus charges outlined in Note 2 or Note 3, if applicable.

Note 2: Repositioning (Distance - Item 150) of the carrier's power unit (tractor) shall be subject to an additional charge of \$1.40 per mile.

Note 3: If shipper desires the carrier's power unit (tractor) and driver to stand by with the trailer, charges as outlined in Item 221 (Driver on Call) will apply in lieu of Note 2 above.

Note 4: Provisions of this Item will be rendered only at the option of the carrier.

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SECTION 3 - CRATED PART A - APPLICATION OF RATES

Rates apply on:

SHIPMENTS released to a value not exceeding \$0.60 per pound per article. When shipment is released to a value exceeding \$0.60 per pound per article, apply rates as set forth in Item 190, Section 2, Additional Services.

SHIPMENTS TRANSPORTED: BETWEEN POINTS WITHIN THE UNITED STATES (except AK and HI) RATES IN PART B OF THIS SECTION ARE PUBLISHED IN ELECTRONIC FORMAT AND APPLY ON SHIPMENTS CONSISTING ENTIRELY OF ARTICLES EMBRACED IN ITEM 100 REQUIRING DOCK-TO-DOCK SERVICE.

- NOTE 1: Rates in Part B are in dollars and cents per 100 pounds subject to rules herein. They include loading and unloading and the actual movement or transportation of property from origin to destination, but do not include Additional Services and Charges shown in Section 2.
- NOTE 2: Rates include the actual handling and transportation of each article in a shipment from a dock at point of origin, to a dock at point of destination, but do not include Additional Services and Charges shown in the Section 2. A dock is defined as a dock or platform directly accessible to the carrier's vehicle. This Section may apply if the origin or destination facility does not have a dock and the customer is required to provide loading or unloading assisting devices, such as a forklift. For example, the carrier can make the shipment available at the end of the trailer, as long as the carrier can safely move the shipment from and to the end of the trailer.
- NOTE 3: The calculated "linehaul charge" described in Note 3 displays the total LINEHAUL TRANSPORTATION CHARGE ONLY; the calculation includes any applicable higher minimum transportation weights for Exclusive Use (Item 5) or Climatic Van (Item 215) service but the calculated amount does not include the accessorial charge (per mile or per cwt) that applies for such service. Refer to the appropriate tariff item for accessorial charges to apply.
- NOTE 4: The mileage for each selected origin and destination reflects the distance between these points pursuant to Item 9 of the tariff. If Extra Stops (Item 115) or a Diversion (Item 28) is entered, the calculated linehaul charge will reflect the added distance but the calculated amount does not include the accessorial charge that applies for such service. Refer to the appropriate tariff item for accessorial charges to apply.
- NOTE 5: Rates in this Section apply on shipments of containerized exhibits and displays and trade show exhibitions and the containerized materials and supplies used within, or as part of such exhibit and display and the total trade show, subject to minimum charges, transported between points shown herein.
- NOTE 6: Rates include the services of one (1) driver and no helpers. Rates also include pads at a rate of one (1) pad per two (2) linear feet, subject to a maximum of twenty-four (24) pads per truckload. Carrier will provide inside pickup or delivery or additional labor at the request of the shipper or consignee, and charges will be in accordance with the applicable Items.
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SECTION 4 - STANDARD (MIXED) PART A - APPLICATION OF RATES

Rates apply on:

SHIPMENTS released to a value not exceeding \$0.60 per pound per article. When shipment is released to a value exceeding \$0.60 per pound per article, apply rates as set forth in Item 190, Section 2, Additional Services.

SHIPMENTS TRANSPORTED: BETWEEN POINTS WITHIN THE UNITED STATES (except AK and HI) RATES IN PART B OF THIS SECTION ARE PUBLISHED IN ELECTRONIC FORMAT AND APPLY ON SHIPMENTS CONSISTING ENTIRELY OF ARTICLES EMBRACED IN ITEM 100 REQUIRING DOCK-TO-DOCK SERVICE.

- NOTE 1: Rates in Part B are in dollars and cents per 100 pounds subject to rules herein. They include loading and unloading and the actual movement or transportation of property from origin to destination, but do not include Additional Services and Charges shown in Section 2.
- NOTE 2: Rates include the actual handling and transportation of each article in a shipment from a dock at point of origin, to a dock at point of destination, but do not include Additional Services and Charges shown in the Section 2. A dock is defined as a dock or platform directly accessible to the carrier's vehicle. This Section may apply if the origin or destination facility does not have a dock and the customer is required to provide loading or unloading assisting devices, such as a forklift. For example, the carrier can make the shipment available at the end of the trailer, as long as the carrier can safely move the shipment from and to the end of the trailer.
- NOTE 3: The calculated "linehaul charge" described in Note 3 displays the total LINEHAUL TRANSPORTATION CHARGE ONLY; the calculation includes any applicable higher minimum transportation weights for Exclusive Use (Item 5) or Climatic Van (Item 215) service but the calculated amount does not include the accessorial charge (per mile or per cwt) that applies for such service. Refer to the appropriate tariff item for accessorial charges to apply.
- NOTE 4: The mileage for each selected origin and destination reflects the distance between these points pursuant to Item 9 of the tariff. If Extra Stops (Item 115) or a Diversion (Item 28) is entered, the calculated linehaul charge will reflect the added distance but the calculated amount does not include the accessorial charge that applies for such service. Refer to the appropriate tariff item for accessorial charges to apply.
- NOTE 5: Rates in this Section apply on shipments of partially containerized exhibits and displays and trade show exhibitions and the containerized materials and supplies used within, or as part of such exhibit and display and the total trade show, subject to minimum charges, transported between points shown herein.
- NOTE 6: Rates include the services of one (1) driver and no helpers. Rates also include pads at a rate of three (3) pads per linear foot, subject to a maximum of one hundred forty-four (144) pads per truckload. Carrier will provide inside pickup or delivery or additional labor at the request of the shipper or consignee, and charges will be in accordance with the applicable Items.
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SECTION 5 - PREMIUM

PART A - APPLICATION OF RATES

Rates apply on:

SHIPMENTS released to a value not exceeding \$0.60 per pound per article. When shipment is released to a value exceeding \$0.60 per pound per article, apply rates as set forth in Item 190, Section 2, Additional Services.

SHIPMENTS TRANSPORTED: BETWEEN POINTS WITHIN THE UNITED STATES (except AK and HI)

RATES IN PART B OF THIS SECTION ARE PUBLISHED IN ELECTRONIC FORMAT AND APPLY ON SHIPMENTS CONSISTING ENTIRELY OF ARTICLES EMBRACED IN ITEM 100 REQUIRING DOCK-TO-DOCK SERVICE.

- NOTE 1: Rates in Part B are in dollars and cents per 100 pounds applied to actual weight, subject to a minimum weight of 5000 pounds (subject to minimum weights as provided in rules herein). They include loading and unloading and the actual movement or transportation of property from origin to destination, but do not include Additional Services and Charges shown in Section 2.
- NOTE 2: Rates include the actual handling and transportation of each article in a shipment from a dock at point of origin, to a dock at point of destination, but do not include Additional Services and Charges shown in the Section 2. A dock is defined as a dock or platform directly accessible to the carrier's vehicle. This Section may apply if the origin or destination facility does not have a dock and the customer is required to provide loading or unloading assisting devices, such as a forklift. For example, the carrier can make the shipment available at the end of the trailer, as long as the carrier can safely move the shipment from and to the end of the trailer.
- NOTE 3: The calculated "linehaul charge" described in Note 3 displays the total LINEHAUL TRANSPORTATION CHARGE ONLY; the calculation includes any applicable higher minimum transportation weights for Exclusive Use (Item 5) or Climatic Van (Item 215) service but the calculated amount does not include the accessorial charge (per mile or per cwt) that applies for such service. Refer to the appropriate tariff item for accessorial charges to apply.
- NOTE 4: The mileage for each selected origin and destination reflects the distance between these points pursuant to Item 9 of the tariff. If Extra Stops (Item 115) or a Diversion (Item 28) is entered, the calculated linehaul charge will reflect the added distance but the calculated amount does not include the accessorial charge that applies for such service. Refer to the appropriate tariff item for accessorial charges to apply.
- NOTE 5: Rates in this Section apply on shipments of exhibits and displays and trade show exhibitions and the materials and supplies used within, or as part of such exhibit and display and the total trade show, subject to minimum charges, transported between points shown herein.
- NOTE 6: Rates include the services on one (1) driver and one (1) helper. Rates include pads and reasonable time to complete pad wrapping. Carrier will provide inside pickup or delivery or additional labor at the request of the shipper or consignee, and charges will be in accordance with the applicable Items.
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ITEM 10000
EXPLANATION OF ABBREVIATIONS AND
REFERENCE MARKS
For Standard Use throughout This Tariff

ADD or ADD'L	Additional	MIN.	Minimum
A.M. or a.m.	Ante Meridiem	NO.	Number
COD	Collect on Delivery	O/T	Overtime
CONC	Concluded	PACK./UNPACK	Packing or Unpacking
CONT	Continued	P/D	Pickup or Delivery
CWT	Hundredweight	PK	Packing
d/b/a/	Doing Business As	P.M. or p.m.	Post Meridiem
EA	Each	REG	Regular
EAN	Except As Noted	S/C	Stair Carry
ELV.	Elevator	SCAC	Standard Carrier Alpha
EX. P/D	Extra Pickup or Delivery		Code. A four-letter alpha code
HGB	Household Goods Carriers' Bureau Committee		assigned to each carrier by the National Motor Freight Traffic Association to identify carrier
I & S	Investigation and Suspension		
ICC	Interstate Commerce Commission	SCH.	Schedule
Inc	Inclusive	SIT	Storage-in-Transit
Jct	Junction	Thru	Through (Inclusive)
LB(S)	Pound(s)	Transp.	Transportation
L/C	Long Carry	UN/PK	Unpacking
Load/Unload	Loading or Unloading	W/H	Warehouse Handling
		W/T	Waiting Time

REFERENCE MARKS

- D Denotes DELETION
A Denotes INCREASES
R Denotes REDUCTIONS
N Denotes NO CHANGE in rates
C Denotes CHANGE which result in neither increases nor reductions in charges.
-