

HUNT TRANSPORTATION, INC.

SUMMARY OF ACCESSORIAL CHARGES

(As defined in Rules Tariff MC-82841 Effective)

<u>Item</u>	<u>Subject</u>	<u>Description</u>
120	CONGESTED AREA DELIVERY CHARGE.....	<p>\$400.00 on all shipments destined to or through the New York City area (zip codes 100-108, 110-119).</p> <p>A Toll Charge of \$75.00 will apply on all shipments destined to or through the New York City area (zip codes 100-108, 110-119).</p> <p>\$100.00 on all shipments destined to or through the Miami, FL area (zip code 331).</p>
122	EXPEDITED SERVICE/CONSTANT SURVEILLANCE.....	Additional Charges of 15% of linehaul rate.
130	PAYMENT/COLLECTION OF CHARGES.....	Payment due within 15 calendar days of billing date. After 30 days, a 1.5% late fee will apply.
131	CUSTOMS – HANDLING CHARGE AT CANADIAN POINTS.....	A handling charge of \$45.00 will be charged at Canadian points.
135	DETENTION - TRACTOR-TRAILER UNITS.....	\$75.00 for each hour beyond two (2) hours free time; \$37.50 each additional 30 minutes or fraction thereof. Maximum of \$750 per 24-hour period for single drivers and \$1500 for team drivers.
140	DETENTION - TRAILERS ONLY.....	\$50.00 – per 24 hour period after 24 hours free time. (Billable days include weekends and holidays).
141	DETENTION – IN BOND SHIPMENTS.....	A charge of \$200.00 will apply in addition to all other charges.
145	SPECIAL EQUIPMENT.....	<p>Additional charges of 10% of line haul rate will apply in addition to all other charges for Drop Deck Trailers.</p> <p>Expandable trailers 53'1" to 60' will be subject to an additional charge of 50 cents per mile.</p> <p>Expandable trailers over 60' in length will be subject to an additional charge of 70 cents per mile.</p>
150	EQUIPMENT ORDERED AND NOT USED.....	\$1.50 per mile from the last destination to designated pickup, subject to \$400.00 minimum.
160	LOADING AND/OR UNLOADING.....	A charge of \$75.00 per hour or fraction thereof will be assessed, subject to minimum charge of \$150.00.
161	LOCAL CARTAGE.....	\$100.00 per hour – 3 hour minimum.
171	OVER DIMENSIONAL FREIGHT.....	See table.
175	PROOF OF DELIVERY.....	No charge if POD is retrieved by Customer from Carrier's internet based application. \$25.00 per copy if Carrier is required to retrieve POD. All payments due in advance.

(continued on next page)

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SUMMARY OF
ACCESSORIAL CHARGES

(As defined in Rules Tariff MC-82841 Effective)

<u>Item</u>	<u>Subject</u>	<u>Description</u>
176	PERMITS – SPECIAL.....	See table.
185	MINIMUM CHARGES.....	\$750.00 applicable on per mile rates only. RGN's and Double Drops subject to a Minimum Charge of \$750.00.
190	RECONSIGNMENT OR DIVERSION.....	Applicable mileage rate will apply from origin via the stop-off points and the original destination to the reconsigned or diverted destination; original destination will be considered a stop in transit. Detention charges apply if delayed.
195	REFUSED OR REJECTED SHIPMENTS.....	The shipper shall assume all expenses incurred by carrier in obtaining disposition of the shipment in addition to any other charges accruing under the provision of this tariff.
200	RELEASED VALUE.....	\$100,000 per shipment.
201	SPECIAL SERVICES – STRINGING OF COMMODITIES.....	A charge of \$75.00 per hour or fraction thereof will be assessed, subject to a minimum charge of \$150.00.
205	STOPS IN TRANSIT/OUT-OF-ROUTE.....	\$150.00 - 1 st stop; \$200.00 - 2 nd stop \$250.00 – 3 rd stop and thereafter Out-of-route charge same rate per mile as in effect for the direct route.
215	TARPING OF SHIPMENTS.....	A charge of \$150.00 will be assessed for such service for each vehicle so tarped. An additional charge of \$100.00 will be assessed for each time the load is required to be untarped and/or retarped.
216	TOWAWAY AND DRIVEAWAY SHIPMENTS.....	A charge of \$1.50 per mile for distances traveled by the towing vehicle from carrier's nearest terminal will be made.

HUNT TRANSPORTATION, INC.

Docket No. MC-82841

RULES TARIFF

GOVERNING

MOTOR CARRIER TRANSPORTATION SERVICES

PROVIDED

BY

HUNT TRANSPORTATION, INC.

For explanation of abbreviations and reference marks, see Item 1000.

This tariff is not filed with any government agency, it is maintained in our office and copies are available by contacting the issuer at the address below.

ISSUED BY:

ISSUED:

January 1, 2006

**RICHARD ANDERSON
PRESIDENT OF HUNT TRANSPORTATION
10770 "P" STREET
OMAHA, NE 68127**

EFFECTIVE:

January 1, 2006

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RULES

ITEM	
5	<p style="text-align: center;">APPLICATION OF PROVISIONS</p> <p>The provisions of this rules tariff apply to the transportation of all shipments by Hunt Transportation, Inc. (referred to herein as the "carrier") except as otherwise provided in specific rate items or in separate written transportation agreements between carrier and a shipper (referred to herein as a "shipper contract"). The party responsible for payment of freight charges will be responsible for payment of the charges provided for herein. In the event of a conflict between the provisions hereof and the provisions of the shipper contract, the provisions of the shipper contract will prevail.</p>
10	<p style="text-align: center;">PAYMENT IN U.S. FUNDS</p> <p>Rates and charges named herein, or in tariffs or shipper contracts, are stated in, and are payable in, U.S. Funds.</p>
	<p style="text-align: center;">THIS SPACE LEFT BLANK INTENTIONALLY.</p>

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OMAHA, NE 68127**

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ITEM	
100	BILLS OF LADING
	Individual receipts or bills of lading issued in connection with shipments transported by carrier are merely prima facie evidence of the kind and quantity of freight received and do not constitute a contract of carriage. The terms and conditions under which carrier transports such shipments, and carrier's liability in connection therewith, are determined solely and entirely by (i) the specific rate items applicable to the shipment; (ii) the provisions set forth herein; and (iii) the provisions of any applicable shipper contract. In the event of a conflict between the provisions hereof and the provisions of a shipper contract, the terms of the shipper contract will prevail.
105	CLAIMS
	<p>(A) Claims for cargo loss or damage, overcharge, duplicate payment and over collection of freight charges are governed by, and will be processed in accordance with regulations of the United States Department of Transportation.</p> <p>(B) Shortage in or damage to contents of a shipping container, which could not have been determined at the time of delivery, must be reported by the consignee to the carrier upon discovery and consignee must request an inspection by the carrier's representative. Notice of shortage or damage and request for inspection, which is given by telephone or in person, must be confirmed in writing within 10 days after the initial notice. If more than fifteen days have elapsed between the date of delivery and the date the carrier receives the report of shortage or damage and request for inspection, the consignee must provide reasonable evidence to the carrier's representative at the time the inspection is made that the shortage or damage was not caused by the consignee. Consignee must maintain the shipping container and its contents in the same condition they were in when shortage or damage was discovered.</p> <p>(C) A claim for loss or damage to cargo will not be paid unless filed, as provided in paragraph (D) of this Item, with carrier, at its home office in Omaha, Nebraska, within nine (9) months after the date carrier commenced transporting the cargo.</p> <p>(D) A written or electronic communication from a claimant, filed with carrier within the time limit specified in paragraph (B) of this item and: (1) Containing facts sufficient to identify the shipment, (2) asserting liability for alleged loss or damage, and (3) making claim for the payment of a specified or determinable amount of money, will be considered as sufficient compliance with the provisions of this Item.</p> <p>(E) Notations of shortage or damage, or both, on freight bills, delivery receipts, or other documents, standing alone, will not constitute sufficient compliance with the provisions of this Item.</p> <p style="text-align: center;">(continued on next page)</p>

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ITEM	
105 (cont.)	<p align="center">CLAIMS (cont.)</p> <p>(F) Whenever a claim is presented for an uncertain amount, such as "\$100 more or less", carrier will determine the condition of the shipment involved at the time of delivery and will ascertain as nearly as possible the extent, if any, of the loss or damage for which it may be responsible. Carrier will not, however, pay a claim under such circumstances unless and until a formal claim in writing for a specified or determinable amount of money has been filed in accordance with the provisions of paragraph (D) of this Item.</p> <p>(G) Carrier will, upon receipt in writing or by electronic transmission of a proper claim in the manner and form described in this Item, acknowledge the receipt of such claim in writing or electronically to the claimant within 30 days after the date of its receipt by the carrier unless the carrier shall have paid or declined such claim in writing within 30 days of the receipt thereof. The carrier will indicate in its acknowledgement to the claimant what, if any, additional documentary evidence or other pertinent information may be required by it further to process the claim as its preliminary examination of the claim, as filed, may have revealed.</p> <p>(H) 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 carrier; Provided, however, that, if the claim cannot be processed and disposed of within 120 days after the receipt thereof, the carrier will at that time and at the expiration of each succeeding 60-day period which the claim remains pending, advise the claimant in writing of the status of the claim and the reason for the delay in making final disposition thereof.</p> <p>(I) Whenever property transported by 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, the carrier, after giving due notice, whenever practicable to do so, to the owner and other parties known to carrier to have or claim an interest in the property, and unless advised to the contrary after giving such notice, shall undertake to sell or dispose of such property directly or by the employment of a competent salvage agent. Proceeds from such sale or disposition shall be held in trust by carrier pending determination of liability for loss or damage in accordance with the provisions of this Item.</p>
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RULES

ITEM

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

110

Collect on delivery (C.O.D.) shipments will be accepted subject to the following provisions:

- (A) Carrier must be notified at the time it agrees to transport the shipment that C.O.D. service is being requested.
- (B) C.O.D. shipments may not be stopped in transit for partial loading or unloading.
- (C) The following, with the words "Collect on Delivery" in bold face type or red ink, must appear prominently and legibly on the bill of lading:

Collect on Delivery \$ _____ and remit to:

Name:

Address:

- (D) Carrier may accept a personal check issued by or on behalf of the consignee in payment of the C.O.D. amount. Carrier will not accept cash.
- (E) Carrier will accept personal checks, cashier's checks, certified checks, and money orders only as the agent of the consignor and only at the consignor's risk. Carrier's responsibility for the C.O.D. payment is limited to the exercise of reasonable care and diligence in forwarding the check or money order to the consignor, or to such other party as may be designated by the consignor as the payee, within fifteen (15) business days after receipt by carrier.
- (F) The charge for collecting and remitting the C.O.D. payment will be \$100.00 per shipment in addition to all other applicable charges.

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ITEM	
115	<p style="text-align: center;">COMMERCIAL ZONES</p> <p>Rates or charges applying from or to points named in tariffs subject hereto will also apply from or to places within or adjacent to corporate limits or integral parts of incorporated or unincorporated communities within a Twenty (20) mile radius as determined by the most current version of Households Goods Carriers Bureau Mileage Guide as applied by Rand McNally TDM, Inc. Milemaker.</p>
120	<p style="text-align: center;">CONNGESTED AREA DELIVERY CHARGE</p> <p>A charge of \$400.00 per shipment, in addition to all other applicable charges, will be assessed on shipments having a stop-in-transit for partial unloading or final delivery at a point in New York with a United States Postal Service three-digit zip code address of 100 through 108 or 110 through 119.</p> <p>A charge of \$75.00 for bridge tolls will apply in addition to all other applicable charges, will be assessed on shipments having a stop-in-transit for partial unloading or final delivery at a point in New York with a United States Postal Service three-digit zip code address of 100 through 108 or 110 through 119.</p> <p>A charge of \$100.00 per shipment, in addition to all other applicable charges, will be assessed on shipments having a stop-in-transit for partial unloading or final delivery at a point in Florida with a United States Postal Service three-digit zip code address of 331.</p>
122	<p style="text-align: center;">EXPEDITED SERVICE / CONSTANT SURVEILLANCE</p> <p>When consignor or consignee requests expedited services that requires the use of team drivers (two drivers and one tractor), a charge equal to Fifteen Percent (15%) of the total linehaul charges will be assessed in addition to all other applicable charges.</p> <p>When consignor or consignee requests constant surveillance, a charge equal to Fifteen Percent (15%) of the total linehaul charges will be assessed in addition to all other applicable charges.</p>
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ITEM

123

CONTROL AND EXCLUSIVE USES OF VEHICLE

The terms "vehicle" or "freight carrying vehicle", as used in this item means a truck or semi-trailer, but not a truck and trailer combination.

SECTION 1
CONTROL OF VEHICLE

Except as provided in Section 2 of this item, no shipment is entitled to the exclusive use of the vehicle in which it is to be transported. The shipper has no control of the vehicle and the carrier has the unrestricted right to:

- (A) Select the vehicle or vehicles for the transportation of a shipment.
- (B) Transfer the shipment to other vehicles, and
- (C) To load other freight in the same vehicle with any shipment.

SECTION 2
EXCLUSIVE USE OF VEHICLE

Upon demand by the consignor, the exclusive use of a freight carrying vehicle will be assigned to the transportation of a shipment, subject to the following conditions:

- (A) Only one freight carrying vehicle per shipment will be furnished. If freight is tendered in a quantity which will exceed the loading limits of the vehicle furnished, the excess will be made into a second shipment requiring a second bill of lading. In such instances, unless a demand for the exclusive use of another vehicle is made, the second shipment will be transported under the provisions of Section 1 of this item.
- (B) The order must be given in writing, attached and referred to or inserted on the bill of lading and shipping order, in substantially the following form:

Exclusive Use of vehicle demanded.

Seal number (if any) _____ applied.

Charges are agreed to and will be paid or guaranteed by

(Signature)

- (C) The vehicle will be devoted exclusively to the transportation of the shipment, without transfer of the lading and without breaking of seals, if any have been applied, except in cases of emergency, when the shipment will be given the exclusive use of the vehicle to which it is transferred. Stopping in transit for partial loading or unloading will not be permitted on shipments moving under provision of Section 2 of this item.
- (D) The consignor may not execute the non-recourse stipulation on the bill of lading, and, to this extent, Section 7 of the Contract Terms and Conditions of the bill of lading will not apply.
- (E) Charges on shipments moving under the provisions of Section 2 of this item shall be computed at the applicable truckload rates, subject to a minimum charge computed at 40,000 pounds, applicable via route of movement.

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ITEM	
125	<p style="text-align: center;">CHANGE IN OWNERSHIP</p> <p>Rates which apply for the account of a named shipper will not be applied to a successor in interest to that shipper until carrier has been notified in writing of the change in ownership.</p>
130	<p style="text-align: center;">CREDIT</p> <p>Carrier may, in its discretion, relinquish possession of freight prior to payment of carrier's charges provided carrier is satisfied that such charges will be paid within the credit period provided herein.</p> <p>Unless otherwise provided in shipper contracts, carrier's charges shall be paid within fifteen (15) calendar days (including Saturdays, Sundays and legal holidays) after the day following presentation of carrier's freight bill.</p> <p>Payments received more than thirty (30) days after the date of carrier's freight bill will be assessed a late payment fee equal to 1.5% of the total freight bill, for each period of 30-days, or portion thereof (including Saturdays, Sundays and legal holidays), from the date of carrier's freight bill until the date payment is received, in addition to all other charges.</p>
131	<p style="text-align: center;">CUSTOMS – HANDLING CHARGE AT CANADIAN POINTS</p> <p>A charge of \$45.00 shall be applicable on shipments destined to the Provinces of Alberta, British Columbia, Ontario, Quebec, Manitoba and Saskatchewan, Canada, when such shipments are destined through customs and boundary crossing at the ports entry at the International Boundary of the United States and Alberta, British Columbia, Ontario, Quebec, Manitoba and Saskatchewan.</p>
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RULES

ITEM

DETENTION - TRACTOR-TRAILER UNITS

135

(A) FREE TIME

Two (2) hours free time per stop for loading or unloading will be allowed when carrier provides a tractor and trailer unit. Free time commences when the tractor-trailer unit is made available for loading or unloading. If loading or unloading takes place at more than one location at the same facility, a total of three (3) hours free time is allowed. (Loading or unloading at separate facilities in the same municipality are considered separate stops and are subject to the stop charge provisions of Item 205).

(B) DETENTION CHARGES

When carrier's tractor-trailer unit is detained at a stop longer than the free-time allowance, the following detention charges will be assessed in addition to all other applicable charges:

Detention Time in Excess of Free Time	Charge
One (1) hour or less	\$ 75.00
Each additional thirty (30) minutes or fraction thereof	\$ 37.50
Maximum Charge per 24 hours for single driver	\$ 750.00
Maximum Charge per 24 hours for team drivers	\$1500.00

(C) The charges provided for in this Item will be assessed in addition to all other applicable charges and will be the responsibility of the party paying the freight charges.

DETENTION – TRAILERS ONLY

140

(A) FREE TIME

Twenty-four (24) hours free time for loading or unloading will be allowed when carrier provides a trailer without a tractor. Free time commences when the trailer is made available for loading or unloading.

(B) DETENTION CHARGES

When carrier's trailer is detained at a stop longer than the free time allowance, the following detention charges will be assessed in addition to all other applicable charges:

Detention Time in Excess of Free Time	Charge
Each additional 24-hour period or fraction thereof	\$50.00 per period

Note: Saturdays, Sundays and holidays are included in detention time computation.

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RULES

ITEM

141

DETENTION-IN BOND SHIPMENT

A charge of \$200.00 shall be applicable on "in bond" shipments (a shipment imported or exported that has to be inspected by a customs agent, whether at a port or other inland facility) when loaded on transporting equipment that has to be detained for inspection.

144

DEFINITIONS OF "STANDARD AND DOUBLE SEMI TRAILERS" AND "DROP DECKS"

As used in this tariff, the following terms will be given the meanings shown:

STANDARD SEMI-TRAILER: A semi-trailer having a load carrying bed or platform of not less than 48 feet in length, other than drop deck trailers.

DROP DECK: A semi-trailer having a load carrying bed or platform suspended 36 inches but not more than 42 inches above the ground or street level.

DOUBLE DROP DECK: A semi-trailer with a load-carrying bed or platform suspended 22 inches but not more than 36 inches above the ground or street level.

RGN's: Removable goose neck trailer.

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ITEM	
145	<p style="text-align: center;">SPECIAL EQUIPMENT</p> <p>Where a drop deck semi-trailer is requested by shipper to where, because of federal, state or municipal laws or ordinances, or because of highway or road restrictions, bridges, underpasses or otherwise, shipments cannot be lawfully or safely handled except by use of drop decks, such drop decks shall be required and charges thereon based on a charge of 110% of the existing tariff rates.</p> <p>See Item 144 herein for definition of "Drop Decks" and "Double Drop Decks".</p> <p>(a) When an expandable semi-trailer is required or is requested by the shipper to transport a shipment which exceeds 53 feet in length but does not exceed 60 feet in length, such shipment shall be subject to an additional charge of 50 cents per mile from point of origin to destination via route of movement.</p> <p>(b) Any shipment exceeding 60 feet in length and transported on an expandable trailer, will be subject to an additional charge of 70 cents per mile from point of origin to destination via route of movement.</p> <p>(c) An expandable type semi-trailer as used herein is defined as a semi-trailer either flatbed or pole type, not exceeding 48 feet in length in a closed position and being of telescopic construction so that when expanded to its greatest length the loading space does not exceed 81 feet.</p> <p>(d) On over length shipments, the provisions of this item shall take precedence over the provisions of Item 171.</p> <p>NOTE: See Item 171 for applicable over-dimensional charges, except over length charges.</p>
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RULES

ITEM	
150	<p style="text-align: center;">EQUIPMENT ORDERED AND NOT USED</p> <p>(A) When carrier is requested to furnish equipment at a designated point and such equipment is furnished but not used (through no fault of carrier) or if, after arrival of carrier's equipment at place of loading designated by the shipper, shipper fails to tender a shipment for transportation, or informs the carrier that shipment will not be tendered, a charge of 150 cents per mile will be made for movement of each unit of equipment ordered. Distance will be computed from point of dispatch to point designated by shipper at the place of loading and return to carrier's nearest terminal or shipping point.</p> <p>(B) Charges for delayed or waiting time of carrier's equipment shall be applicable in connection with equipment ordered but not used as contemplated in this item.</p> <p>(C) If, after expiration of ten hours from the time of arrival of carrier's equipment, shipper has not tendered a shipment for transportation or furnished carrier with specific information respecting the tender of shipment, carrier's equipment shall be considered released by shipper and shall be returned to carrier's nearest terminal, as provided in paragraph (A) hereof.</p>
155	<p style="text-align: center;">LIMITATION OF SERVICE</p> <p>(A) Carrier is not obligated to accept shipments for which it does not have available or suitable equipment or to perform accessorial services for which provisions have not been made herein or in specific rate items or shipper contracts.</p> <p>(B) Carrier is not obligated to provide service when, in carrier's judgment, the condition of roadways, bridges, streets, alleys or facilities over which carrier's equipment must operate makes such operation unsafe or impractical.</p>
160	<p style="text-align: center;">LOADING AND/OR UNLOADING</p> <p>(A) Except as otherwise provided, loading of freight on the vehicle shall be performed by the shipper, and unloading of the freight shall be performed by the consignee.</p> <p>(B) When special equipment that is not a part of the equipment used in transporting the shipment, such as cranes, hoists, winches or any other equipment necessary to perform the loading or unloading services, they shall be supplied by the consignor or consignee together with men for operation thereof.</p> <p>(C) If the driver is requested to load or unload by the consignor or consignee, it must be so noted on the bill of lading or delivery receipt by the consignor or consignee and signed. A charge of \$75.00 per hour or fraction thereof will be assessed, subject to minimum charge of \$150.00.</p>

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ISSUED BY:

ISSUED:

January 1, 2006

**RICHARD ANDERSON
PRESIDENT OF HUNT TRANSPORTATION
10770 "I" STREET
OMAHA, NE 68127**

EFFECTIVE:

January 1, 2006

RULES

ITEM

161

LOCAL CARTAGE

A \$100.00 per hour charge will be assessed for cartage, with a \$100.00 minimum charge per transfer (3 hour minimum), all additional equipment charges will be based on actual cost.

165

MILEAGE COMPUTATIONS

- (A) Mileage rates are governed by the current version of the Household Goods Carriers' Bureau Mileage Guide (as applied by Rand McNally-TDM, Inc. Milemaker).
- (B) Mileages shown between specified points in individual rate items are for information purposes only. Mileage rates will be assessed on the basis of the distance between such points using practical routing as shown in the current version of the Household Goods Carriers' Bureau Mileage Guide.
- (C) When the shipper or consignee requests transportation of the shipment over a particular route longer than the shortest route over which the carrier is authorized to operate, the mileage over the longer route specified by the shipper will be used.
- (D) When shipments move under special permits as required by or obtained from a municipal or state regulatory body or commission, which specified the route to be traveled by the motor vehicle, the mileage to be used will be the mileage via the route specified in the special permit.

170

OVERWEIGHT SHIPMENTS

Carrier will accept shipments on per quote basis only.

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ITEM	
171	<p style="text-align: center;">OVER DIMENSIONAL FREIGHT</p> <p>Any article or shipment which measures in excess of 53 feet in length, 8 feet 6 inches in width, or 13 feet 6 inches in height from ground level when on the trailer, will be subject to the following charges:</p> <p>(A) Overlength: 53' 1" to 60' – Add .25 cents per mile 60' 1" to 70' – Add .50 cents per mile 70' 1" to 80' – Add .70 cents per mile</p> <p>(B) Overwidth 8' 7" to 10' – Add .20 cents per mile 10' 1" to 12' – Add .30 cents per mile 12' 1" to 14' – Add .40 cents per mile 14' 1" to 16' – Add .60 cents per mile 16' 1" to 18' – Add .80 cents per mile 18' 1" to 20' – Add 1.00 cents per mile</p> <p>(C) Overheight: 13' 7" to 14' – Add .25 cents per mile 14' 1" to 14' 6" – Add .35 cents per mile 14' 7" to 15' – Add .65 cents per mile</p>
175	<p style="text-align: center;">PROOF OF DELIVERY</p> <p>Carrier will furnish one copy of the bill of lading showing the receiver's signature with the freight bill at no charge.</p> <p>Carrier will also provide access to Carrier's web site where a copy of the bill of lading showing the receiver's signature can be retrieved at no additional charge.</p> <p>Additional copies will be furnished on request for a charge of \$25.00 per copy, payable in advance.</p>
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RULES

ITEM

176

PERMITS – SPECIAL

(A) When a shipment of any kind requires a special permit from the State Highway Department of States in which the shipment is being transported, a charge of \$40.00, (See EXCEPTION), shall be made for the procuring of each permit (which includes the cost of the permit) from each state.

Where a shipment requires more than one vehicle, charges herein DO NOT apply to vehicles which do not contain articles or commodities requiring such permits.

(B) For each escort vehicle(s) required by said permits, a charge of 150 cents per loaded mile, minimum charge of \$200.00 will be made from point of escort vehicles(s) origin to point of destination via route of the shipment.

(C) The carrier will advance the \$40.00, (See EXCEPTION), charge for each permit procured, and will pay as incurred.

All expenses or charges shall be in addition to the charges provided in this tariff and shall be collected from the shipper or party requesting movement of the shipment. Except for the \$40.00, (See EXCEPTION), charge per vehicle per state for each such permit procured and the flagman and escort charges in paragraph (B) and (C), evidence of payment of such other charges shall be furnished to the shipper or party requesting movement of the shipment upon request.

Mileages will be computed from flagman and/or escort vehicle point or origin to point of destination via route of the shipment. When is necessary for a flagman and/or escort vehicle to lay overnight at a point away from home base, there will be an additional charge per man of \$50.00 per night or actual charge (whichever is higher). When a specific rate, or rates, is applicable to the shipment (not distance rates), and municipal or state regulatory bodies or commissions specify a route to be traveled that exceeds the shortest authorized truck route, an additional charge of 150 cents per mile will be made for such excess mileage.

EXCEPTIONS:

1. For the State of Kentucky, a charge of \$70.00 shall be made for the procuring of each permit.
2. For the State of California, a charge of \$60.00 shall be made for the procuring of each permit.
3. For the State of New York a charge of \$60.00 shall be made for the procuring of each permit.
4. For the State of Michigan a charge of \$65.00 shall be made for the procuring of each permit.

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RULES

ITEM																															
180	<p style="text-align: center;">RATE PRECEDENCE</p> <p>If more than one rate applies to a shipment the rate to be assessed will be determined on the basis of the following order of precedence even if doing so does not result in assessment of the lowest applicable rate:</p> <table border="0"> <thead> <tr> <th style="text-align: left;"><u>Order of Precedence</u></th> <th style="text-align: center;"><u>Rate Application</u></th> <th style="text-align: left;"><u>To</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>From</u></th> <th></th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Named City</td> <td>Named City via specified intermediate (stop-off) points</td> </tr> <tr> <td>2.</td> <td>Named City</td> <td>Named City</td> </tr> <tr> <td>3.</td> <td>Named City</td> <td>Named State or portion of State (See Note)</td> </tr> <tr> <td>4.</td> <td>Named State or portion of State (See Note)</td> <td>Named City</td> </tr> <tr> <td>5.</td> <td>Portion of State (See Note)</td> <td>Portion of State (See Note)</td> </tr> <tr> <td>6.</td> <td>Portion of State (See Note)</td> <td>Named State</td> </tr> <tr> <td>7.</td> <td>Named State</td> <td>Named State</td> </tr> <tr> <td>8.</td> <td>All points</td> <td>All points</td> </tr> </tbody> </table> <p>Note: Portion of State may be identified by county, a group of counties, three-digit zip code or a group of three-digit zip codes.</p>	<u>Order of Precedence</u>	<u>Rate Application</u>	<u>To</u>		<u>From</u>		1.	Named City	Named City via specified intermediate (stop-off) points	2.	Named City	Named City	3.	Named City	Named State or portion of State (See Note)	4.	Named State or portion of State (See Note)	Named City	5.	Portion of State (See Note)	Portion of State (See Note)	6.	Portion of State (See Note)	Named State	7.	Named State	Named State	8.	All points	All points
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6.	Portion of State (See Note)	Named State																													
7.	Named State	Named State																													
8.	All points	All points																													
185	<p style="text-align: center;">MINIMUM CHARGES</p> <p>Minimum charges shown herein or in specific rate items do not include accessorial charges. Charges for stops, loading or unloading, and any other accessorial charges will be assessed in addition to the applicable minimum charge. When rates are published on per mile basis and no minimum charge is specified, a \$750.00 minimum charge will be applicable. Point-to-point rates stated in dollars per shipment are not subject to this \$750.00 minimum charge.</p>																														

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RULES

ITEM

SPECIFIC ROUTING

187

When shipper or consignee requests transportation of a shipment over a particular route, or the shortest route is not feasible due to highway or shipment restrictions, the mileage over the longer specified route will be used in determining charges.

- (A) Alternate routing requirements and/or altitude restrictions must be indicated when the load is tendered to carrier and must be noted on the bill of lading.
- (B) Rates stated in cents per mile will be computed on the basis of the distance from the point of origin to the point of final destination via the specific route.
- (C) Rates stated in dollars per shipment applicable to shipments requiring specific routing will be computed by dividing the published rate from the point of origin to the point of final destination by the shortest distance between such points and multiplying the result by the distance from the point of origin to the point of final destination via the specific route. The rate thus determined will apply in lieu of the published rate.
- (D) All toll charges, highway use fees, special permit charges and/or any other additional charges incurred as a result of the requested or required route will be assessed in addition to all other applicable charges.

RECONSIGNMENT OR DIVERSION

190

Upon request of shipper or consignee, carrier will attempt to accomplish diversion or reconsignment of any shipment, subject to the following provisions:

- (A) Diversion or reconsignment will include any or all of the following: Change in name of consignee; change in address of consignee; change in destination of shipment.
- (B) When change in destination of the shipment is involved, the new point of destination must be one that the carrier is authorized to service from the point of origin of the shipment.
- (C) The diversion or reconsignment instructions must be confirmed in writing.
- (D) The party requesting diversion or reconsignment shall assume all expenses incurred by carrier in attempting to affect the diversion or reconsignment of the shipment regardless of whether or not its efforts are successful.
- (E) Freight charges on the shipment shall be assessed on basis of the through rate from point of origin to final destination in effect on date of shipment from point of origin, applicable through point or points of diversion or reconsignment, plus a charge of \$75.00 for each diversion or reconsignment.

When a vehicle arrives at the original billed destination and is required to be held awaiting diversion or reconsignment instructions for the shipment, one hour free time will be allowed. If truck is delayed beyond the free time period, a demurrage charge of \$50.00 per hour, or fraction thereof, will be assessed, but not to exceed \$500.00 for each 24 hour period.

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RULES

ITEM	
195	<p style="text-align: center;">REFUSED OR REJECTED SHIPMENTS</p> <p>(A) Except as otherwise provided, a shipment, or any portion thereof, that has been refused by consignee or that cannot be delivered through no fault of carrier, will upon instructions from shipper, be returned to the original point of shipment.</p> <p>(B) The shipper shall assume all expenses incurred by carrier in obtaining disposition of the shipment in addition to any other charges accruing under the provisions of this tariff.</p>
200	<p style="text-align: center;">RELEASED VALUE</p> <p>(A) Except as otherwise specifically provided in individual shipper contracts, unless the shipper shall have declared a higher value in accordance with the provisions of this Item and shall have paid the additional charge provided for herein, the shipper shall be deemed to have declared a value not to exceed \$100,000 per shipment.</p> <p>(B) Shipments with a declared value in excess of \$100,000 will be accepted subject to the following provisions:</p> <p>(1) Carrier must be notified at the time it agrees to transport the shipment that a value in excess of \$100,000 will be declared and carrier must have agreed, in a writing signed by an authorized representative, to accept the shipment at the declared excess value.</p> <p>(2) The following must appear prominently and legibly on the bill of lading:</p> <p style="text-align: center;">"The declared value of the property is hereby stated by the shipper to be not exceeding \$_____."</p> <p>(3) A charge of \$0.50 per \$100.00 of declared value in excess of \$100,000, in addition to all other applicable Charges, will be assessed.</p> <p>Carrier's liability for loss or damage to the shipment will not exceed the shipment's actual value or the value declared in accordance with this Item, whichever amount is less.</p>
	<p style="text-align: center;">THIS SPACE LEFT BLANK INTENTIONALLY.</p>

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RULES

ITEM

201

SPECIAL SERVICES – STRINGING OF COMMODITIES (See NOTE)

Delivery of commodities to the place where stakes are set or the picking up and/or stringing along rights of way will be provided. In addition to all other charges, a charge of \$75.00 per hour or fraction thereof will be assessed, subject to a minimum charge of \$150.00. Any additional labor or equipment required to accomplish unloading will be borne by the consignee or consignor.

Time will commence when the truck arrives, during normal business hours at the designated original unloading point or other designated place, which point or place shall be shown on the bill of lading.

Time will terminate with the last article unloaded.

NOTE: Not applicable on irrigation systems.

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RULES

ITEM	
205	<p style="text-align: center;">STOPS IN TRANSIT</p> <p>Shipments may be stopped in transit to partially load and/or unload subject to the following provisions:</p> <p>(A) Freight charges must be paid entirely by either the consignor or consignee. Carrier will not divide its charges among two or more payers.</p> <p>(B) The bill of lading must show the name and address of each point at which the shipment is to be stopped in transit for partial loading and/or unloading together with a complete description of the kind and quantity of freight to be loaded or unloaded at each point. If a shipment is stopped in transit at more than one facility in the same municipality, each facility will be considered a separate stop for purposes of this Item.</p> <p>(C) Shipments stopped in transit to partially load and/or unload will be assessed the following charges per stop, exclusive of the initial stop to load and the final stop to unload, in addition to all other applicable charges:</p> <p style="margin-left: 40px;">First stop.....\$150.00 Second stop.....\$200.00 Third and each additional stop.....\$250.00 per stop</p> <p>(D) Stops in transit to partially unload will be permitted only at points beyond the point at which loading is completed. A stop in transit for partial loading will not be permitted after a shipment has been stopped in transit for partial unloading.</p> <p>(E) Stopping in transit to partially load and/or unload will not be permitted on C.O.D. shipments.</p> <p>(F) Mileage rates applicable to shipments stopped in transit to partially load and/or unload will be computed on the basis of the distance from the point of origin to the point of final destination via each stop-off point.</p> <p>(G) Rates stated in dollars per shipment applicable to shipments stopped in transit to partially load and/or unload will be computed by dividing the published rate from the point of origin to the point of final destination by the distance between such points (disregarding any stop-off points) and multiplying the result by the distance from the point of origin to the point of final destination via each stop-off point. The rate thus determined will apply in lieu of the published rate.</p>
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RULES

ITEM

210

FUEL SURCHARGE

The fuel surcharge will be based on the fuel prices announced on Monday of each week by the D.O.E.

The fuel surcharge will be reviewed weekly and adjusted each Tuesday based on the National Average price for diesel fuel.

The fuel surcharge will use a base price of \$1.10 per gallon. Each change of \$.045 from the price of \$1.10 per gallon in the D.O.E. average retail price will result in an up or down adjustment of \$.011 per mile.

WHEN D.O.E. AVERAGE REACHES

SURCHARGE

\$1.100-1.145	\$.011/MILE
\$1.146-1.191	\$.022/MILE
\$1.192-1.237	\$.033/MILE
\$1.238-1.283	\$.044/MILE
\$1.284-1.329	\$.055/MILE
\$1.330-1.375	\$.066/MILE
\$1.376-1.421	\$.077/MILE
\$1.422-1.467	\$.088/MILE
\$1.468-1.513	\$.099/MILE
\$1.514-1.559	\$.110/MILE
\$1.560-1.605	\$.121/MILE
\$1.606-1.651	\$.132/MILE
\$1.652-1.697	\$.143/MILE
\$1.698-1.743	\$.154/MILE
\$1.744-1.789	\$.165/MILE
\$1.790-1.835	\$.176/MILE
\$1.836-1.881	\$.187/MILE
\$1.882-1.927	\$.198/MILE
\$1.928-1.973	\$.209/MILE
\$1.974-2.019	\$.220/MILE
\$2.020-2.065	\$.231/MILE
\$2.066-2.111	\$.242/MILE
\$2.112-2.157	\$.253/MILE
\$2.158-2.203	\$.264/MILE
\$2.204-2.249	\$.275/MILE
\$2.250-2.295	\$.286/MILE
\$2.296-2.341	\$.297/MILE
\$2.342-2.387	\$.308/MILE
	\$.319/MILE

CONTINUED ON NEXT PAGE

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RULES

ITEM

210

FUEL SURCHARGE CONT.

WHEN D.O.E. AVERAGE REACHES

SURCHARGE

\$2.388-2.433	\$.319/MILE
\$2.434-2.479	\$.330/MILE
\$2.480-2.525	\$.341/MILE
\$2.523-2.568	\$.352/MILE
\$2.569-2.614	\$.363/MILE
\$2.615-2.660	\$.374/MILE
\$2.661-2.706	\$.385/MILE
\$2.707-2.752	\$.396/MILE
\$2.753-2.798	\$.407/MILE
\$2.800-2.845	\$.418/MILE
\$2.846-2.891	\$.429/MILE
\$2.892-2.937	\$.440/MILE
\$2.938-2.983	\$.451/MILE
\$2.984-3.029	\$.462/MILE
\$3.030-3.075	\$.473/MILE
\$3.076-3.121	\$.484/MILE
\$3.122-3.167	\$.495/MILE

(*The same increments apply if fuel exceeds the levels in this matrix.)

Additional Energy Charge of 5% of Linehaul for Destination States of AZ, CA, NV, OR, & WA.

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ITEM

215

TARPING OF SHIPMENTS

Except as otherwise provided, rates named herein provide only for the transportation of the commodities named herein from origin to destination. Packaging or protection of the commodities from the elements of the weather, dirt, road grime or mud shall be provided for by the shipper.

At the request of the shipper, tarping of loads will be accomplished by carrier when shipper places a notation on bill of lading to the effect that tarping is requested. A charge of \$150.00 will be assessed for such service for each vehicle so tarped. In instances where a load requiring tarping involves a stop off to complete loading and/or partially unload, an additional charge of \$100.00 will be assessed for each time the load is required to be untarped and/or retarped.

216

TOWAWAY AND DRIVEAWAY SHIPMENTS

Unless otherwise provided, when articles are towed or driven on their own wheels, they will be subject to the same rates and charges as if they were loaded and transported on motor vehicles, except the minimum weight shall be not less than 40,000 pounds.

A charge of 150 cents per mile for distances traveled by the towing vehicle from carrier's nearest terminal to point of origin and for distances traveled from final destination point to carrier's nearest terminal, will be made.

Any service charges paid by the carrier on articles towed or driven on their own wheels will be advanced and collected from consignor, consignee or owner.

During the season when cooling system and batteries require protection from freezing such protection will be furnished by and at the expense of the shipper.

220

SPOTTING/SHAG SERVICES

All actual charges resulting from spotting/shagging services to reposition equipment to and from the shipper or consignee's dock for loading or unloading will be the responsibility of the party responsible for paying the freight charges.

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ITEM	EXPLANATION OF ABBREVIATIONS			
1000	<u>ABBREVIATION</u>	<u>EXPLANATION</u>	<u>ABBREVIATION</u>	<u>EXPLANATION</u>
	AL	Alabama	No. or Nos.	Number or numbers
	AZ	Arizona	NE	Nebraska
	AR	Arkansas	NV	Nevada
	CA	California	NH	New Hampshire
	CO	Colorado	NJ	New Jersey
	CT.....	Connecticut	NM	New Mexico
	Co.	County	NY	New York
	DE	Delaware	NC	North Carolina
	DC	District of Columbia	ND	North Dakota
	FL	Florida	OH	Ohio
	GA	Georgia	OK	Oklahoma
	ID.....	Idaho	OR	Oregon
	IL.....	Illinois	PA	Pennsylvania
	Inc.....	Incorporated	RI	Rhode Island
	IN.....	Indiana	SC	South Carolina
	IA.....	Iowa	SD	South Dakota
	KS.....	Kansas	St.	Saint
	KY	Kentucky	T.L. or TL	Truckload
	LA	Louisiana	TN	Tennessee
	L.T.L or LTL....	Less-than-truckload	TX	Texas
	Lb. or Lbs.	Pound or pounds	UT	Utah
	MA	Massachusetts	VA	Virginia
	ME.....	Maine	Viz.	Namely
	MD	Maryland	VT	Vermont
	MI.....	Michigan	WA	Washington
	Min.	Minimum	Wt.	Weight
	MN	Minnesota	WV	West Virginia
	MS	Mississippi	WI	Wisconsin
	MO	Missouri	WY	Wyoming
	MT.....	Montana	&	and
	N.O.I.....	Not otherwise indexed herein		

(continued on next page)

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ITEM												
1000 (cont.)	<p style="text-align: center;">EXPLANATION OF REFERENCE MARKS</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: center;"><u>REFERENCE</u></th> <th style="text-align: center;"><u>EXPLANATION</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">(A)</td> <td>To denote increases</td> </tr> <tr> <td style="text-align: center;">(R)</td> <td>To denote reductions</td> </tr> <tr> <td style="text-align: center;">(C)</td> <td>To denote changes in wording which result in neither increases nor reductions in charges.</td> </tr> <tr> <td style="text-align: center;">@</td> <td>Addition</td> </tr> </tbody> </table>		<u>REFERENCE</u>	<u>EXPLANATION</u>	(A)	To denote increases	(R)	To denote reductions	(C)	To denote changes in wording which result in neither increases nor reductions in charges.	@	Addition
<u>REFERENCE</u>	<u>EXPLANATION</u>											
(A)	To denote increases											
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