U.S. General Services Administration

UNIFORM RULES TARIFF

No. 200

(GSA No. 200)

Providing Rules and Baseline Charges

For

Accessorial and Terminal Services

This tariff applies on Interstate, Intrastate and International traffic

May 06, 2014

THIS EDITION CANCELS THE PREVIOUS EDITION

U.S. General Services Administration

Uniform Rules Tariff No. 200

(GSA No. 200)

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1 Purpose, Explanation, and Application

1.1 Purpose

The purpose of the General Services Administration (GSA) UNIFORM RULES TARIFF No. 200 (GSA No. 200) is to articulate the transportation service needs of the Federal government agencies authorized to use rates filed in response the GSA Standard Tender of Service (STOS), the General Request for Offers (RFO), and agency specific requests of offers, for the movement of freight traffic and to assist in GSA's effort in implementing the standardization necessary to achieve a fully automated system for rating and routing Government freight shipments.

1.2 Application

Where reference is made to the GSA UNIFORM RULES TARIFF No. 200 (GSA No. 200) in a TSP's tender or rate agreement, the rules and accessorial charges contained in this publication will govern the freight services of the TSP's tender, and will apply from, to, or between those points which are specified in the individual tender. This is not in any way to be construed as a setting of rates, rules or charges by GSA.

TRANSPORTATION SERVICE PROVIDERS' TENDERS CANNOT BE MADE SUBJECT TO ANY OTHER PUBLICATION FOR APPLICATION OF THE RATES OR CHARGES. If any TSP or bureau published linehaul, rules or terminal services tariff is shown in a tender, the tender will be rejected and returned to the TSP. The GSA No. 200 can be specifically incorporated in its entirety or in section(s) in Federal Acquisition Regulation contracts or agreements.

1.3 Publications Included by Reference

Publications (and any reissues) listed below will be considered part of this publication, but will not be specifically listed in TSPs tender. Any potential conflict between the terms of the publications listed below and this publication will be resolved in favor of the express terms in this publication.

a. National Motor Freight Classification (NMFC) STB NMF 100 series published by the National Motor Freight Traffic Association, Inc., Agent 1001 North Fairfax Street, Alexandria, VA 22314 (commodity item numbers, descriptions, packing and packaging only).
b. ALK Technologies, Inc. automated 5-digit zip code mileage system, PC*Miler, current version as amended
c. Continental Directory of Standard Point Location Codes (SPLC), STB NMF 102-Series, published by the National Motor Freight Traffic Association, Inc., Agent.

d. Directory of Standard Alpha Codes (SCAC) STB NMF 101-Series, published by the National Motor Freight Traffic Associations, Inc., Agent.
e. standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C
f. International Civil Aviation Organization (ICAO) Technical Instructions
g. International Air Transport Association (IATA) instructions
h. International Maritime Organization (IMO) instructions
i. Transportation Security Administration Security and Safety Regulations and Guidelines

1.4 Supersedes and Replaces

This publication supersedes the GSA NATIONAL RULES TENDER No. 100-D (GSA No. 100-D).

1.5 Definition of Terms

See ITEM 30 and Appendix A of this tariff for the definition of terms.

1.6 Use and Application of Notes

The terms “Subject To Note” and “See Note” are construed as follows.

- Subject To Note: The term "Subject To Note" when used in the title of an Item in Sections 2 through 5, means that the Note indicated applies to the entire Item.
- See Note: The term "See Note", when used in the title of an Item in Sections 2 through 5 b, means that the referenced Note applies only where indicated, not to the entire Item.

1.7 Interpretation and Precedence

The words in this publication will be construed simply according to their fair and plain meanings, and not strictly for or against any party.

If any provision in this publication is capable of two constructions, one of which would make the provision void and the other of which would make the provision valid, then the provision will have the meaning that makes it valid.

When rules, charges or other requirements are negotiated (including FAR Based Contracts and One Time Only bids) that differ from or conflict with this publication and the intent of the parties is to modify the requirements of this publication as they apply for a particular movement, the negotiated terms will apply to only the specific movement.

1.8 Revising Tender Provisions and Method of Canceling and Revised Pages

See the GSA STOS, Section 1 for procedures and processes used to revise tender provisions and the method of cancelling and revising pages.

This document is published by the GSA Freight Transportation Management Program Office. For additional information on this regulation, direct inquiries to:

General Services Administration
Federal Acquisition Service
Freight Transportation Management Program
Toll Free Phone: (855) 425-FTMP (3867)
Email: transportation.programs@gsa.gov
Website: http://www.gsa.gov/portal/category/21192

1.9 Accessorial Services

Quotation of charges for accessorial services will be expressed as a flat charge, a per mile charge, a per hundredweight charge, a per hour charge, or a per package charge, as described in this publication. Each service is defined in this publication and many are provided an ANSI code (see Appendix B) to be used to identify that service. Any service provided must be in accordance with the definitions contained in the rules publication.

1.10 Disposition of Fractions

Fractions of a cent resulting from the application of a TSP's independently-established rates will be disposed of as follows:

- Fractions of less than one-half of one cent will be omitted; and
- Fractions of one-half of one cent or greater will be increased to the next whole cent.

1.11 Organization of Items

Items in this tariff are organized as general items that are affect all modes of transportation and specific items that generally affect a single mode of transportation. Items are broken down as business rules, rules that affect allowable charges, and allowable charges.

1.12 Cross Referencing of Item Numbers

Most of the Items in this rules tariff are carried over from the GSA National Rules Tender 100-D (GSA 100-D). Where an item has been carried over, it retains its old number.

This edition of the GSA rules tariff introduces some new business rule items. These have temporary numbers in this draft. These new items reflect some new business rules but do not change or add charges from the GSA 100-D)

2 General Items Applicable to All TSPs

2.1 Business Rules

ITEM 30 DEFINITION OF TERMS

The definitions of terms used in this tariff are found in Appendix A of this tariff and Appendix A of the STOS.

ITEM GEN 005 (NEW) Non-Applicable Charges

The TSP will not charge any detention, demurrage or storage charges against any Government sponsored shipment when the delay is caused by acts or omissions beyond Government's, its contractor's, or its agent's control. See also ITEM GEN 30 (NEW), Excusable Delays

ITEM GEN 010 (NEW) Transportation Service Provider Liability

Freight will be delivered in the same condition as received at origin. Any damage or loss will be the responsibility of the TSP unless due to a force majeure situation.

Shortages in outturn, undue delays, missed deliveries, damage or loss of cargo arising or resulting from factors stated above will not be held against the TSP.

ITEM GEN 015 (NEW) Weight Limitations

A TSP will inform the shipper of weight limitations and verify that the weight on any vehicle loaded by or on behalf of Government does not exceed limitations imposed by any state or municipality in which the shipment will be transported.

ITEM GEN 020 (NEW) Mileage Determinations

For rates based on distance, TSP charges will be based on the mileage calculated by the applicable version of ALK Technologies PC*Miler as specified in the Request for Offers.

ITEM GEN 025 (NEW) Metric Conversion

Please see APPENDIX C in the GSA STOS Edition 2 for the Metric Conversion Table.

ITEM GEN 030 (NEW) Excusable Delays

The delivery commitment guarantee does not apply when the delays in delivery are caused by acts of God or of the public enemy, acts of the Government in its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, or unusually severe weather. In each instance the failure to perform must

be beyond the control and without the fault or negligence of the Transportation Service Provider (TSP).

2.2 Items Affecting Charges

ITEM GEN 035 (NEW) Through Rates

The Government is soliciting through rates for the transport of surface and air shipments of Government freight. A through rate is a rate applicable for transportation all the way from point of origin on the BL to destination on the BL. This includes:

- Shipments that originate or terminate in the CONUS, Alaska or Hawaii
- Shipments that originate in the CONUS, Alaska or Hawaii and terminate overseas
- Shipments that originate overseas and terminate in the CONUS, Alaska or Hawaii

A TSP's through rate may be a joint or combination rate but will be tendered as a single rate to the government. A TSP that is has legal authority to offer this through shipment may tender FAK rates for this through service, subject to specific modal terms and conditions prescribed in this document.

Authorized accessorial charges as noted below may be invoiced for through shipments subject to the terms and conditions prescribed in this document.

ITEM 225 RATES FROM OR TO POINTS IN ALASKA, HAWAII, OR POINTS OUTSIDE CONUS

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

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

ITEM 650 MAXIMUM CHARGES

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

Where the TSP's individual tender provides rates or charges based on cents-per-mile (cents-per-1.6093 kilometers) per vehicle used, charge per vehicle used or cents per hundred weight [cwt.]

(cents per 45.36 kg) rates in the same or in separate individual tenders, charges will be the lowest that can be computed, either by use of the applicable cents per hundred weight [cwt.] (cents per 45.36 kg) rate at the actual weight or minimum weight or by use of the cents-per-mile (cents-per-1.6093 kilometers) per vehicle used rate, or the charge per vehicle used.

ITEM 75 SERVICES NOT OTHERWISE SPECIFIED

When a TSP performs services that are required for normal movement of freight shipments and such services are not identified in this tariff, the charges for these services will be negotiated between the responsible agency shipping office and the TSP.

ITEM 1150 TELEGRAMS OR TELEPHONE MESSAGES - CHARGES FOR

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

2.3 Allowable Charges

ITEM 40 PRELODGING

Prelodging is the hand delivery, telephonic, e-Mail or FAX of shipping documents by the delivering TSP 24 hours or more prior to delivery of a shipment or shipments to a location designated by the consignee. When required, the TSP will deliver the shipping documents in accordance with the consignee's instructions.

Invoices submitted for payment of prelodge charges will be cross referenced as to bill of lading number(s), TSP's pro number(s), permit number(s), manifest number(s), delivery equipment number(s), and the date the prelodge service was provided.

Where the bill of lading is annotated that prelodging is required, the charge for hand delivery prelodging will be $50.00 per delivery equipment. The charge for telephonic or FAX prelodging will be $25.00 per delivery equipment. There is no charge for e-Mail.

ITEM 40-T PRELODGING- Telephonic or Fax

Prelodging is the hand delivery, telephonic or FAX of shipping documents by the delivering carrier 24 hours or more prior to delivery of a shipment or shipments to a location designated by the consignee. When required, the carrier shall deliver the shipping documents in accordance with the consignee's instructions.

(2) Invoices submitted for payment of prelodge charges will be cross referenced as to bill of lading j(Government Bill of Lading (GBL) or commercial bill of lading [CBL]) number(s), carrier's pro number(s), permit number(s), manifest number(s), delivery equipment number(s), and the date the prelodge service was provided.

The charge for telephonic or FAX prelodging shall be $25.00 per delivery equipment.

ITEM 925-AT RECONSIGNMENT OR DIVERSION

(See Notes 1 through 11)

For the purpose of this rule, the terms, "RECONSIGNMENT" or "DIVERSION", are synonymous and the use of either will mean:

(a) A change in the name of the consignor or consignee.

(b) A change in the place of delivery within original destination point.

(c) A change in the destination point.

(d) Relinquishment of shipment at the point of origin (Subject to Note 1).

(e) Instructions received by the originating TSP prior to receipt of shipment (Subject to Note 2).

CONDITIONS:

(a) Requests for reconsignment must be made in writing or confirmed in writing. The TSP must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. TSP will not accept disposition instructions printed on the bill of lading, shipping order, shipping label or container as authority to reship, return, or reconsign a shipment.

(b) TSP will make diligent efforts to execute a request for reconsignment, but will not be responsible if such service is not performed.

(c) All charges applicable to the shipment whether accrued or accruing must be paid or guaranteed to the satisfaction of the TSP before reconsignment will be made. Charges for shipments moving on GBL's or commercial bills of lading converted to GBLs will be collected from the U.S. Government.

(d) Only entire shipments, not portions of shipments, may be reconsigned.

(e) Marking or tagging (Subject to Note 3).

(f) Reconsignment will not be permitted on "in bond shipments."

(g) With the exception of Note 1, a charge for reconsignment is an additional charge to all other applicable rates or charges.

CHARGES: Reconsignment as defined above will be subject to the following table:

If Reconsignment Results in a Change	In the Name of the Consignor or Consignee with no Change in Place of Delivery	In the Place of Delivery within Original Destination Point (Subject to Notes 4, 5, and 6)	In the Destination Points (Subject to Notes 7, 9, 10, and 11)
And Reconsignment Occurs (Subject to Note 8)	The Charge Will Be		
Prior to Tender of Delivery	$18.11 per shipment	Except as provided for in Note 5, $18.11 per shipment	The published rate from origin to the reconsignment point plus the published rate from the reconsignment point to the new destination. The charges will be no less than the published through rate from the original point of origin to the ultimate destination.
After Tender of Delivery	$18.11 per shipment	Except as provided for in Note 5, a charge of $2.42 per 100 pounds (45.36 kg) subject to a minimum charge of $22.19 per shipment and a maximum charge of $400.00 per shipment or $400.00 per vehicle if more than one vehicle is used to transport the shipment	The published rate from origin to the reconsignment point plus the published rate from the reconsignment point to the new destination. The charges will be no less than the published through rate from the original point of origin to the ultimate destination.

Note 1: Where a request is made by the shipper, before a shipment has left the TSP's terminal at a point of origin (includes points and places located within the commercial zone as defined by the Interstate Commerce Commission in Title 49

of the Code of Federal Regulations (49 CFR), part 1048 -Commercial Zones) for return of a shipment to the original place of shipment, or delivery thereof to another TSP at point of origin, or relinquish possession thereof to the shipper or to another TSP at the TSP's terminal and such service is performed, the shipment will be subject to a charge of $2.42 per 100 pounds (45.36 kg) with a minimum charge of $22.19 per shipment and a maximum charge of $400.00 per shipment or $400.00 per vehicle if more than one vehicle is used to transport the shipment.

Note 2: Upon instructions received by the originating TSP prior to receipt of shipment at point of origin accompanied by a through bill of lading covering the shipment, the TSP will accept the shipment when tendered by the party in possession of the shipment, issue a receipt there for (not a bill of lading) to the party tendering the shipment and then execute the bill of lading. Such shipment will be subject to a charge of $18.11 per shipment.

Note 3: Shipments handled under the provisions of this item which require marking or tagging in order to comply with the provisions of ITEM 675 MARKING OR TAGGING FREIGHT - CHANGING MARKING OR TAGS, or when the TSP is specifically requested to do so by the consignor or consignee, will be marked or tagged by the TSP at the charges as provided in ITEM 675.

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

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

Note 6: All shipments for export not directly consigned at origin to an export pier dock, pier terminal, transit shed or wharf will be subject to the charges provided in this item. The provisions of paragraph (2) of this item will not apply.

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

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

(a) Before shipment has been loaded on a delivery vehicle (in cases where shipment is transferred to a city delivery vehicle for delivery); or

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

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

Note 10: When the consignor or consignee or its agent elects to accept the shipment at the TSP's terminal located at the reconsignment point, the charges will be assessed on the basis of $1.60 per 100 pounds (45.36 kg), subject to a minimum charge of $18.11 and a maximum charge of $300 per shipment or $300 per vehicle if more than one vehicle is used to transport the shipment.

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

ITEM 925-AT RECONSIGNMENT OR DIVERSION AFTER TENDER OF DELIVERY CHANGE IN DESTINATION (See Notes 1 through 11.)

If Reconsignment Results in a Change	In the Destination Points (Subject to Notes 7, 9, 10, and 11)
\And Reconsignment Occurs (Subject to Note 8)	The Charge Will Be
After Tender of Delivery	The published rate from origin to the reconsignment point plus the published rate from the reconsignment point to the new destination. The charges will be no less than the published through rate from the original point of origin to the ultimate destination.

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

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

(a) Before shipment has been loaded on a delivery vehicle (in cases where shipment is transferred to a city delivery vehicle for delivery); or

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

Note 9: If the change in destination point is requested and furnished by the carrier, the charge will be

$18.11 per shipment in addition to the applicable tender or tariff rate, whichever is applicable, from the point of origin to the new destination point.

Note 10: When the consignor or consignee or its agent elects to accept the shipment at the carrier's terminal located at the reconsignment point, the charges will be assessed on the basis of $1.60 per 45.36 kilograms (per 100 pounds), subject to a minimum charge of $18.11 and a maximum charge of $300 per shipment or $300 per vehicle if more than one vehicle is used to transport the shipment.

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

ITEM 925-SPF RECONSIGNMENT OR DIVERSION AFTER TENDER OF DELIVERY- SAME PLANT FACILITY (See Notes 1 through 11.)

If Reconsignment Results in a Change	In the Place of Delivery within Original Destination Point (Subject to Notes 4, 5, and 6)
And Reconsignment Occurs (Subject to Note 8)	The Charge Will Be
After Tender of Delivery	Except as provided for in Note 5, a charge of $2.42 per 45.36 kilograms (per 100 pounds) subject to a minimum charge of $22.19 per shipment and a maximum

	charge of $400.00per shipment or $400.00 per vehicle if more than one vehicle is used to transport the shipment

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

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

Note 6: All shipments for export not directly consigned at origin to an export pier dock, pier terminal, transit shed or wharf will be subject to the charges provided in this ITEM. The provisions of paragraph (2) of this ITEM will not apply.

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

(a) Before shipment has been loaded on a delivery vehicle (in cases where shipment is transferred to a city delivery vehicle for delivery); or

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

ITEM 925-PU RECONSIGNMENT OR DIVERSION- COSIGNOR OR COSIGNEE PICKUP AT TERMINAL (See Notes 1 through 11.)

(1) DEFINITIONS OF RECONSIGNMENT OR DIVERSION:

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

(d) Relinquishment of shipment at the point of origin (Subject to Note 1).

Note 1: Where a request is made by the shipper, before a shipment has left the carrier's terminal at a point of origin (includes points and places located within the commercial zone as defined by the Interstate Commerce Commission in Title

49 of the Code of Federal Regulations (49 CFR), part 1048 -Commercial Zones) for return of a shipment to the original place of shipment, or delivery thereof to another carrier at point of origin, or relinquish possession thereof to the shipper or to another carrier at the carrier's terminal and such service is performed, the shipment will be subject to a charge of $2.42 per45.36 kilograms (per 100 pounds) with a minimum charge of $22.19 per shipment and a maximum charge of $400.00 per shipment or $400.00 per vehicle if more than one vehicle is used to transport the shipment.

ITEM 950 REDELIVERY

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

(1) If one or more additional tenders, or final delivery of the shipments are made at consignee's place, a charge of $2.34 per 100 pounds (45.36 kg), subject to a minimum charge of $12.67 and a maximum charge of $350.00 per shipment or $350.00 per vehicle if more than one vehicle is used to transport the shipment will be made for each such tender and for the final delivery.

(2) If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at TSP's premises, a charge of $1.99 per 100 pounds (45.36 kg), subject to a minimum charge of $10.50 and a maximum charge of $268.00 will be made.

(3) All charges accruing under the provisions of this rule must be paid or guaranteed to the satisfaction of the TSP by the party or parties requesting redelivery before the shipment is redelivered. Charges for shipments moving on GBL's or a commercial bill of lading converted to a GBL will be collected from the U.S. Government.

(4) In all instances a charge for redelivery is in addition to all other applicable rates or charges.

ITEM 950-CD REDELIVERY- SEALING OF EQUIPMENT – PICKUP AT CARRIERS PREMISE

(2) If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at carrier's premises, a charge of $1.99 per 45.36 kilograms (per 100 pounds), subject to a minimum charge of $10.50 and a maximum charge of $250.00 will be made.

ITEM 1075 STOPOFFS - TO COMPLETE LOADING OR FOR PARTIAL UNLOADING

(Subject to Notes 1 through 4)

Except as otherwise provided in this tender, shipments upon which charges are based on a cents-per-mile (cents-per-l.6093 kilometers) per vehicle used rate, charge or minimum charge per vehicle used, or on a weight of 10,000 pounds (4,536 kg) or more, may be stopped in transit at not to exceed four points, between the point of origin and the point of final destination for the purpose of either partial loading or unloading (but not both at the same point), providing that the stop-off point, or points, are intermediate to the point of final destination via the route over which the rate to such final destination applies, subject to the provisions of paragraphs (A), (B), (C), (D), (E), and (F) below.

(A) The bill of lading will show at what point, or points, the shipment is to be stopped off for partial loading or partial unloading, the name and address of the party to receive or to load the freight at such stop-off point, and a description of that part of the shipment to be loaded or unloaded at the stop-off point or points. There will be no substitutions of other freight for that loaded at the original point of origin, or for any part of the shipment loaded at an intermediate stop-off point. A shipment stopped for partial unloading will not be stopped subsequently for partial loading.

(B) The charge for each stop-off in transit for partial loading or partial unloading will be $75.00 per stop in addition to all other applicable charges.

(C) When linehaul rates or charges are based on weight only, e.g., cents per 45.36 kg (cents per hundredweight), or charge per vehicle (excluding charges based on graduated distance scales or a minimum charge where rates are based on distance and weight), the charges will be based on the total actual weight or minimum weight, whichever is greater, or charge per vehicle, from the point of origin to final destination, subject to the excess charge in paragraph F below, for out-of-route distance.

(D) When linehaul rates or charges are based on both weights and distance (e.g., percentage of the baseline rates in the GSA No. 1000-D), the charges will be based on the actual weight or minimum weight, whichever is greater, and the short-route distance from point of origin via the stop-off point(s) to final destination.

(E) When linehaul rates or charges are based on distance, e.g., cents-per-mile (cents -per-1.6093 km) per vehicle used, or charge based on graduated distance scales, the charges will be based on the short-route distance from point of origin via the stop-off point(s) to final destination.

(F) When linehaul charges are determined under paragraph C above (or by any

other rates or charges based on other than distance or weight and distance), and the short-route distance from point of origin via the stop-off point(s) exceeds the direct short-route distance from origin to final destination, all excess distance will be subject to a rate of 155 cents-per-mile (cents -per-1.6093 km), in addition to all other transportation charges.

Note 1: Shipments moving under the provisions of this item must have all charges prepaid by the shipper, or if shipped on a GBL or commercial bill of lading that is converted to a GBL, charges will be collected from the U.S. Government.

Note 2: For the TSP's convenience, any portion of the shipment may be picked up, transported or delivered, in separate trucks. All portions of the shipment need not be transported through the stop-off point or points.

Note 3: The provisions of this item do not apply on freight moving under the provisions of ITEM 475 EXCLUSIVE USE AND CONTROL OF VEHICLE in this tariff.

Note 4: On shipments involving joint-line transportation, stop-off privileges apply only when the entire shipment is delivered to one connecting TSP or, if stop-off has already been accorded, when the entire remaining portion of the shipment is delivered to one connecting TSP.

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

Except as otherwise provided in this tender, shipments upon which charges are based on a cents-per-l.6093 kilometers (cents-per-mile) per vehicle used rate, charge or minimum charge per vehicle used, or on a weight of 4,536 kilograms (10,000 pounds) or more, may be stopped in transit at not to exceed four points, between the point of origin and the point of final destination for the purpose of either partial loading or unloading (but not both at the same point), providing that the stopoff point, or points, are intermediate to the point of final destination via the route over which the rate to such final destination applies, subject to the provisions of paragraphs (A), (B), (C), (D), (E), and (F) below.

(A) The bill of lading shall show at what point, or points, the shipment is to be stopped off for partial loading or partial unloading, the name and address of the party to receive or to load the freight at such stopoff point, and a description of that part of the shipment to be loaded or unloaded at the stopoff point or points. There shall be no substitutions of other freight for that loaded at the original point of origin, or for any part of the shipment loaded at an intermediate

stopoff point. A shipment stopped for partial unloading shall not be stopped subsequently for partial loading.

(B) The charge for each stopoff in transit for partial loading or partial unloading shall be $75.00 per stop in addition to all other applicable charges.

(C) When linehaul rates or charges are based on weight only, e.g., cents per 45.36 kilograms (cents per hundredweight), or charge per vehicle (excluding charges based on graduated distance scales or a minimum charge where rates are based on distance and weight), the charges shall be based on the total actual weight or minimum weight, whichever is greater, or charge per vehicle, from the point of origin to final destination, subject to the excess charge in paragraph F below, for out-of-route distance.

(D) When linehaul rates or charges are based on both weights and distance (e.g., percentage of the baseline rates in the GSA No. 1000-D), the charges shall be based on the actual weight or minimum weight, whichever is greater, and the short-route distance from point of origin via the stop-off point(s) to final destination.

(E) When linehaul rates or charges are based on distance, e.g., cents-per-1.6093 kilometers (cents-per-mile) per vehicle used, or charge based on graduated distance scales, the charges shall be based on the short-route distance from point of origin via the stop-off point(s) to final destination.

(F) When linehaul charges are determined under paragraph C above (or by any other rates or charges based on other than distance or weight and distance), and the short-route distance from point of origin via the stop-off point(s) exceeds the direct short-route distance from origin to final destination, all excess distance will be subject to a rate of 155 cents-per-1.6093 kilometers (cents-per-mile), in addition to all other transportation charges.

Note 1: Shipments moving under the provisions of this ITEM must have all charges prepaid by the shipper, or if shipped on a GBL or commercial bill of lading that is converted to a GBL, charges will be collected from the U.S. Government.

Note 2: For the carrier's convenience, any portion of the shipment may be picked up, transported or delivered, in separate trucks. All portions of the shipment need not be transported through the stopoff point or points.

Note 3: The provisions of this ITEM do not apply on freight moving under the provisions of ITEM 475 EXCLUSIVE USE AND CONTROL OF VEHICLE herein.

Note 4: On shipments involving joint-line transportation, stop-off privileges apply only when the entire shipment is delivered to one connecting carrier or, if stop-off has already been accorded, when the entire remaining portion of the shipment is delivered to one connecting carrier.

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

(F) When linehaul charges are determined under paragraph C above (or by any other rates or charges based on other than distance or weight and distance), and the short-route distance from point of origin via the stop-off point(s) exceeds the direct short-route distance from origin to final destination, all excess distance will be subject to a rate of 155 cents-per-1.6093 kilometers (cents-per-mile), in addition to all other transportation charges.

ITEM 1100 STORAGE

Freight held in the TSP's possession by reason of an act or an omission of the consignor, consignee or owner, or for customs clearance or inspection (see ITEM 205 CUSTOMS OR IN BOND FREIGHT), and through no fault of the TSP, will be considered stored, and subject to the following provisions:

(1) Storage charges on freight awaiting linehaul transportation at origin will begin at 7:00 a.m., the day after freight is received by the TSP.

(2) When the consignor or consignee instructs the TSP to hold a shipment at a point intermediate to the destination and await further instructions for diversion, reconsignment, etc., storage charges will begin at 7:00 a.m., the day after the TSP is notified and the shipment is placed in storage.

(3) Storage charges on undelivered freight will begin at 7:00 a.m., the first business day after arrival of the shipment at destination, and notice of arrival as provided in ITEM 125 ARRIVAL NOTICE AND UNDELIVERED FREIGHT, has been given, except no charges under this item will be made when actual tender of delivery is made within 24 hours after such notice of arrival has been given.

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

MINIMUM CHARGES FOR STORAGE:

For each 100 pounds (45.36 kg) or fraction thereof per 24 hours or fraction thereof
$ 0.65

Minimum storage charge per day $ 3.36

Minimum storage charge per shipment $16.81

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

For the first 24 hours or fraction thereof $47.01

For the second 24 hours or fraction thereof $62.74

For the third and each succeeding 24 hours or fraction thereof $93.84

(5) Storage charges under this item will end when TSP is enabled to deliver or transport the freight as a result of action by the consignee, consignor, owner, or customs official.

(6) Storage charges under this item will not apply on the day the TSP places the freight in a public warehouse. When the TSP does place the freight in a public warehouse, a charge of $1.89 per 100 pounds (45.36 kg), subject to a minimum charge of $15.32 and a maximum charge of $300 per shipment or $300 per vehicle, if more than one vehicle is used to transport the shipment, will be assessed.

(7) Storage time will be certified and paid by the authorizing activity responsible for the storage. Charges for this service will only be submitted to the authorizing activity.

ITEM 1100-P STORAGE- FREIGHT STORED IN PUBLIC WAREHOUSE BY CARRIER

(6) Storage charges under this ITEM will not apply on the day the carrier places the freight in a public warehouse. When the carrier does place the freight in a public warehouse, a charge of $1.89 per 45.36 kilograms (per 100 pounds), subject to a minimum charge of $15.32 and a maximum charge of $300.00 per shipment or $300.00 per vehicle, if more than one vehicle is used to transport the shipment, will be assessed.

ITEM 1250 WEIGHT VERIFICATION

(1) Upon request by either the consignor or consignee, the TSP will reweigh any shipment or vehicle(s) on TSP scales and if error is determined, will correct the billed weight accordingly. Such reweigh request will only be made while shipment is in the custody of the TSP. If no error is determined or if error is less than 5 percent of the billed weight, a charge of $18.46 per shipment or per vehicle, if more than one vehicle is used to transport the shipment, will be made for each. Such charge(s) is to be paid by the party requesting the service.

(2) When TSP is requested to secure a certified public scale weight for any shipment or vehicle(s), a charge of $32.88 will be made by the TSP for each reweighing obtained in addition to the fee assessed the TSP for use of the certified public scale. Such charge(s) is to be paid by the party requesting the service.

(3) If requested by the consignor or consignee to weigh a vehicle both empty and loaded, the above charge in (1) or (2), as the case may be, will be made for each separate weighing.

ITEM 1250-A WEIGHT – VERIFICATION- SECURE CERTIFIED PUBLIC SCALE WEIGHT ACTUAL CHARGES

(2) When carrier is requested to secure a certified public scale weight for any shipment or vehicle(s), a charge of $32.88 will be made by the carrier for each reweighing obtained in addition to the fee assessed the carrier for use of the certified public scale. Such charge(s) is to be paid by the party requesting the service.

ITEM 1275 WEIGHTS - GROSS WEIGHT - CHARGES ON GROSS WEIGHTS (1275)

(See Notes 1 and 2)

(1) Unless otherwise provided, charges will be computed on gross weight, excluding the weight of any temporary blocking, flooring, or lining, racks, standards, strips, stakes, or similar bracing, dunnage or supports not constituting a shipping TSP, container, or packages, or a part of the vehicle, when such materials do not exceed 3 percent of the total weight of the shipment. The weight of such materials in excess of 3 percent of the total weight of the shipment will be charged for at the lowest rate applicable on any article in the shipment.

(2) Subject to Notes 1 and 2, when freight weighing 20,000 pounds (9,072 kg) or more is prepared for shipment in conformity with packing requirements, and, in addition, is loaded on pallets, platforms, or skids, with or without standing sides or ends, but without tops, no charge will be made for the transportation of the pallets, platforms or skids, provided the shipper specifies the weight of the pallets, platforms, or skids on the bill of lading.

(3) The destination weights, as ascertained at the smelter, will govern the assessment of freight charges upon shipments of ores or ore concentrates. Shipments of ores and ore concentrates may be sampled at destination or public sampler enroute.

(4) Any temporary blocking, flooring or lining, racks, standards, strips, stakes, or similar bracing, dunnage or supports not constituting a shipping TSP, container or package, or a part of the vehicle, when required to protect or make shipments secure for transportation must be

furnished and installed by the shipper, except that upon request of shipper such materials will be furnished or installed by the TSP subject to the following provisions:

(a) When materials are furnished by the TSP, the cost thereof will be paid by the shipper upon presentation of an invoice from a supplier independent of the TSP covering such materials used on the involved shipment.

(b) The labor charge for installation of shipper or TSP furnished material will be $24.30 per hour or fraction thereof, for each man.

(c) Charges in this item will not apply when extra blocking and bracing materials are used by motor and rail TSPs to secure loads for trailer on flatcar substituted service as shown in ITEM 1125 SUBSTITUTED SERVICE.

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

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

3 Motor Freight Transportation Service Provider Rules

3.1 Business Rules

ITEM 60 SPECIALIZED SERVICES

Unless otherwise provided in an individual tender, TSPs will NOT be required to furnish the specialized services contained in the following Items of this tender:

- ITEM 480 Expedited Service
- ITEM 900 Protective Service
- ITEM 1010 Sorting or Segregating Service and Charges
- ITEM 1025 Services - Signature and Tally Record Service (STR)
- ITEM 1030 Services - Constant Surveillance Service (CSS)
- ITEM 1035 Services - Dual Driver Protective Service (DDPS)
- ITEM 1040 Services - Dual Driver.

ITEM 575 IMPRACTICABLE OPERATIONS

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

- The condition of roads, streets, driveways, alleys or approaches thereto.
- Inadequate loading or unloading facilities.

Riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbances as tending to create reasonable apprehension of danger or persons or property.

ITEM 785 PACKAGING OR PACKING PROVISION

Shipments will be packaged or packed and labeled in accordance with the National Motor Freight Classification (NMFC), STB NMF 100 series and Standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C as shown in Section 1.3 (Publications Included by Reference) of this rules tariff. All packaging or packing for hazardous materials will be in compliance with the hazardous materials regulations contained in Title 49 of the Code of Federal Regulations, (49 CFR).

ITEM 800 PAYMENT OF CHARGES (800)

All rates, charges, or other amounts are stated as U.S. currency and all rates, charges, or other amounts are payable in lawful money of the United States.

ITEM 885 PROPERTY OF UNUSUAL VALUE OR UNSAFE TO TRANSPORT

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

ITEM 1000 SEALING OF EQUIPMENT

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

ITEM MC 005 (NEW) Driver Requirements

1. Identification: All drivers transporting Government shipments on behalf of a TSP will have in their physical possession positive identification that verifies their affiliation with the TSP named on the BL.

2. Qualifications:

Drivers who transport any Government freight will have in their physical possession a valid commercial driver’s license, medical qualification card, employee record card or a similar document that contains the driver’s photograph and complies with DOT regulations. All documents will be in English and tamper proof. TSPs are responsible for ensuring that any driver who transports Government freight on their behalf is legally qualified, and possesses all necessary documentation.

A TSP will ensure that only qualified and licensed drivers transporting FAK and HAZMAT operate a commercial motor vehicle. Any driver engaged in transporting Government freight will comply with all legal requirements, including federal statutes and regulations and DOT/State and Federal regulations.

A TSP will not allow any driver in its employ to move Government vehicles unless individual has been properly trained and certified by the shipping agency to drive the vehicle.

Driver Instructions: A TSP will ensure drivers of commercial vehicles transporting dangerous articles for Government agencies over public roads comply with instructions contained in 49 CFR, Part 397, Parking and Driving Rules.

ITEM MC 010 (NEW) Inspection of Vehicles

TSPs will permit shipper/consignee to inspect vehicle prior to loading/unloading of Government freight and annotate deficiencies in writing. TSP must correct any deficiencies found at the time of inspection and take all steps considered necessary to safely transport the shipment. Vehicles determined to have deficiencies that are not correctable at the time of inspection will not be loaded.

3.2 Items Affecting Charges

ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING

A doubles trailer may be furnished by the TSP for a vehicle, except as otherwise provided, at 60 percent of the applicable Truckload (TL) or vehicle rate or charge published or in the TSP's individual tender.

ITEM 55 EQUIPMENT REQUESTED FOR LOADING

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

ITEM 65 EQUIPMENT FURNISHED FOR LOADING

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

ITEM 125 ARRIVAL NOTICE AND UNDELIVERED FREIGHT

(Subject to Note 1)

ARRIVAL NOTICE: The actual tender of delivery at the consignee's place constitutes the notice of the arrival of a shipment except that for shipments consigned to private residences, as defined in ITEM 850 PICKUP OR DELIVERY SERVICE, all notice of arrival will be given in the manner described in paragraph (B) of this item, unless prior delivery arrangements have been noted by the consignor on the bill of lading.

If the shipment is not actually tendered for delivery, notice of arrival will be given at shipment destination to the consignee not later than the next business day following the arrival of the shipment; and:

The notice will be given by telephone or FAX, if convenient and practicable; otherwise by mail or telegraph. The notice, however transmitted, will specify the bill of lading number, point of origin, consignor, commodity(s) and the weight of shipment.

If the consignee's address is unknown to the TSP, the notice will be mailed to the consignee at the post office serving the point of destination shown on the bill of lading.

In the case of notification by mail, the notice will be deemed to have been given (that is, received by the addressee) at 7:00 a.m. on the first business day after it was mailed.

UNDELIVERED FREIGHT: If freight cannot be delivered because of the consignee's refusal or inability to accept it, or because the TSP cannot locate the consignee, or if the freight cannot be transported because of an error or omission on the part of the consignor, the TSP will make a diligent effort to promptly notify the shipping activity that the freight is in storage, and the reason therefore.

For GSA controlled shipments, the TSP will notify the consignor or the GSA National Customer Service Center (NCSC), 1500 East Bannister Road, Kansas City, MO 64131-3088 (1-800-488-3111) (FAX 816-926-6952). After proper notification is given, the TSP will request additional handling or forwarding instructions from either the consignee or the consignor, and for GSA shipments, the NCSC.

Undelivered shipments will be subject to applicable storage (see ITEM 1100 STORAGE) or detention charges (see ITEM 325 DETENTION - VEHICLES WITH POWER UNITS and ITEM 350 DETENTION - VEHICLES WITHOUT POWER UNITS).

On undelivered shipments, disposition instructions issued prior to tender of delivery, will not be accepted as authority to reship or return a shipment or to limit storage liability.

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

ITEM 130 BILL OF LADING – COMMERCIAL

TSP will furnish commercial bill of lading sets required by the Government without any additional charge. The bill of lading sets can consist of any number of copies.

ITEM 150 BILL OF LADING – CORRECTED

(Subject to Note 1)

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

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

A corrected bill of lading or other written instructions to change the original transportation contract from "PREPAID" to "COLLECT" will not be accepted if Section 7 (non-recourse clause) of the corrected bill of lading has been signed by the consignor.

Note 1: Not applicable to GBLs or to a commercial bill of lading converted to a GBL.

ITEM 175 BULK FREIGHT

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

ITEM 180 CIRCUITOUS ROUTINGS OF HAZARDOUS MATERIAL SHIPMENTS

(Subject to Notes 1 and 2)

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

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

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

ITEM 200 CHASSIS - OBTAINING OF (200)

(Subject to Notes 1 and 2)

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

The provisions of this item do not obligate the TSP to obtain a chassis.

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

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

ITEM 375 PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

(Subject to Notes 1, 2, and 3)

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

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

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

Note 3:he scheduled time for arrival of vehicle for unloading should be prior to the scheduled, storage charges will be assessed as provided in ITEM 1100 STORAGE.

ITEM 650 MAXIMUM CHARGES

1. Except as otherwise provided, the charge for any shipment from and to the same points, via the same route will not be greater than the charge for a greater quantity of the same commodity in the same shipping form and subject to the same packing provisions at the rate and weight applicable to such greater quantity of freight.

2. Where the TSP's individual tender provides rates or charges based on cents-per-mile (cents -per-1.6093 km) per vehicle used, charge per vehicle used or cents per hundredweight (45.36 kg) rates in the same or in separate individual tenders, charges will be the lowest that can be computed, either by use of the applicable cents per hundredweight (45.36 kg) rate at the actual weight or minimum weight or by use of the cents-per-mile (cents -per-1.6093 km) per vehicle used rate, or the charge per vehicle used.

ITEM 700 MINIMUM CHARGE - CAPACITY LOADS

(Subject to Notes 1 and 2)

1. When any shipment is tendered to the TSP and occupies the full visible capacity of one vehicle, as defined in ITEM 30, the minimum charge for that quantity of freight loaded in or on each vehicle will be either:

a. Where rates are offered on a cents per hundred weight (per 45.36 kg) basis, the highest minimum weight and corresponding rate thereto, but not less than 20,000 pounds (9,072 kg) at the lowest rate derived from the TSP's applicable tender; or

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

2. When a shipment is tendered which cannot be loaded in or on one vehicle, the following will apply:

Each vehicle loaded to capacity will be subject to the minimum charge as provided in paragraph 1 of this item.

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

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

3. When the TSP furnishes one (1) or more doubles trailer:

(a) That is requested by the shipper and the Bill of Lading is so annotated:

The minimum charge for each doubles trailer loaded to capacity will be determined as provided in paragraph 1 (a) or (b) of this item.

The charge for any portion of a shipment that does not fill the last doubles trailer to capacity will be rated as a separate shipment.

For the purposes of a shipper requested doubles trailers in paragraph (3) (a) of this item, the definition of a vehicle in ITEM 30 will not apply.

(b) That is not requested by the shipper and the Bill of Lading is not so annotated:

(i) One (1) doubles trailer:

(A) The minimum charge for each doubles trailer, except as otherwise provided, that is loaded to capacity, will be 60 percent of the applicable rate or charge as determined in paragraph (1) (a) or (b) of this item.

For the purposes of a doubles trailer in paragraph (3)(b)(i) of this item, the definition of a doubles trailer in ITEM 30, will apply.

This Item subpart (3)(b)(i), will not be subject to ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING.

(ii) Two (2) doubles trailers:

For the purposes of paragraph (3)(b)(ii) of this item, two (2) doubles trailers will be considered as one vehicle, as defined in ITEM 30

4. The minimum charge for two (2) doubles trailers that are furnished and loaded to capacity will be the minimum charge as determined in paragraph 1 (a) or (b) of this item, and will apply to each set of (two [2]) doubles trailers furnished for loading the shipment.

The portion of a shipment that does not fill the last doubles trailer to capacity will be rated or charged for as a separate shipment and will be subject to ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING.

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

- That quantity of freight which, in the manner loaded so fills a vehicle that no additional articles in the shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle; or
- That maximum quantity of freight that can be legally loaded in or on a vehicle because of the weight or size limitations of State or regulatory bodies.

Note 2: The bills of lading, freight bills or other papers accompanying the shipment will indicate the number of vehicles loaded to capacity, used by the TSP to transport the shipment, and will also indicate if any additional vehicles carrying less than capacity load were furnished. In the event an additional vehicle carrying less than a capacity load is furnished, the weight of the portion of the shipment loaded into such vehicle will also be shown.

ITEM 900 PROTECTIVE SERVICE

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

ITEM 1005 SEALED CLOSED VAN SERVICE

A. All equipment requested under this item will be Sealed Closed Vans, as defined in ITEM 30. The seals on the equipment are not to be broken.

B. The shipper will load the TSP’s equipment and provide a piece count. When this occurs, the TSP is released from liability for shortages.

C. The bill of lading must be annotated:

"ITEM 1005, SEALED CLOSED VAN SERVICE REQUESTED. THE PROVISIONS AND CHARGES CONTAINED IN ITEM 475 EXCLUSIVE USE OF VEHICLE, WILL NOT APPLY."

D. When the bill of lading is annotated, as provided in paragraph C above, the transportation charges will be subject to the following Truckload (TL) rates or charges:

1. Where the TSP's individual tender is predicated on a cents-per-mile (cents -per-1.6093 km) per vehicle using a distance scale or matrix format at the rate or minimum charge named t; or

2. Where the TSP's individual tender Less Than Truckload (LTL) rates are predicated upon the GSA Baseline Rate Publication No. 1000-D, shipments will be rated with a minimum weight of 20,000 pounds (9,072 kg), at the highest applicable Less Than Truckload (LTL) rate.

3. Where the TSP's individual tender Truckload (TL) rates are predicated upon the GSA Baseline Rate Publication No. 1000-D and the shipment weight loaded into the van is less than 20,000 pounds (9,072 kg), the shipment will be rated as 20,000 pounds (9,072 kg) at the applicable 20,000 pounds (9,072 kg) rate; or

4. Where the TSP's individual tender Truckload (TL) rates are predicated upon the GSA Baseline Rate Publication No. 1000-D and the shipment weight loaded into the van is more than 20,000 pounds (9,072 kg), the rate applicable to the shipment weight will apply.

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

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

1. Restoration of TSP liability for shortages will be applicable; and

2. The transportation charges for the shipment weight loaded into the van will be subject to (a) or (b) below, whichever results in the lowest total charge:

(a) The applicable Truckload (TL) rate or charge determined in paragraph D above; or

(b) The applicable Less Than Truckload (LTL) rate, determined as follows:

(1) The TSP's individual tender Less Than Truckload (LTL) rate; or

(2) If the TSP's individual tender does not provide for Less Than Truckload (LTL) rates, the rate will be 100% of the applicable Less Than Truckload (LTL) rate in the GSA Baseline Rate Publication No. 1000-D.

ITEM 1125 SUBSTITUTED SERVICE - RAIL FOR MOTOR

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

3.3 Allowable Charges

ITEM 100 ARBITRARY APPLICABLE ON IMPORT OR EXPORT TRAFFIC PICKED UP AT OR DELIVERED TO STEAMSHIP WHARVES OR DOCKS

(Subject to Notes 1,2 and 3)

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

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

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

Note 3:

Alameda, CA	Martinez, CA	San Diego, CA
Bellingham, WA	Norfolk, VA	San Francisco, CA
Compton, CA	Oakland, CA	San Pedro, CA

E. San Pedro, CA	Olympia, WA	Seattle, WA
Everett, WA	Port Hueneme, CA	Tacoma, WA
Long Beach, CA	Portland, OR	Terminal Island, CA
Los Angeles, CA	Redwood City, CA	Vancouver, BC
Los Angeles Harbor, CA	Richmond, CA	West Sacramento, CA
Longview, WA	Sacramento, CA	Wilmington, CA

ITEM 250 CUSTOMS OR IN BOND FREIGHT

(See Note 1)

Shipments moving under United States Customs Bond for US Customs Clearance at a point in the United States or delivery by TSP are required to be made under U.S. Customs supervision. Such shipments will be assessed a charge of 77 cents per 100 pounds (45.36 kg) subject to a minimum charge of $46.92 and a maximum charge of $150.00 per shipment or per vehicle, if more than one vehicle is required to transport the shipment (Subject to Note 1.) Such charges will be in addition to all other applicable charges.

Linehaul charges on shipments requiring U.S. Customs Clearance at a point other than the final destination will be assessed on the basis of rates and charges applicable from point of origin to the point of U.S. Customs Clearance, plus the rates and charges applicable from the point of U.S. Customs Clearance to the final destination except no beyond linehaul charges will apply when the final destination is located within the commercial zone of the point of U.S. Customs Clearance and is subject to the same linehaul rate as the point of U.S. Customs Clearance.

Freight moving in bond may not be included in the same shipment on the same bill of lading and shipping order with freight not moving in bond.

Shipments while moving under United States Customs Bond will not be accorded stopping in transit or split pickup or split delivery privileges.

Shipments waiting U.S. Customs Clearance will be subject to the applicable detention charges (see ITEM 325 DETENTION - VEHICLES WITH POWER UNITS and ITEM 350 DETENTION - VEHICLES WITHOUT POWER UNITS) or storage charges (see ITEM 1100 STORAGE). Detention charges, if any, will be assessed against the party responsible for linehaul charges. For the purpose of applying storage rules and charges in connection with shipments moving under United States Customs

Bond, notification to the Deputy Collector of Customs that a shipment is available for customs inspection will constitute tender of shipment for delivery.

Each Immediate Transportation Permit issued for movement of an in bond shipment will be considered as a separate shipment, and must be accompanied by one bill of lading and shipping order. The provisions of this paragraph will not apply to truckload shipments moving in bond between steamship company piers or wharves or when such shipments are delivered to a U.S. Customs Bonded Warehouse.

When necessary for TSPs to purchase and apply "HIGH SECURITY RED IN-BOND SEALS" for shipments moving under United States Customs Bond, a charge of $25.57 per seal will be assessed. The TSP will not be responsible for equipment or tools necessary for removal of the "HIGH SECURITY RED IN-BOND SEALS."

> Note 1: On shipments of Alcoholic Liquors, the charges in paragraph (1) will not apply when consigned to a U.S. Customs Bonded Warehouse and TSP is not requested to clear shipment through U.S. Customs. The following certification must be shown on the bill of lading:
>
> "THIS IS TO CERTIFY THAT THE TRANSPORTATION SERVICE PROVIDER IS NOT REQUIRED TO CLEAR SHIPMENT THROUGH U.S. CUSTOMS WHILE IN HIS POSSESSION."

ITEM 300 DELIVERY OF FREIGHT BILL PRIOR TO DELIVERY OF SHIPMENT

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

Invoices submitted for this charge will be cross referenced as to the bill of lading number(s) (Government Bill of Lading [GBL] or commercial bill of lading [CBL]), TSP's pro number(s), permit number(s), manifest number(s), delivery equipment number(s), and the date the service was provided.

ITEM 325 DETENTION - VEHICLES WITH POWER UNITS

A. Except as otherwise provided, when, due to no disability, fault or negligence on the part of the TSP, the loading or unloading of freight at or on the premises of consignor or consignee, or at a place designated by consignor or consignee for the receipt or delivery of freight is delayed, the following rules will govern:

B. If the loading or unloading of freight is delayed beyond the free time during normal business hours described in ITEM 30 , the charge shown in sub paragraph 1 below per vehicle for each 15 minutes or fraction thereof, will be made for the time consumed for such delay:

1. $10.25

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

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

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

Time consumed by detention of TSP's vehicle beyond the free time on the premises of consignor or consignee between 5:00 p.m. and 7 a.m. Monday through Friday, except legal holidays stated in ITEM 30 , will be charged for at the rate shown in sub paragraph 1 below per vehicle for each 15 minutes of delay or fraction thereof:

1. $17.49

C. Detention charges applicable for Saturdays, Sundays and legal holidays, stated in ITEM 30 , will be computed at the rate shown in sub paragraph 1 below per vehicle for each 15 minutes of delay or fraction thereof after the first 15 minutes:

1. $16.18

In the case of multiple shipments received from one shipper or delivered to one consignee at one time in one vehicle, free time will be computed on the aggregated weight of the multiple shipments received or delivered. Where either a single shipment or such multiple shipments exceed the capacity of one vehicle, free time for each vehicle will be computed separately.

Detention time will be certified and paid by the activity where the detention occurs.

ITEM 325-N DETENTION - VEHICLES WITH POWER UNITS

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

A. If the loading or unloading of freight is delayed beyond the free time during normal business hours described in ITEM 30 DEFINITION OF TERMS herein, the charge shown in sub paragraph 1 below per vehicle for each 15 minutes or fraction thereof, will be made for the time consumed for such delay:

1. $10.25

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

WEIGHT IN KILOGRAMS (POUNDS) PER VEHICLE	FREE TIME IN MINUTES PER VEHICLE
0 to 4,535.55 kilograms (9,999 pounds)	120
4,536 kilograms (10,000 pounds) but less than 9,072 kilograms (20,000 pounds)	180
9,072 kilograms (20,000 pounds) but less than 12,700.8 kilograms (28,000 pounds)	240
12,700.8 kilograms (28,000 pounds) but less than 16,329.6 kilograms (36,000 pounds)	300
16,329.6 kilograms (36,000 pounds) but less than 19,958.4 kilograms (44,000 pounds)	360
19,958.4 kilograms (44,000 pounds) or more	420

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

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

G. In the case of multiple shipments received from one shipper or delivered to one consignee at one time in one vehicle, free time will be computed on the aggregated weight of the multiple shipments received or delivered. Where either a single shipment or such multiple shipments exceed the capacity of one vehicle, free time for each vehicle will be computed separately.

H. Detention time shall be certified and paid by the activity where the detention occurs.

ITEM 325-A DETENTION - VEHICLES WITH POWER UNITS – AFTER HOURS

E. Time consumed by detention of carrier's vehicle beyond the free time on the premises of consignor or consignee between 5:00 p.m. and 7 a.m. Monday through Friday, except legal holidays stated in ITEM 30 DEFINITION OF TERMS herein, will be charged for at the rate shown in sub paragraph 1 below per vehicle for each 15 minutes of delay or fraction thereof:

1. $17.49

ITEM 325-H DETENTION - VEHICLES WITH POWER UNITS – HOLIDAYS

F. Detention charges applicable for Saturdays, Sundays and legal holidays, stated in ITEM 30 DEFINITION OF TERMS herein, will be computed at the rate shown in sub paragraph 1 below per vehicle for each 15 minutes of delay or fraction thereof after the first 15 minutes:

1. $16.18

ITEM 325 computes differently in TPI than noted here. TPI computes each minute.

ITEM 350 DETENTION - VEHICLES WITHOUT POWER UNITS – SPOTTING OR DROPPING TRAILERS

(Subject to Notes 1 and 2)

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

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

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

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

The consignor, consignee, or other designated party may shift the spotted trailer with its own power units at its own expense and risk for the purpose of loading or unloading. Empty trailers placed at the premises of consignor without specific request are not spotted until the TSP receives a consignor's request and places a trailer for spotting. The movement of the trailer from the consignor's premises to the specific site for spotting will be the obligation of the TSP, and free time will accrue as provided in paragraph 1 below.

Except as otherwise provided, when, due to no disability, fault or negligence on the part of the TSP, the loading or unloading of freight at or on the premises of consignor or consignee, or at a place designated by consignor or consignee for the receipt or delivery of freight is delayed, the following rules will govern:

1) COMMENCEMENT OF SPOTTING AND FREE TIME:

a) Spotted trailers will be allowed 24 consecutive hours of free time for loading or unloading.

b) For trailers spotted for unloading, such time will commence at the time of placement of the trailer at the site designated by the consignee, or other party designated by the consignee. For trailers spotted for loading, such time will commence when the trailer is spotted at the site specifically designated by the consignor or a party designated by the consignor.

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

d) Free time will not begin on a Saturday, Sunday, or legal holiday (as stated in Item 30), but at 7 a.m. on the next day which is neither a Saturday, Sunday, or legal holiday.

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

2) TERMINATION OF SPOTTING AND NOTIFICATION:

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

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

i) If the change is requested and made before the expiration of free time for a spotted trailer, free time will cease immediately at the time the request is made, and detention charges for the vehicles with power will immediately commence with no further free time allowed.

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

3) PREARRANGED SCHEDULING:

a) Subject to the provisions of ITEM 375 PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING, and upon reasonable request of the consignor, consignee, or others designated by them, the TSP will, without additional charge, enter into a prearranged schedule for the arrival of trailers for spotting.

b) If the TSP's vehicle arrives later than the scheduled time, time will begin to run from actual time spotting commences.

c) If the TSP's vehicle arrives prior to scheduled time, time will begin to run from the scheduled time or actual time loading or unloading commences whichever is earlier.

4) GENERAL DETENTION CHARGES: After the expiration of free time as provided in paragraph 1) – 4) of this item, charges for detaining a trailer will be assessed as follows:

a) CHARGES

For each 24-hour period or fractions thereof, flat fee of $125.00

5) DELAY IN TRAILER PICKUP CHARGE: Additional charges will not be allowed for picking up trailers spotted under this item when such pickup can be performed within 2 hours after arrival of the driver and power unit at the premises of the consignor, consignee, or other party designated by them. When a delay of more than 2 hours is encountered, detention charges for vehicles with power will commence from the time of arrival as specified in ITEM 325 DETENTION - VEHICLES WITH POWER UNITS.

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

7) Detention time shall be certified and paid by the activity where the detention occurs.

ITEM 350-S DETENTION - VEHICLES WITHOUT POWER UNITS- STRIKE INTERFERENCE CHARGE (Subject to Notes 1 and 2.)

[2] (C) STRIKE INTERFERENCE CHARGE:

When, because of a strike of its employees, it is impossible for the consignor, consignee, or other party designated by them to make available for movement by the carrier any partially loaded, or empty trailers

ITEM 400 DIVERSION - MOTOR TO AIR TRANSPORTATION

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

(1) The shipment will be charged for on the basis of the combination of rates or charges applicable from the origin point to the diversion point and the air transportation charges from the diversion point to the destination point.

(2) A charge of $21.08 per hour, or fraction thereof, per man, subject to a minimum charge of $31.75 will be made for all time and men required in unloading and reloading the linehaul vehicle to accomplish such diversion.

(3) A charge of $4.85 per 100 pounds (45.36 kg), subject to a minimum charge of $31.75 will be made for delivery service to the air transportation terminal.

ITEM 400-D DIVERSION - MOTOR TO AIR TRANSPORTATION CHARGE FOR DELIVERY TO AIRPORT

(3) A charge of $4.85 per 45.36 kilograms (per 100 pounds), subject to a minimum charge of $31.75 will be made for delivery service to the air transportation terminal.

ITEM 425 HYDRAULIC LIFT GATE SERVICE

Where the TSP is required or requested to employ hydraulic lifting or lowering devices to accomplish pickup or delivery of the goods to or from TSP's equipment, an additional charge of $1.37 per 100 pounds (45.36 kg), subject to a minimum charge of $40.92 or a maximum charge of $200.00 will be assessed upon the actual weight of the shipment or shipments for which such service is rendered, at one time.

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

ITEM 450 FORK-LIFT SERVICE

(Subject to Note 1)

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

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

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

ITEM 475 EXCLUSIVE USE AND CONTROL OF VEHICLE

(Subject to Notes 1 and 2)

(1) Control of Vehicle*:* Except as provided in paragraph (2) of this item, a shipment will not be entitled to the exclusive use of the vehicle in which it is to be transported. The TSP has control of the vehicle or doubles trailer with the unrestricted right to:

(a) Select the vehicle for the transportation of a shipment.

(b) Transfer the shipment to another vehicle.

(c) Load other freight on the same vehicle.

(d) Remove locks and seals applied to the vehicle.

(2) Exclusive Use of Vehicle: When the exclusive use of a vehicle is provided by the TSP at the request of consignor or consignee, the following provisions will apply:

(a) Charges will apply to each vehicle used to transport the shipment.

(b) The request must be given in writing and placed on the bill of lading and shipping order.

(c) When the bill of lading contains a notation that prohibits the breaking of locks or seals or the co-loading of additional freight, such instructions will be considered as a written request for exclusive use service.

(d) The vehicle will be devoted exclusively to the transportation of the shipment without the breaking of locks or seals, except as provided in paragraph (5) of this item.

(e) In the event a lock or seal has been removed from a vehicle, the TSP will immediately notify the consignee and consignor and re-lock or re-seal the vehicle and will notate the accompanying papers with the new lock or seal number and the reason for removal of the original lock or seal.

(f) Where exclusive use of vehicle service is requested and provided, such service will be subject to a minimum charge for each vehicle used of either:

(i) 20,000 pounds (9,072 kg) at the highest rate derived from the TSP's applicable tender; or

(ii) Where charges are computed on the basis of cents-per-mile (cents -per-1.6093 km) per vehicle used, by adding 30 cents-per-mile (cents -per-1.6093 km) to the individual distance tender rate (excludes a per vehicle minimum charge); or

(iii) Where a TSP's individual tender is predicated on a charge or minimum charge per vehicle used, at the charge named t; or

(iv) When a doubles trailer(s) is furnished by the TSP for loading a shipment, except as otherwise provided, the charge will be 60 percent of the applicable vehicle rate or charge as determined in paragraph 6 (a), (b), or (c) above of this item, for the doubles trailer furnished (not subject to ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING); or

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

(v) When a shipper specifically requests the pickup TSP to furnish one (1) or more doubles trailers and the bill of lading is so annotated, the charge for that doubles trailer will be that as provided in paragraph 6 (a), (b), or (c) above of this item. For the purposes of a shipper requested doubles trailer in this item, the definition of a vehicle in ITEM 30, will not apply; or

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

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

(h) When the request for exclusive use of vehicle is made by the consignor or consignee after shipment has been receipted for and is in possession of the TSP, the TSP will, if possible, intercept the shipment and convert it to exclusive use of vehicle service over as much of the route as possible. The party making the request must guarantee all charges for the requested service and confirm the request in writing. Such written verification will be preserved by the TSP and

be considered as part of the bill of lading contract. Charges will be assessed as provided in paragraph (6) of this item between the point of origin and point of destination.

Note 1: The provisions of this item will not apply in connection with ITEM 870 PICKUPS OR DELIVERIES - ADDITIONAL and ITEM 1075 STOPOFFS - TO COMPLETE LOADING OR FOR PARTIAL UNLOADING.

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

ITEM 475-D EXCLUSIVE USE AND CONTROL OF VEHICLE- DOUBLE TRAILER (Subject to Notes 1 and 2.)

(6) Where exclusive use of vehicle service is requested and provided, such service will be subject to a minimum charge for each vehicle used of either: (a) 9,072 kilograms (20,000 pounds) at the highest rate derived from the carrier's applicable tender;

(b) Where charges are computed on the basis of cents-per-1.6093 kilometers (cents-per-mile) per vehicle used, by adding 30 cents-per-1.6093 kilometers (cents-per-mile) to the individual distance tender rate (excludes a per vehicle minimum charge);

(c) Where a carrier's individual tender is predicated on a charge or minimum charge per vehicle used, at the charge named therein;

(d) When a doubles trailer(s) is furnished by the carrier for loading a shipment, except as otherwise provided, the charge will be 60 percent of the applicable vehicle rate or charge as determined in paragraph 6 (a), (b), or (c) above of this ITEM, for the doubles trailer furnished (not subject to ITEM 50 DOUBLES TRAILER FURNISHED FOR LOADING herein);

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

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

Two (2) doubles trailers will be considered as one vehicle, as defined in ITEM 30 DEFINITION OF TERMS herein, and the minimum charge as determined in paragraph 6 (a), (b), or (c)

above of this ITEM, shall apply to each set of (two [2]) doubles trailers furnished for loading the shipment;

ITEM 480 EXPEDITED SERVICE

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

When requested by the consignor or consignee, TSPs will provide expedited service, subject to the following:

Expedited service is the immediate dispatch of a shipment in continuous linehaul service within legal parameters, to meet a particular delivery schedule of the consignor or consignee.

The bill of lading must be annotated: **"EXPEDITED SERVICE REQUESTED."**

The charge for expedited service will be 35 cents-per 1.6093 kilometers (cents per mile). When an extra driver is requested, additional charges under ITEM 1035 SERVICES - DUAL DRIVER SERVICE will apply. The minimum charge for EXPEDITED SERVICE provided in this item will be $50.00. Additional charges under ITEM 1035 SERVICES - DUAL DRIVER SERVICE will apply.

ITEM 485 (NEW) EMERGENCY RESPONSES AFTER HOURS SERVICE CHARGE

GSA is making change in procurement of Emergency after hour rates. Effective October 1st 2014, emergency after hour rates will be replaced by this accessorial. This accessorial will only be applicable to FEMA emergency regular hour rates. Submission of the rate against this accessorial will mean that TSPs will provide emergency after hour, weekend and holiday service for all lanes for which Emergency regular hour rates are filed.

Emergency after hour service is defined as any shipment movement within legal parameters, to be picked up between 8 PM EST and 8AM EST, weekends or defined federal holidays. The shipment will have immediate dispatch and continuous linehaul service within legal parameters. The bill of lading (BOL) must be annotated: “Emergency Response After Hours Service requested”.

The charge for emergency service will be $1.00-per 1.6093 kilometers (per mile). When an extra driver is requested, additional charges under ITEM 1035 Dual Driver Services apply. The minimum charge for Emergency Service is $100.00.

ITEM 500 EXPORT OR IMPORT SHIPMENT REQUIREMENTS AT THE U.S. - CANADIAN BORDER

(See Note 1)

Shipments must be accompanied by all papers necessary to comply with the requirements of governmental authorities.

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

When shipments must be held by the TSP pending compliance of customs regulations by the shipper or his representative, a charge will be made for the service required on the part of the TSP, as follows:

UNLOADING, HANDLING, AND LOADING:

76 cents per 100 pounds (45.36 kg) with a minimum charge of $4.50

STORAGE:

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

In computing storage charges, time will begin 48 hours after the first 5:00 p.m. on the day rejection of entry is received by the TSP from the customs broker. (See Note 1)

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

ITEM 500-S EXPORT OR IMPORT SHIPMENT REQUIREMENTS AT THE U.S. - CANADIAN BORDER- STORAGE (See Note 1.)

STORAGE:

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

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

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

ITEM 525 EXTRA LABOR - LOADING OR UNLOADING

(See Notes 1 and 2)

When requested by the consignor or consignee, extra labor will be furnished by the TSP for loading or unloading. At each location where extra labor is used, the charge for that extra labor will be as follows:

DAYS-HOURS	PER PERSON PER HOUR OR FRACTION THEREOF	MINIMUM CHARGE PER PERSON
During normal business hours as defined in ITEM 30	$34.07	$34.07
After normal business hours as defined in ITEM 30:	$51.24	$51.24
Saturdays, Sundays and Legal holidays:	$59.16	$280.86

Time will be computed from the time the extra labor arrives at the place of pickup or delivery until loading or unloading is completed. This charge will be in addition to all other charges and will be assessed against the consignor (Subject to Note 1) if the extra labor is used for loading and against the consignee (Subject to Note 2) if the extra labor is used for unloading.

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

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

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

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

Note 1: Consignor, as used in this item, means the party from whom the TSP received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether he be the original consignor, or warehouseman or connecting air, motor, rail, or water TSP with whom the TSP does not maintain joint through rates or other person to whom the bill of lading is issued.

Note 2: Consignee, as used in this item, means the party to whom the TSP is required, by the bill of lading or other instructions, to deliver the shipment or any part thereof, at destination or any stop-off points, whether he be the ultimate consignee or warehouseman or connecting air, motor, rail, or water TSP with whom the TSP does not maintain joint through rates or other person designated on the bill of lading.

ITEM 525-N EXTRA LABOR - LOADING OR UNLOADING- NORMAL BUSINESS HOURS (See Notes 1 and 2.)

When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefore will be as follows:

DAYS-HOURS	PER MAN PER HOUR OR FRACTION THEREOF	MINIMUM CHARGE PER MAN
During normal business hours as defined in ITEM 30 DEFINITION OF TERMS herein:	$34.07	$34.07

Time shall be computed from the time the extra labor arrives at the place of pickup or delivery until loading or unloading is completed. This charge will be in addition to all other charges and will be assessed against the consignor (Subject to Note 1) if the extra labor is used for loading and against the consignee (Subject to Note 2) if the extra labor is used for unloading.

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

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

(1) Name and address of consignor and consignee at whose place of business freight is loaded or unloaded.

(2) Identification of the equipment tendered for loading or unloading.

(3) Number of extra men used and the number of hours which such men were used.

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

Note 1: Consignor, as used in this ITEM, means the party from whom the carrier received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether he be the original consignor, or warehouseman or connecting air, motor, rail, or water carrier with whom the carrier does not maintain joint through rates or other person to whom the bill of lading is issued.

Note 2: Consignee, as used in this ITEM, means the party to whom the carrier is required, by the bill of lading or other instructions, to deliver the shipment or any part thereof, at destination or any stop-off points, whether he be the ultimate consignee or warehouseman or connecting air, motor, rail, or water carrier with whom the carrier does not maintain joint through rates or other person designated on the bill of lading.

ITEM 525-A EXTRA LABOR - LOADING OR UNLOADING- AFTER HOURS (See Notes 1 and 2.)

When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefore will be as follows:

DAYS-HOURS	PER MAN PER HOUR OR FRACTION THEREOF	MINIMUM CHARGE PER MAN
After normal business hours as defined in ITEM 30 herein:	$51.24	$51.24

ITEM 525-H EXTRA LABOR - LOADING OR UNLOADING-HOLIDAY HOURS (See Notes 1 and 2.)

When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefore will be as follows:

DAYS-HOURS	PER MAN PER HOUR OR FRACTION THEREOF	MINIMUM CHARGE PER MAN
Saturdays, Sundays and Legal holidays:	$59.16	$280.86

ITEM 550 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE

When requested on the bill of lading, and TSP's operating conditions permit, the TSP may move shipments or portions of shipments from or to positions beyond the immediately adjacent loading or unloading positions defined in ITEM 850 PICKUP OR DELIVERY SERVICE.

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

Service provided under this item will be assessed a charge of $2.93 per 100 pounds (45.36 kg), subject to a minimum charge of $23.90 per shipment and a maximum charge of $500.00per shipment or $500.00 per vehicle, if more than one vehicle is used to transport the shipment. When shipments are accorded split pickup, split delivery or stopped in transit for partial loading or unloading, the minimum and maximum charges will apply to each stop separately wherever the service is performed.

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

ITEM 600 LOADING OR UNLOADING - WATERBORNE TRAFFIC - PORT OF BALTIMORE, MD

(See Notes 1, 2, and 3)

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

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

PLACE		CHARGE PER 100 POUNDS (45.36 KG)
MARYLAND PORT ADMINISTRATION AT:	Dundalk Marine Terminal	194 cents (Subject to Note 1)
	Locust Point Marine Terminal	97 cents (Subject to Note 2)
	Terminal Shipping Corporation, Pier 1, Clinton Street	75 cents (Subject to Note 3)
SEA-LAND SERVICE AT	Seagirt Terminal, Pier 15	199 cents (Subject to Note 1)
		97 cents (Subject to Note 2)
WESTERN MARYLAND RAILWAY COMPANY	Port Covington Marine Terminal	98 cents (Subject to Note 1)
		97 cents (Subject to Note 2)
		75 cents (Subject to Note 3)
POINTS AND PLACES NOT SHOWN ABOVE		207 cents (Subject to Note 1)
		97 cents (Subject to Note 2)
		75 cents (Subject to Note 3)
ALL POINTS AND PLACES ABOVE WILL BE SUBJECT TO A MINIMUM CHARGE PER SHIPMENT OF		$49.87 (Subject to Note 1)
		$49.87 (Subject to Note 2)
		$32.29 (Subject to Note 3)

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

Charges named herein will not apply when shipment(s) is delivered in equipment without transfer of the lading to ocean carrier. The receipt of the equipment by the ocean carriers shall terminate the motor carrier's delivery service and liability. Charges named herein will not apply when shipment(s) is received in equipment without transfer of the lading from the ocean

carriers. The receipt of the equipment by the motor carrier shall constitute the beginning of the motor carrier's service and liability.

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

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

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

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

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

> Note 1: EQUIPMENT LOADING OR UNLOADING (FULL SERVICE):
>
> Equipment loading or unloading shall mean the service of moving cargo from a place of rest on the pier, elevating the cargo on the equipment and stowing of the cargo in the equipment or removing cargo from the body of the equipment to a place of rest designated by the Terminal, but shall not include special stowage, sorting or grading of, or otherwise selecting the cargo for the convenience of the carrier or the consignee. The service shall include loading on consignee's pallets. The loading and stowing of cargo in the equipment or the unloading of cargo from the equipment shall be under the supervision of the driver of the equipment.
>
> Note 2: PARTIAL EQUIPMENT LOADING OR UNLOADING (TAILGATE SERVICE):
>
> Partial equipment loading or unloading, commonly called tailgate service, shall mean the service which is performed when packaged cargo other than pre-

palletized or skidded cargo can be loaded onto or unloaded from the tailgate of the equipment by use of an operator and a machine. If additional labor is required for this operation, the full service loading or unloading charge, as provided for in Note 1 above, will be applicable. This provision shall not be construed as compelling the Terminal to provide pallets.

Note 3: PRE-PALLETIZED OR SKIDDED CARGO LOADING OR UNLOADING:

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

ITEM 625 MARKING OR TAGGING FREIGHT - CHANGING MARKING OR TAGS

At the request of the shipper or consignee, a TSP will change or alter, according to instructions, the marking or tags on any packages or pieces of freight subject to a charge of $1.38 per package or piece of freight on which the marking or tag is changed or altered, subject to a minimum charge of $23.14 per shipment.

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

ITEM 675 SINGLE SHIPMENT CHARGE

(1) A single shipment of less than 500 pounds (226.8 kg)picked up at one time and place unaccompanied by any other shipment of any description from the same pickup site will be subject to a charge of $8.50 per shipment in addition to all other lawfully applicable charges. The TSP's driver will write or stamp:

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

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

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

ITEM 725 NOTIFICATION CHARGE

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

ITEM 775 OVERDIMENSION FREIGHT

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

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

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

Article Size in Feet and Inches (Meters)				**On This Dimension**		
is		**but**		**in**	**in**	**in**
Over		**Not Over**		**Length**	**Width**	**Height (from trailer bed)**
Feet and inches	**Meters**	**Feet and inches**	**Meters**	**Charge in Cents-Per-Mile (1.6093 Km) will be**		
8'6"	2.59	9'0"	2.74	-	15	-
9'0"	2.74	10'0"	3.05	-	20	20
10'0"	3.05	11'0"	3.35	-	30	30
11'0"	3.35	12'0"	3.66	-	40	40
12'0"	3.66	and over		-	80	60
45'0"	13.72	48'0"	14.63	10	-	-
48'0"	14.63	55'0"	16.67	20	-	-
55'0"	16.67	and over		-	-	

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

ITEM 776 OVERWEIGHT FREIGHT

Any shipment containing an article that weighs in excess of 46,000 pounds (20,865.6 kg) and requires overweight permits will be subject to an additional charge of 30 cents-per-mile (cents -per-1.6093 km).

ITEM 825 PERMITS, SPECIAL

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

ITEM X850 PICKUP OR DELIVERY SERVICE (Subject to Note 5. Also, See Notes 1 through 4.)

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

(1) PLACEMENT OF EQUIPMENT FOR LOADING:

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

(2) PLACEMENT OF EQUIPMENT FOR UNLOADING:

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

(3) LOADING BY CARRIER:

Freight tendered for loading shall be so situated by the consignor as to be directly accessible to the equipment or it shall be immediately adjacent to a parking space suitable for carrier to place its equipment for loading (See Note 1). Loading includes stowing and counting of the

freight in or on the carrier's equipment. (See ITEM 550 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE herein.)

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

(4) UNLOADING BY CARRIER:

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

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

(6) LOADING BY CONSIGNOR OR UNLOADING BY CONSIGNEE:

The consignor or consignee may elect to waive the loading or unloading of freight by the carrier as provided in this ITEM by performing at his own expense the loading or unloading of the shipment on or from the carrier's equipment.

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

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

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

The carrier will perform the loading or unloading.

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

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

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

(c) Weighs 226.8 kilograms (500 pounds) or more:

The consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading.

(d) Exceeds 2.44 meters (8 feet) in its greatest dimension or exceeds 1.22 meters (4 feet) in each its greatest or intermediate dimension:

The consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading. The provisions of this paragraph will not apply to the extent provisions are published in paragraph (b)(2) of this ITEM herein.

Note 1:

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

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

When two or more shipments are placed by the shipper as close as practicable to a parking space suitable for carrier to place its equipment for loading, all such shipments will be considered as immediately adjacent thereto even though the shipment or shipments that were closest to such parking space were picked up first by the same or different motor carrier.

When the shipper assigns to two or more carriers designated spaces in the shipping room or loading platform where outgoing freight will be placed by the shipper for pickup by the designated carriers and all of such assigned spaces are as close as practicable to a parking space

suitable for the carrier to place its equipment for loading, all such assigned and designated spaces will be considered immediately adjacent to such parking space.

Note 2:

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

Note 3:

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

Note 4:

The term "PRIVATE RESIDENCES", also includes apartments, churches, schools, camps and other such locations not generally recognized as commercial locations and shall apply to the entire premises, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of services, products or merchandise to the walk-in public during normal business hours.

Note 5:

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

ITEM 850 PICKUP OR DELIVERY SERVICE

(1) PLACEMENT OF EQUIPMENT FOR LOADING: At the request of the consignor, the TSP will furnish and place equipment at the loading site designated by the consignor to pick up a shipment, there, tendered for transportation.

(2) PLACEMENT OF EQUIPMENT FOR UNLOADING: The delivery of a shipment by the TSP to the place of delivery specified on the bill of lading will include the placing of equipment at the delivery site designated by the consignee.

(3) LOADING BY TSP: Freight tendered for loading will be so situated by the consignor as to be directly accessible to the equipment or it will be immediately adjacent to a parking space suitable for TSP to place its equipment for loading (See Note 1). Loading includes stowing and

counting of the freight in or on the TSP's equipment. (See ITEM 550 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE.) The TSP will furnish only one person per equipment for loading, be that person the driver, helper or any other TSP employee or its designated agent except as provided in ITEM 95 EXTRA LABOR - LOADING OR UNLOADING.

(4) UNLOADING BY TSP: Freight will be unloaded at the delivery site immediately adjacent to the delivery equipment (See Note 1). Unloading includes the counting and removal of the freight from the TSP's equipment. (See ITEM 550 HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE.) The TSP will furnish only one person per equipment for unloading, be he the driver, helper, or any other TSP employee or its designated agent except as provided in ITEM 95 EXTRA LABOR - LOADING OR UNLOADING.

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

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

(a) When a shipment is tendered to the TSP in lots according to size brand, flavor or other characteristics and is so identified on the bill of lading or accompanying papers, normal delivery service includes delivery of the shipment to the consignee in the same manner, including the placement of such sorted or segregated lots on the platform, dock, conveyor, pallet, dolly, buggy, or similar device provided by the consignee for the receipt of freight within or adjacent to the equipment without additional charge to the extent such service is performed within the free time period allowed by the applicable detention provisions. If delivery is not completed within the allowable free time, TSP will continue to unload the vehicle subject to the following detention charges. A charge of 24 cents per package or 40 cents per 100 pounds (45.36 kg), whichever is greater, will be assessed for sorting or segregating by marks, brands, sizes, flavors or other distinguishing characteristics EXCEPT as provided in paragraph (b). Such charges will be assessed against the person requesting or requiring this service and are in addition to applicable detention charges.

(b) No sorting or segregating charge will be made when the only service performed is a count necessary to determine the extent and identity of shortages or overages as may have been ascertained by TSP's employee.

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

equipment used in hoisting, lowering, or placing freight in position. When such equipment is used in loading or unloading, the consignor or the consignee, as the case may be, will furnish same and the necessary labor to operate such equipment at its expense and will also assume responsibility for safe loading or unloading, except TSP's employee may use hand trucks or four-wheeled hand carts and hand or electrically operated pallet jacks (non-riding type) when furnished by the consignor or consignee.

(6) LOADING BY CONSIGNOR OR UNLOADING BY CONSIGNEE: The consignor or consignee may elect to waive the loading or unloading of freight by the TSP as provided in this ITEM by performing at his own expense the loading or unloading of the shipment on or from the TSP's equipment.

(7) MORE THAN ONE LOADING OR UNLOADING SITE OR RELOCATION OF EQUIPMENT: Upon request of the consignor or consignee, pickup or delivery service as defined in this ITEM may be performed at more than one loading or unloading site within the continuous plant property or premises of the consignor or consignee requesting this service. An equipment transfer charge of $17.20 will be assessed for each transfer of the equipment from one loading or unloading site to another.

(8) HEAVY OR BULKY FREIGHT-LOADING OR UNLOADING: (Subject to Note 3.) When freight (per package or piece) in a single container, or secured to pallets, platforms or lift truck skids, or in any other authorized form of shipment:

(a) Weighs 110 pounds (49.90 kg) or less: The TSP will perform the loading or unloading.

(b) Weighs more than 110 pounds (49.90 kg), but less than 500 pounds (226.8 kg):

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

(2) The TSP will perform the loading or unloading where the consignor or consignee provides a dock, platform or ramp directly accessible to the TSP's equipment if such freight: (1) exceeds 8 feet (2.44 m) but does not exceed 22 feet (6.71 m) in its greatest dimension and does not exceed 2 feet (60.96 cm) in

its intermediate dimension; or (2) if it does not exceed 10 feet (3.05 m) in its greatest dimension and does not exceed 5 feet (1.52 m) in its intermediate dimension and does not exceed 1 foot (30.48 cm) in its least dimension. Where the consignor or consignee does not provide a dock, platform or ramp, the truck driver, on request, will assist the consignor or consignee in loading or unloading.

(c) Weighs 500 pounds (226.8 kg) or more: The consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading.

(d) Exceeds 8 feet (2.44 m) in its greatest dimension or exceeds 4 feet (1.22 m) in each its greatest or intermediate dimension: The consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading. The provisions of this paragraph will not apply to the extent provisions are published in paragraph (b)(2) of this ITEM.

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

(a) Before attempting delivery to private residences, the TSP must reach agreement with the consignee or consignor regarding the date and time (approximate) of such delivery. This arrangement for delivery may be accomplished through a notation by the consignor on the bill of lading, or by oral or written arrangement between the TSP and the consignee. In any case, some mutually agreed upon arrangement for delivery must be made before tender of delivery is initially attempted.

(b) If the TSP complies with the conditions described in paragraph (a) above, and, through the fault of the consignee, the TSP is unable to tender delivery as scheduled, a charge of $6.80 to cover the service described in paragraph (a) above, for the additional costs of re-notification and arrangement for redelivery will be assessed. The requirements of paragraph (a), above, regarding prior arrangements for tender of delivery are similarly applicable when redelivery is necessary.

(c) Charges provided in paragraph (b), above, if accrued, will be in addition to all other lawful charges. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the consignee, except charges on shipments moving on GBLs or commercial bills of lading converted to GBLs will be collected from the U.S. Government.

Note 1: Freight will be deemed to be immediately adjacent to a space suitable for TSP to place its equipment for loading or unloading if separated only by an intervening public sidewalk.

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

When two or more shipments are placed by the shipper as close as practicable to a parking space suitable for TSP to place its equipment for loading, all such shipments will be considered as immediately adjacent thereto even though the shipment or shipments that were closest to such parking space were picked up first by the same or different motor TSP.

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

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

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

Note 4: The term "PRIVATE RESIDENCES", also includes apartments, churches, schools, camps and other such locations not generally recognized as commercial locations and will apply to the entire premises, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of services, products or merchandise to the walk-in public during normal business hours.

Note 5: For other than normal business hours pickup or delivery service, see ITEM 131 PICKUP OR DELIVERY SERVICE - SUNDAYS OR HOLIDAYS and ITEM

133 PICKUP OR DELIVERY SERVICE - SATURDAY OR AFTER 5 P.M. ON NORMAL BUSINESS DAYS.

ITEM 850-S PICKUP OR DELIVERY SERVICE- MORE THEN ONE LOADING OR UNLOADING SITE

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

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

ITEM 850-R PICKUP OR DELIVERY SERVICE- PRIVATE RESIDENCE

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

(a) Before attempting delivery to private residences, the carrier must reach agreement with the consignee or consignor regarding the date and time (approximate) of such delivery. This arrangement for delivery may be accomplished through a notation by the consignor on the bill of lading, or by oral or written arrangement between the carrier and the consignee. In any case, some mutually agreed upon arrangement for delivery must be made before tender of delivery is initially attempted.

(b) If the carrier complies with the conditions described in paragraph (a) above, and, through the fault of the consignee, the carrier is unable to tender delivery as scheduled; a charge of $6.80 to cover the service described in paragraph (a) above, for the additional costs of a second notification and arrangement for redelivery will be assessed. The requirements of paragraph (a), above, regarding prior arrangements for tender of delivery are similarly applicable when redelivery is necessary.

(c) Charges provided in paragraph (b), above, if accrued, will be in addition to all other lawful charges. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the consignee, except charges on shipments moving on GBLs or commercial bills of lading converted to GBLs will be collected from the U.S. Government.

Note 4:

The term "PRIVATE RESIDENCES", also includes apartments, churches, schools, camps ande other such locations not generally recognized as commercial locations and shall apply to the entire premises, except will not apply to that portion of the premises where commercial or

business activity is conducted that involves the sale of services, products or merchandise to the walk-in public during normal business hours.

ITEM 855 PICKUP OR DELIVERY SERVICE - AT PRIVATE RESIDENCES

(1) Except as provided in paragraph (2) below of this ITEM, shipments picked up at or delivered to private residences (See Note 1) or camps (other than Military) will be assessed a charge of $2.94 per 100 pounds (45.36 kg), subject to a minimum charge of $23.48 per shipment and a maximum charge of $129.15 per shipment or $129.15 per vehicle if more than one vehicle is used to transport the shipment (Subject to Note 2).

(2) Shipments consisting wholly or in part of new or used household goods as defined in 49 CFR part 375 picked up at or delivered to private residences (See Note 1) or camps (other than Military) will be assessed a charge of $2.94 per 100 pounds (45.36 kg), subject to a minimum charge per shipment as follows:

WEIGHT OF SHIPMENT In Pounds (Kg)	MINIMUM CHARGE (Per Shipment)
Less than 50 pounds (22.68 kg)	$29.35
50 pounds (22.68 kg) through 99 pounds (44.91 kg)	$39.92
100 pounds (45.36 kg) through 199 pounds (90.27 kg)	$45.79
200 pounds (90.72 kg) through 299 pounds (135.63 kg)	$52.84
300 pounds (136.08 kg) through 399 pounds (180.99 kg)	$57.54
400 pounds (181.44 kg) through 499 pounds (226.35 kg))	$62.22
500 pounds (226.8 kg)and over	$66.92

(3) Service under this ITEM will be provided to floors above or below the level accessible to TSP's vehicle only when elevator or escalator service is available, and labor when necessary to operate same is provided without cost to the TSP.

(4) The charges provided in this ITEM apply separately for pickup and separately for delivery and are in addition to all other lawful charges. Unless the bill of lading is specifically endorsed to show prepayment of these charges they will be collected from the party whose location requires such service, except such charges for shipments moving on GBLs or a commercial bill of lading converted to a GBL will be collected from the U.S. Government.

Note 1: The term "PRIVATE RESIDENCE", will apply to the entire premises on which a dwelling for living is located, except will not apply to the portion of the premises where commercial or business activity is conducted that involves

the sale of merchandise or services to the walk-in public during normal business hours.

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

ITEM 860 PICKUP OR DELIVERY SERVICE - SUNDAYS OR HOLIDAYS

(1) When consignor or consignee requests TSP to pickup or deliver freight on Sundays or holidays, such service will be subject to a charge of $39.64 per person per hour, or fraction thereof, subject to a minimum charge $237.84 per person per day. Such charge will be in addition to all other applicable charges.

(2) Time will be computed upon notification by the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at premises of consignor or consignee and will end upon completion of loading or unloading and receipt by driver of signed bill of lading or receipt for delivery.

(3) Consignor or consignee may request TSP to place or pickup an empty vehicle(s) (vehicles without power units) on Sundays or holidays even though the actual pickup or delivery of freight may occur on a day other than Sunday or holidays. The charge for this service will be $150.00 per vehicle subject to a maximum of $397.12 per person-day or fraction thereof.

(4) The provisions of this ITEM will not be construed as obligating the TSP to furnish pickup or delivery service on Sundays or holidays.

(5) Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the TSP before pickup or delivery will be made. Shipments moving on GBLs or a commercial bill of lading converted to a GBL will be collected from the U.S. Government.

ITEM 860-H PICKUP OR DELIVERY SERVICE - SUNDAYS OR HOLIDAYS – BY HOURS

(1) When consignor or consignee requests carrier to pickup or deliver freight on Sundays or holidays, such service will be subject to a charge of $39.64 per man hour, or fraction thereof, subject to a minimum charge $237.84 per man per day. Such charge shall be in addition to all other applicable charges.

(2) Time shall be computed upon notification by the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at

premises of consignor or consignee and shall end upon completion of loading or unloading and receipt by driver of signed bill of lading or receipt for delivery.

(4) The provisions of this ITEM shall not be construed as obligating the carrier to furnish pickup or delivery service on Sundays or holidays.

(5) Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made. Shipments moving on GBLs or a commercial bill of lading converted to a GBL will be collected from the U.S. Government.

ITEM 860-D PICKUP OR DELIVERY SERVICE - SUNDAYS OR HOLIDAYS- BY DAYS

(1) When consignor or consignee requests carrier to pickup or deliver freight on Sundays or holidays, such service will be subject to a charge of $39.64 per man hour, or fraction thereof, subject to a minimum charge $237.84 per man per day. Such charge shall be in addition to all other applicable charges.

ITEM 860-EV PICKUP/DELIVERY SERVICE - SUNDAYS OR HOLIDAYS – EMPTY VEHICLE(S)

(3) Consignor or consignee may request carrier to place or pickup an empty vehicle(s) (vehicles without power units) on Sundays or holidays even though the actual pickup or delivery of freight may occur on a day other than Sunday or holidays. The charge for this service will be $150.00 per vehicle subject to a maximum of $400.00 per man day or fraction thereof.

ITEM 865 PICKUP OR DELIVERY SERVICE - SATURDAY OR AFTER 5 P.M. ON NORMAL BUSINESS DAYS

(See Notes 1 through 4)

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

Note 1: The provisions of this ITEM will not be construed as obligating the TSP to furnish pickup or delivery service on Saturdays or after 5 p.m. on normal business days.

Note 2: Time will be computed upon notification by the driver to the responsible representative of the consignor or consignee that the equipment is

available for loading or unloading at premises of consignor or consignee and will end upon completion of loading or unloading and receipt by driver of signed bill of lading or receipt for delivery, as the case may be.

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

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

1. Is not specifically requested after 5 p.m.; or

2. The service starts before and extends beyond 5 p.m.

ITEM 865-H PICKUP/DELIVERY SERVICE- SATURDAY OR AFTER 5 P.M.-NORMAL BUSINESS DAYS-HOURS (See Notes 1 through 4.)

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

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

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

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

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

1. Is not specifically requested after 5 p.m.; or

2. The service starts before and extends beyond 5 p.m.

ITEM 865-D PICKUP/DELIVERY SERVICE- SATURDAY OR AFTER 5 P.M.-NORMAL BUSINESS DAYS-DAYS (See Notes 1 through 4.)

When consignor or consignee requests a carrier to pickup or deliver freight on Saturdays or after 5 p.m. on normal business days, such service (See Notes 1 and 4) will be subject to a minimum charge of $158.56 per man per day (See Notes 2 and 3). Such charge shall be in addition to all other applicable charges.
Note 1: The provisions of this ITEM shall not be construed as obligating the carrier to furnish pickup or delivery service on Saturdays or after 5 p.m. on normal business days.

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

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

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

1. Is not specifically requested after 5 p.m.; or

2. The service starts before and extends beyond 5 p.m.

ITEM 870 PICKUPS OR DELIVERIES – ADDITIONAL

(See Notes 1 and 2)

DELIVERIES (SPLIT DELIVERIES): Except as otherwise provided in this tender, and subject to Note 1 below, on shipments weighing not less than 10,000 pounds (4,536 kg) (or on which charges for a weight of not less than 10,000 pounds (4,536 kg) are assessed or on which charges are computed at a rate of cents-per-mile (cents-per-1.6093 km) per vehicle used or charge per vehicle used), moving from one consignor, on one bill of lading, and on which charges are based on the through rate from the point of origin to the point of destination, one or more extra

deliveries will be made at any point the shipment is stopped under the stop in transit provisions, or at final destination, and an additional charge of $75.00 will be made for each such extra delivery.

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

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

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

ITEM 875 PICKUP OR DELIVERY SERVICE - NEW YORK -HARBOR AND PORT NEWARK, NJ

(Subject to Notes 1 and 2)

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

HUDSON RIVER	**NEW YORK SIDE**	Battery to 135th Street.
	NEW JERSEY SIDE	National Storage Docks, Communipaw, NJ, to and including Fort Lee Ferry, NJ.
EAST RIVER AND HARLEM RIVER	**NEW YORK SIDE**	Battery to Jerome Avenue Bridge (Harlem River), including Harlem River Side of Ward's and Randall's Islands.
BROOKLYN SIDE OR WAREHOUSES		From Port Cove, Astoria, Long Island, to and including 69th Street, South Brooklyn (Bay Ridge), including Newton, Dutch Kills and Wale Creek, and points in Wallabout Canal and to Hamilton Avenue Bridge, Gowanus Canal, Port of Embarkation, and the Military Ocean Terminal, Brooklyn, NY.

NEW YORK BAY	**NEW YORK SIDE**	Points on North and East Shore of Richmond (Staten Island) between Bridge Creek (Arlington) and Clifton (Hyland Boulevard), both inclusive, and including Shooter's Island
	NEW JERSEY SIDE	Points on the New Jersey Shore of New York Bay, and points on the Kill Van Kull between National Storage Docks, Communipaw, NJ, and Avenue C., Bayonne, NJ, opposite Port Richmond, including U.S. Naval Supply Depot and Military Ocean Terminal, Bayonne, NJ. G & B Packing, 8 Hook Road, Bayonne, NJ.
NEWARK BAY		From Trumbull Street to Dalancy Street. Port Authority Terminal at Elizabeth; or Port Newark.

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

Weight of Shipment in Pounds (Kg)	Charge in Cents Per 100 pounds (45.36 Kg)	Minimum Charge Per Shipment	Maximum Charge Per Shipment
Less than 5,000 pounds (2,268 kg)	$6.33	$45.43	$150.00
5,000 pounds (2,268 kg) through 9,999 pounds (4,535.55 kg)	$2.96	-	$-275.00
10,000 pounds (4,536 kg) or over	$1.50	$223.57	-

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

Note 2: Rate and charges published in this ITEM do not apply at the following sheds or buildings: 102 Marsh Street, Port Newark, NJ; 191, 193, 194, 195, 195-E, 195-F, 197, 200, 201, 202, 261, 262, 263-A, 263-B, 263-C, 263-D, 264, 265, 266, 267, 268, 305, Port Newark, NJ; American Eagle Warehouse or Express Forwarding Warehouse, Port Newark, NJ; Amerilli Export Service Warehouse 9, foot of 12th Street, Jersey City, NJ; Atlantic Distribution Center Warehouse, 202

Port of Jersey Blvd., Jersey City, NJ; Greenpoint Terminal Warehouse, Jersey City, NJ; Pouch Terminals, Inc. at 1 Edgewater Street, Clifton, Staten Island, NY; and Wilson American Company Warehouse, Jersey City, NJ.

ITEM 875-A PICKUP OR DELIVERY SERVICE - NEW YORK -HARBOR AND PORT NEWARK, NJ- 4999 to 9999 LBS (Subject to Notes 1 and 2.)

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

HUDSON RIVER	**NEW YORK SIDE**	Battery to 135th Street.
	NEW JERSEY SIDE	National Storage Docks, Communipaw, NJ, to and including Fort Lee Ferry, NJ.
EAST RIVER AND HARLEM RIVER	**NEW YORK SIDE**	Battery to Jerome Avenue Bridge (Harlem River), including Harlem River Side of Ward's and Randall's Islands.
BROOKLYN SIDE OR WAREHOUSES		From Port Cove, Astoria, Long Island, to and including 69th Street, South Brooklyn (Bay Ridge), including Newton, Dutch Kills and Wale Creek, and points in Wallabout Canal and to Hamilton Avenue Bridge, Gowanus Canal, Port of Embarkation, and the Military Ocean Terminal, Brooklyn, NY.
NEW YORK BAY	**NEW YORK SIDE**	Points on North and East Shore of Richmond (Staten Island) between Bridge Creek (Arlington) and Clifton (Hyland Boulevard), both inclusive, and including Shooter's Island.
	NEW JERSEY SIDE	Points on the New Jersey Shore of New York Bay, and points on the Kill Van Kull between National Storage Docks, Communipaw, NJ, and Avenue C., Bayonne, NJ, opposite Port Richmond, including U.S. Naval Supply Depot and Military Ocean Terminal, Bayonne, NJ. G & B Packing, 8 Hook Road, Bayonne, NJ.
NEWARK BAY		From Trumbull Street to Dalancy Street. Port Authority Terminal at Elizabeth; or Port Newark.

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

Weight of Shipment in Kilograms (Pounds)	Charge in Cents Per 45.36 Kilograms (Per 100 Pounds)	Minimum Charge Per Shipment	Maximum Charge Per Shipment
2,268 kilograms (5,000 pounds) through 4,535.55 kilograms (9,999 pounds)	$2.96	-	$275.00

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

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

ITEM 875-B PICKUP OR DELIVERY SERVICE - NEW YORK HARBOR AND PORT NEWARK, NJ- ≥ 10,000 LBS (Subject to Notes 1 and 2.)

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

HUDSON RIVER	**NEW YORK SIDE**	Battery to 135th Street.
	NEW JERSEY SIDE	National Storage Docks, Communipaw, NJ, to and including Fort Lee Ferry, NJ.
EAST RIVER AND HARLEM RIVER	**NEW YORK SIDE**	Battery to Jerome Avenue Bridge (Harlem River), including Harlem River Side of Ward's and Randall's Islands.

BROOKLYN SIDE OR WAREHOUSES		From Port Cove, Astoria, Long Island, to and including 69th Street, South Brooklyn (Bay Ridge), including Newton, Dutch Kills and Wale Creek, and points in Wallabout Canal and to Hamilton Avenue Bridge, Gowanus Canal, Port of Embarkation, and the Military Ocean Terminal, Brooklyn, NY.
NEW YORK BAY	**NEW YORK SIDE**	Points on North and East Shore of Richmond (Staten Island) between Bridge Creek (Arlington) and Clifton (Hyland Boulevard), both inclusive, and including Shooter's Island.
	NEW JERSEY SIDE	Points on the New Jersey Shore of New York Bay, and points on the Kill Van Kull between National Storage Docks, Communipaw, NJ, and Avenue C., Bayonne, NJ, opposite Port Richmond, including U.S. Naval Supply Depot and Military Ocean Terminal, Bayonne, NJ. G & B Packing, 8 Hook Road, Bayonne, NJ.
NEWARK BAY		From Trumbull Street to Dalancy Street. Port Authority Terminal at Elizabeth; or Port Newark.

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

Weight of Shipment in Kilograms (Pounds)	**Charge in Cents Per 45.36 Kilograms (Per 100 Pounds)**	**Minimum Charge Per Shipment**	**Maximum Charge Per Shipment**
4,536 kilograms (10,000 pounds) or over	$1.50	$223.57	-

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

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

ITEM 1010 SORTING OR SEGREGATING SERVICE AND CHARGES

A. For the purposes of this ITEM, the services of sorting or segregating are defined as practices which require all articles in a shipment(s) tendered by the consignor to the TSP for a specific route, be presented or loaded without regard to shipment integrity. (For applicability see ITEM 60 SPECIALIZED SERVICES.)

B. TSP will sort or segregate for each consignee before offering for delivery.

C. When sorting or segregating service is required or requested by the consignor, it will be so noted on the Government Bill of Lading:

"ITEM 1010, SORTING OR SEGREGATING REQUIRED."

D. When sorting or segregating service is required and performed by the TSP, the TSP will be paid a charge of 60 cents per hundredweight (45.36 kg) for all shipment weight subject to a minimum charge of $5.00 with a maximum charge of $270 per shipment.

ITEM 1025 SERVICES - SIGNATURE AND TALLY RECORD SERVICE

TSP will provide Signature and Tally Record Service (STR) upon request of the consignor, subject to the following definition, requirements and charges:

1. DEFINITIONS: Signature and Tally Record Service (STR) is a service designed to provide continuous responsibility for the custody of shipments in transit. It requires a signature and tally record from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination. (For applicability see ITEM 60 SPECIALIZED SERVICES.)

2. REQUIREMENTS:

A. The shipper or his agent must place and sign the following annotation on the bill of lading:

"SIGNATURE AND TALLY RECORD REQUESTED FORM FURNISHED TO TSP.

DATE SIGNATURE TITLE "

B. The Signature and Tally Record, is provided by the shipper, will be used as follows:

(1) When STR is requested by the shipper and the signature and tally record is furnished, TSP or his agent will require each person responsible for the shipment, such as the terminal manager, pickup, delivery and road drivers, and dock foreman, to personally sign the signature and tally record and will secure signature in the space provided on the form from the consignee or his agent upon delivery.

(2) Driver(s) are required to sign the Signature and Tally Record when they assume initial responsibility for the shipment.

(3) In terminal areas, the equipment containing the STR shipment must be under the control of the last person signing the Signature and Tally Record.

(4) When STR is used with Dual Driver Protective Service (DDPS), Armed Guard Surveillance (AG), and Protective Security Service (PSS), both drivers are required to sign when they assume responsibility for the shipment.

C. Tracing: TSP must be able to trace a shipment in less than 24 hours upon request.

3. CHARGES: In addition to all rates and charges for transportation, shipments on which STR is provided at shipper's request will be subject to a charge of $28.22 per shipment.

4. A separate charge for signature tally record service will not be billed when a higher protective security service is charged, which includes the requirement of a signature tally record.

ITEM 1175 TRANSFER OF LADING

(1) For shipments weighing 10,000 pounds (4,536 kg) or more that cannot be picked up with the vehicle to be used in transporting the shipment over the highway, and the TSP is required to render pickup service with a different vehicle, such shipments will be subject to the charges in paragraph (4) below in addition to all other applicable charges. These charges will be collected from the consignor. If the shipment moved on a GBL or a commercial bill of lading converted to a GBL, charges will be collected from the U.S. Government.

(2) When shipments weighing 10,000 pounds (4,536 kg) or more cannot be delivered with the vehicle used in transporting the shipment over the highway, the TSP will notify the

consignee of this fact in the manner provided in ITEM 125 ARRIVAL NOTICE AND UNDELIVERED FREIGHT. If the consignee requests the TSP to render delivery service with a different vehicle, such shipments will be subject to the charges in paragraph (4) below, in addition to redelivery charges when performed, and all other applicable charges. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the consignee. If the shipment moved on a GBL or a commercial bill of lading converted to a GBL, charges will be collected from the U.S. Government.

(3) When consignor or consignee requests that shipments weighing 10,000 pounds (4,536 kg) or more be picked up or delivered on a vehicle other than the vehicle used in transporting the shipment over the highway, the charges in paragraph (4) below will apply. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting the service. If the shipment moved on a GBL or a commercial bill of lading converted to a GBL, charges will be collected from the U.S. Government.

(4) The charge for the weight of the lading will be $1.32 per 100 pounds (45.36 kg), subject to a minimum charge of $185.27 per vehicle for each transfer.

ITEM 1225 VEHICLE OR SHIPPER-REQUESTED DOUBLES TRAILER FURNISHED BUT NOT USED

(1) When the TSP, upon shipper's request, furnishes a vehicle or shipper-requested doubles trailer for loading of a shipment and through no fault of its own the shipper cancels the ordered vehicle or shipper requested doubles trailer, the charge for each vehicle or shipper requested doubles trailer ordered and subsequently canceled will be:

(a) On shipments weighing less than 10,000 pounds (4,536 kg):

(i) A charge of $50.00.

(b) On shipments weighing 10,000 pounds (4,536 kg) or more and shipments, regardless of weight, that occupy the full visible capacity of one vehicle or shipper requested doubles trailer:

(i) A charge of 100 cents-per-mile (cents -per-1.6093 km) for each vehicle or shipper requested doubles trailer furnished and not used will be assessed from point of dispatch or the TSPs nearest terminal, whichever is closer, to the scheduled loading point, subject to a minimum charge of $75.00 and a maximum charge of $250.00 per vehicle or shipper requested doubles trailer not used. If the mileage charge produces the larger charge, the TSP will identify the location from which the vehicle or shipper requested doubles trailer was dispatched.

(2) These charges will not apply when a vehicle or shipper requested doubles trailer is rejected by the shipper under ITEM MC 010 (NEW) or when notice of cancellation is received by the TSP prior to actual dispatch of the vehicle or shipper requested doubles trailer from the point of dispatch or the TSPs nearest terminal, whichever is closer.

(3) When the TSP submits a claim for collection of charges under this ITEM the claim will be supported by a written statement from the ordering activity certifying that the vehicle or shipper requested doubles trailer was ordered and not used.

(4) When the pickup TSP is inbound with a loaded vehicle or shipper requested doubles trailer, which is scheduled for outbound loading from the same location, and the shipper cancels the loading of the vehicle or shipper requested doubles trailer, no charge will be assessed under this ITEM.

ITEM 1030 SERVICES - CONSTANT SURVEILLANCE SERVICE

(See Note 1)

Constant Surveillance Service (CSS) will be provided by the TSP upon request of the shipper, subject to the following definition, requirements and charges:

1. DEFINITION AND REQUIREMENTS.

CSS IS A SERVICE THAT PROVIDES THE FOLLOWING:

A. Continuous responsibility for constant surveillance and custody of shipments in transit. Such attendance and surveillance will prevent all inspections (except those performed by Governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage, including, insofar as humanly possible, all manner of unusual circumstances, such as wreck, delay, flood, or violent disturbance. (For applicability see ITEM 60 SPECIALIZED SERVICES.)

B. For the purposes of CSS, unless otherwise stated, when not being driven, equipment must be attended at all times by a qualified representative of the TSP. Equipment is "attended" when the person responsible for the shipment is in the equipment, awake, not in a sleeper berth or is within 100 feet (30.48 meters) of the equipment and has the equipment within constant and unobstructed view. A qualified representative is a person employed by the TSP or the terminal involved in handling of shipments and who is designated by the TSP/terminal to attend the equipment, and who is aware of the sensitivity of material moving under CSS, and who is knowledgeable of the safety, security and emergency procedures that must be followed, and is authorized and has the means and capability to move the equipment.

C. For brief stops en route, the TSP will ensure that the equipment or shipment is attended.

D. When circumstances require lengthy stops en route, TSPs will ensure that the equipment is parked only at a TSP terminal, a state or local approved safe haven as defined in Title 49 of the Code of Federal Regulations (49 CFR). When equipment is parked in a TSP terminal or at an approved state or local safe haven, a qualified TSP or terminal representative must keep the shipment in full view and stay within 100 feet (30.48 meters) of the equipment or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by at least a 6 foot (1.83 meters) chain link fence and is continuously patrolled by a representative of the TSP or terminal and is under the general observation of a qualified TSP or terminal representative at all times. As an alternative, a shipment may be placed in a security cage. (See Note 1)

E. The trailer or conveyance containing the material upon which CSS is requested must always be connected with a power unit (tractor) during shipment except when stopped at an activity for loading or unloading; at a TSP terminal for servicing; at a TSP-designated point where the driver maintains continuous surveillance over the shipment while disconnected; at a state or local safe haven location which meets the terminal security standards of paragraph 1(D); or, in emergencies, at a safe haven or refuge location.

F. The TSP must be able to trace a shipment in less than 24 hours.

G. The TSP or his agent will notify the consignee by telephone if shipment cannot reach consignee within 24 hours of the agreed upon desired delivery date.

H. Driver ID requirements. The TSP must insure drivers employed to handle sensitive shipments requiring CSS carry a valid driver's license and a medical qualification card, employee record card or similar documents, one of which must contain the driver's photograph. From the documents provided, shippers must be able to verify the driver's affiliation with the origin TSP named on the bill of lading.

I. Single linehaul preferred.

J. No trip lease.

K. The maintenance of a Signature and Tally Record by the TSP is an integral part of CSS. Both the shipper and the TSP will comply with the requirements of SIGNATURE AND TALLY RECORD SERVICE on all shipments for which CSS is requested and provided.

L. The driver(s) moving shipments on which CSS is requested, will be instructed by the TSP on how to obtain safe haven/refuge, state and local law enforcement assistance, and actions to take to comply with the requirements listed in paragraph 1 A through 1 K above.

M. The tractor moving a CSS shipment must be equipped with a working mobile communications unit, such as a citizens band (CB) radio unit or a mobile telephone unit, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance, and both drivers must be capable of using the unit to make the contact.

2. ANNOTATION:

When CSS is required for a shipment, the shipper will notify the TSP in advance of the requirement, and annotate on the bill of lading:

"CONSTANT SURVEILLANCE SERVICE REQUESTED.
SIGNATURE AND TALLY RECORD FURNISHED TO TSP."

3. CHARGES:

In addition to all rates and charges for transportation, shipments for which CSS is provided by the TSP at shipper's request will be subject to a charge of 35 cents-per-mile (cents -per-1.6093 km) which includes constant and specific surveillance, and the maintenance of a signature and tally record.

On shipments moving in excess of 500 miles (804.65 km), an additional charge of 05 cents-per-mile (cents -per-1.6093 km) for each 500 miles (804.65 km) increment will apply, except when the shipper requests an extra driver under ITEM 1035 SERVICES - DUAL DRIVER SERVICE.

4. BASIS FOR DETERMINING APPLICABLE DISTANCE:

Unless otherwise specifically authorized or such as provided for in ITEM 69 CIRCUITOUS ROUTING OF HAZARDOUS MATERIAL SHIPMENTS, the applicable distance will be predicated on the shortest route distance determined by the applicable version of ALK Technologies PC*Miler.

NOTE 1: SECURITY CAGE STANDARDS:

GENERAL: Security cages will be fabricated from commercial steel grating panels. Walls, doors, floors and ceiling must provide protection equivalent to the steel grating to preclude forced entry. Doors must have approved padlocks (equivalent to American 200 series) and hasp systems and connecting hardware must be welded or otherwise secured to deter unauthorized entry.

WALLS: Constructed of structural steel angle and expanded steel grating. Building walls also may be used which provide equivalent security to form side(s). (Examples: Double-course reinforced or filled concrete block.)

FLOORS: Made of asphalt or reinforced concrete or wood if reinforced with steel floor plating.

CEILING: Same material as wall or floor.

Minimum height - 8 feet (2.44 m)

Frame - metal

Hinges - welded hinge pins

Locks - security locks and hasps equivalent to American 200 series.

CONNECTING DEVICES: Welded, peened, or otherwise installed so as to deter unauthorized entry.

WINDOWS/OPENINGS: Expanded steel grating, anchored in the metal frame, secured in same manner as door.

ALTERNATIVE: As an alternative to a security cage, a cargo container, dromedary, or similar heavy container which is sealed and locked with an approved lock (equivalent to American 200 series) may be used in buildings which are locked, guarded, or alarmed. In lieu of locking the containers, they may be placed with doors against each other or against a substantive building wall.

ITEM 1035 SERVICES - DUAL DRIVER PROTECTIVE SERVICE

(See Note 1 to ITEM 155 above)

Dual Driver Protective Service (DDPS) will be provided by the TSP upon request of the shipper, subject to the following definition, requirements and charges:

1. DEFINITION AND REQUIREMENTS. DDPS is a service that provides the following:

A. Continuous responsibility, attendance and surveillance of shipment through the use of two (dual) qualified drivers and includes the maintenance of a Signature and Tally Record. Such attendance and surveillance will prevent all inspections (except those performed by governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage,

including, insofar as humanly possible, all manner of unusual circumstances, such as wreck, delay, flood, or violent disturbances. (For applicability see ITEM 60 SPECIALIZED SERVICES.)

B. For the purposes of DDPS, unless otherwise stated, when not being driven, equipment must be attended at all times by a qualified representative of the TSP. Equipment is "attended" when the person responsible for the shipment is in the equipment, awake, not in a sleeper berth or is within 3.05 meters (10 feet) of the equipment and has the equipment within constant and unobstructed view. A qualified representative is a person employed by the TSP or the terminal involved in handling of shipments and who is designated by the TSP/terminal to attend the equipment, and who is aware of the sensitivity of material moving under DDPS, and who is knowledgeable of the safety, security and emergency procedures that must be followed, and is authorized and has the means and capability to move the equipment.

C. For brief stops en route, the TSP will ensure that the equipment or shipment is attended.

D. When circumstances require lengthy stops en route, TSPs will ensure that the equipment is parked only at a TSP terminal, a state or local approved safe haven as defined in Title 49 of the Code of Federal Regulations, (49 CFR). When equipment is parked in a TSP terminal or at an approved state or local safe haven, a qualified TSP or terminal representative must keep the shipment in view and stay within 10 feet (3.05 m) of the equipment or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by a least a 6 foot (1.83 m) chain link fence and is continuously patrolled by a representative of the TSP or terminal and is under the general observation of a qualified TSP or terminal representative at all times. As an alternative, a shipment may be placed in a security cage. (See Note 1 in ITEM 1030 above)

E. The maintenance of a Signature and Tally Record by the TSP is an integral part of DDPS. Both the shipper and the TSP will comply with the requirements of SIGNATURE AND TALLY RECORD SERVICE on all shipments for which DDPS is requested and provided. (NOTE: Both drivers are required to sign the Signature and Tally Record when they assume initial responsibility for the shipment.)

F. Single linehaul.

G. No trip lease authorized.

H. The equipment conveying the shipment upon which DDPS is requested must remain connected with the power unit (tractor) during shipment except when stopped at a activity/contractor for loading or unloading; at a TSP terminal for servicing; at a TSP-designated

point where the driver(s) maintain continuous attendance and surveillance over the shipment while disconnected; at a state or local safe haven location which meets the terminal security standards of paragraph D of this ITEM; or, in emergencies, at a safe haven or refuge location.

I. Driver ID requirements. The TSP must insure drivers employed to handle sensitive shipments requiring DDPS carry a valid driver's license and a medical qualification card, employee record card or similar documents, one of which must contain the driver's photograph. From the documents provided, shippers must be able to verify the driver's affiliation with the TSP named on the bill of lading.

J. The tractor moving a DDPS shipment must be equipped with a working mobile communications unit, such as a citizens band (CB) radio or a mobile telephone unit, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance, and both drivers must be capable of using the unit to make the contact.

K. The TSP must be able to trace a shipment in less than 24 hours.

L. The TSP or his agent will notify the consignee by telephone if shipment cannot reach consignee within 24 hours of the agreed upon desired delivery date.

M. The drivers moving shipments on which DDPS is requested, will be instructed by the TSP on how to obtain safe haven/refuge, state and local law enforcement assistance, and actions to take to comply with the requirements listed in paragraphs 1 A through 1 L above.

2. ANNOTATION: When DDPS is required for a shipment, the shipper will notify the TSP in advance of the requirement, and annotate on the bill of lading:

"DUAL DRIVER PROTECTIVE SERVICE REQUESTED. SIGNATURE AND TALLY RECORD FURNISHED TO TSP."

3. CHARGES: In addition to all rates and charges for transportation, shipments for which DDPS is provided by the TSP at the shipper's request will be subject to a charge of 85 cents per-1.6093 kilometers (cents-per-mile), subject to a minimum charge of $146.76. These charges include the maintenance of a Signature and Tally Record, furnishing of dual drivers, providing CB or a working mobile communications unit in the tractor, and all other provisions/requirements shown in paragraph 1 A through 1 M above.

4. BASIS FOR DETERMINING APPLICABLE DISTANCE: Unless otherwise specifically authorized or such as provided for in ITEM 69 CIRCUITOUS ROUTING OF HAZARDOUS MATERIAL SHIPMENTS, the applicable distance will be predicated on the shortest route distance determined from the applicable version of ALK Technologies PC*Miler.

ITEM 1040 SERVICES - DUAL DRIVER SERVICE

When requested by shipper and so indicated on the bill of lading or in writing, an extra driver will be furnished for an additional charge of 35 cents-per-mile (cents -per-1.6093 km). Such charge will apply in addition to the transportation and all other applicable charges and is to be assessed on the basis of the distance applicable from origin to destination on the shipment involved. (For applicability see ITEM 60 SPECIALIZED SERVICES.)

ITEM 1050 SPECIAL SERVICE - SECURITY CHECK BY CONSIGNOR OR CONSIGNEE (1050)

When at the request of the consignor or consignee, before the vehicle has left the consignor's or consignee's premises or other location as may be requested, a loaded vehicle is required to be unloaded, audited, reloaded or scanned by X-Ray Screening Unit, or is recalled back to the consignor's or consignee's loading or unloading dock for the purpose of unloading, auditing, reloading or scanning by X-Ray Screening Unit of the shipment or shipments previously tendered to the TSP, a charge per vehicle of $9.56 per each fifteen minutes or fraction thereof (minimum charge $38.39), will apply for this service. The time will begin when the driver is notified that the vehicle is to be recalled and/or scanned by X-Ray Screening Unit and will end when the vehicle is released to the TSP.

The driver will not be required to assist in the unloading, auditing, reloading or scanning of the vehicle except when necessary to account for the freight.

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4 Air Freight Transportation Service Provider Rules (RESERVED)

5 Rail and Intermodal Transportation Service Provider Rules (RESERVED)

6 Section 5 – Ocean Freight Transportation Service Provider Rules (RESERVED)

7 Fuel Related General Rate Adjustment

ITEM 1300 FUEL RELATED GENERAL RATE ADJUSTMENT

The provisions of subsections A through E of this section govern a Fuel Related General Rate Adjustment (FRGRA) that Motor Freight Transportation Service Providers (TSPs) participating in this STOS make to overland linehaul charges.

For through rates that include and overwater movement, bunker adjustment factors are determined independently by each shipping line. Bunker adjustment factors must be documented on the ocean bill of lading and invoiced as a separate line item.

General: The FRGRA provides a TSP flexibility to obtain reasonable relief from sudden and unforeseen increases in diesel fuel prices. Since fuel-related rate adjustments for gradual changes in a TSP's fuel related costs over a longer period of time are beyond the purpose of this provision, a TSP should consider gradual fuel price changes when it submits or supplements its STOS rates during a rate filing open window if such changes significantly affect the TSP's operating costs.

Application: The FRGRA is applicable to all GSA negotiated/accepted rate offers as well as rate offers negotiated/accepted by a Federal agency that participates in the STOS. The FRGRA may be waived or altered only by the Freight Transportation Program Management Office or appropriate Federal agency that negotiated/accepted the rate offer.

A. Setting Baseline. Diesel fuel price ranges and corresponding applicable percent rate adjustment levels were collaboratively established with the motor TSP industry as of November 2000. The levels specified in this section reflect current standard industry practice and will be reviewed and revised on an as-needed basis.

B. Determination of Adjustment. Each Monday, or first working day thereafter if the Monday falls on a Federal Holiday (after referred to as "Monday"), the Department of Energy, Energy Information Administration (EIA), posts the National U.S. Average diesel fuel price. If a FRGRA is justified under subsection D of this section based on each Monday's posting, the FRGRA applies to shipments picked up the ensuing Wednesday through the following Tuesday (Note: shipment pickup date is controlling for FRGRA purposes). A TSP is responsible for monitoring diesel fuel prices each Monday using one of the sources identified below to determine whether a FRGRA will apply for the one-week period beginning the upcoming Wednesday through Tuesday of the following week.

EIA Website: http://www.eia.doe.gov/

EIA Weekly Petroleum Status Report

EIA Hotline: (202) 586-6966

B. Amount of Adjustment. If on any given Monday National U.S. Average diesel fuel prices, as published in one of the sources identified in subsection D1, exceed or fall below the neutral range specified in the table under subsection D2c, a TSP will compute its FRGRA under subsection D2a or b, as appropriate.

If the National U.S. Average diesel fuel prices exceed the neutral range, the TSP may increase its linehaul charge by the appropriate percentage specified in the table under subsection D2c; or

If the National U.S. Average diesel fuel prices fall below the neutral range, the TSP must decrease its linehaul charge by the percentage specified in the table under subsection D2c.

C. Schedule: The following table specifies the percentage FRGRA to be applied based on diesel fuel cost per gallon:

	Cost Per Gallon	Percent Decrease	Percent Increase
NEUTRAL RANGE	$1.00 – $1.10	0	0
	$1.11 – $1.15		0.5
	$1.16 – $1.20		1.0
	$1.21 – $1.25		1.5
	$1.26 – $1.30		2.0
	$1.31 - $1.35		2.5
	$1.36 – $1.40		3.0
	$1.41 - $1.45		3.5
	For each 5 cents per gallon above $1.45, add 0.5%		

D. Billing Procedures. A TSP must clearly show the amount of any diesel fuel rate adjustment, either an increase or a decrease (discount), as a separate line item on all affected freight bills, Transportation Service Orders (TSO's), or bills of lading.

APPENDIX A – ITEM 30 -- DEFINITION OF TERMS

ACCESSORIAL SERVICES – Services performed which are additional, supplemental, or special, in addition to the basic transportation service.

ACTUAL PLACEMENT – The placing of a TSP conveyance in an accessible position for loading or unloading, or at a place specifically designated by the shipper or consignee.

ACTUAL VALUE RATE – A rate based on the actual value of the material shipped.

AGREED VALUATION – The value of articles in a freight shipment agreed upon as the basis of which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be had in event of loss or damage in transit.

AIR TAXI – Air transportation from a TSP offering non-scheduled air services of passengers or cargo, on a charter or contract basis. Aircraft, having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of Federal and State bodies, can be either fixed-wing or helicopter.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) – Organization that serves as coordinator of a voluntary standardization system for the U.S. private sector.

AMERICAN SOCIETY FOR TESTING AND MATERIAL (ASTM) – Organization for standardizing petroleum industry specifications and testing methods.

APPEAL – Procedures that allows reconsideration of a TSP in non-use or disqualified status.

ARMS, AMMUNITION, AND EXPLOSIVES – Arms, ammunition, and explosives are those items set forth within the scope and intent of Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

ASTM TABLE 6 – Standardized table for converting a measured volume of fuel to a standard 60 degrees Fahrenheit.

ASTRAY CARGO – Shipments or portions of shipments found in a TSP's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.

BARGE – A category of vessel designed as non-self-propelled units for the carriage of cargo on the weather deck or in holds or in tanks. The units are towed/pushed by another ship (tug or pusher vessel).

BARGE BOOMING - A floating barrier around the barge during receipt/issue of a petroleum products shipment that operates to prevent the spread of any accidental spills.

BARREL – Standard unit of measurement in the petroleum industry, equivalent to 42 standard U.S. gallons.

BATCH – Specific volume of fuel in a refinery or pipeline that is processed, treated, or moved in one operation.

BEST VALUE – A procurement evaluation and selection mechanism that permits the government to select TSPs to support Defense Transportation System requirements based on a combination of price-related and non-price-related factors. Examples of non-price-related factors that may be considered in a Best Value evaluation include, but are not limited to, the TSP's quality of service, past performance, claims experience, ability to perform service within stated requirements, ability to respond, routing, ability to provide in-transit visibility, and commitment of transportation assets to readiness support. If past performance is chosen as an evaluation criterion, some factors to look at may include, but are not limited to, on-time pickup and delivery percentage, percentage of shipments involving lost or damaged cargo, number of claims, and TSP availability. Under this procurement evaluation method, price is not the only factor considered for selection of a TSP. Ultimately, award should be made to the TSP that represents the best value to the government under the stated evaluation criteria.

BILL OF LADING – A contract for carriage of cargo made with a TSP that also operates as a receipt of the goods and documentary evidence of title to the goods. A common transportation term for the basic agreement that underlies shipment of goods. A document issued by a TSP to a shipper, listing and acknowledging receipt of goods for transport and specifying terms of delivery. For government traffic, this term is used interchangeably with —Government Bill of Lading (GBL) or —Commercial Bill of Lading (CBL). The Bill of Lading is the primary document used to contract for transportation and related services from commercial TSP, including freight forwarders.

BODILY INJURY INSURANCE – An insurance policy that pays for injuries caused to other individuals in the event of a vehicle accident.

BOXCAR – The term "boxcar" encompasses all cars with AAR car types codes beginning with A, B, L4, or S, as described in the STB R. E. R. 6413 (Official Railway Equipment Register).

BROKER – —Broker means a person who, for compensation, arranges or offers to arrange the transportation of property to be performed by an authorized motor TSP. Motor TSP (or persons who are employee or bona fide agents of a TSP) is not a broker within the meaning of this

section when it arranges or offers to arrange the transportation of shipments which it is authorized to transport and which it has accepted and legally bound itself to transport (49 CFR,

Subpart A, Sec. 386.2). —Broker means a person other than a motor TSP, or an employee or agent of a motor TSP, that as a principal or agent sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement or otherwise as selling, providing, or arranging for, transportation by a motor TSP for compensation.

BUNCHING – The accumulation and placement of cars for loading or unloading in excess of current orders or in prevention of normal and customary loading/unloading schedules.

BUNKERING – The act or process of supplying a ship with fuel.

CARGO BLANKETING – Filling a cargo tank and associated piping. systems (and other adjacent spaces when specified) with a liquid or inert gas to prevent fires or explosions.

CARRY AWAY – Bulk fuel exceeding 10 barrels that remains onboard once discharging is complete but before line drop. If Carry Away is verified by Government and vessel Master or mate, then TSP will be liable for all carry away bulk fuel transportation costs. The shipper or consignee will invoice TSP for costs of the carry away amount exceeding 10 barrels.

CHASSIS – A wheel assembly or bogie for street or highway movement of containers.

CLASSIFICATION YARD – A system of railroad tracks within a defined area used for receiving, dispatching, classifying, and switching rail cars.

CLEARED TRANSPORTATION SERVICE PROVIDER – A commercial TSP who has met the following criteria for handling SECRET shipments:

a. Can provide the TPS requirements established by a TO.

b. Has authorization by law to perform transportation services and qualifies under required security requirements to provide the required transportation protective service.

c. Has a SECRET facility clearance issued by the Defense Security Service.

d. Has furnished GSA with an applicable tender, agreement, or contract that provides for PSS.

COASTWISE – Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed Coastwise.

COMBINATION RATES – Combination rates are when two stand-alone rates are combined to make a thru rate. See also Proportional Rates.

DEFINITIONS (APPENDIX D)

CONSIGNEE – The actual intended recipient of a shipment. The person, military installation or Government contractor receiving the shipment from TSP.

CONSIGNOR – The person or activity that is the supplier or shipper of a product.

CONSTRUCTIVE PLACEMENT – When a TSP conveyance cannot be placed for loading, unloading, or at a point previously designated by the shipper or consignee, and is placed elsewhere, it is considered as being under constructive placement. TSP must notify the Transportation Officer of installation where the conveyance(s) has been constructively placed in writing the date, time and cars numbers that were placed

CONTAINER - A reusable shipping conveyance not less than 20-feet in length, outside measurement, loaded or empty, without bogie or chassis, fitted with devices permitting its ready transfer from one mode of transportation to another, and constructed to enable the attachment of removable bogie or chassis for further transportation.

CONTINENTAL UNITED STATES (CONUS) – United States territory comprising the 48 contiguous states and the District of Columbia, including adjacent territorial waters but excluding Alaska and Hawaii. United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

CONVEYANCE – A rail car, trailer or container used to transport a shipment. Any of a number of different vehicles (water TSP, tanker, railcar, tank truck, etc.) used to move petroleum products.

COURIER – Individuals who are United States government military members or civilian employees, or Department of Defense contractor employees granted with authority to be responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported.

DANGEROUS ARTICLES – Material includes, but is not limited to certain types of chemicals and commodities, such as Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances

DAY – Calendar day of 24 hours.

DEADHEAD – A transportation term for a movement by a TSP when the vehicle transports no passengers or freight.

DECK BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure, having an intact deck for the carriage of bulk materials. Also commonly referred to as a scow, lighter or hoy.

DEFICIT WEIGHT RATING - Calculation of the price for transporting a greater weight than the actual total weight of the goods to be transported with the aim of achieving a lower price.

DEMURRAGE – A charge made on rail cars or vessels (including barges) held by or for a shipper or consignee beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose. Charges for demurrage are considered to be in addition to all other lawfully owed transportation charges.

DESTINATION – The place to which a shipment is consigned or where the TSP delivers cargo to the consignee or agent.

DETENTION – A charge made on trailers or containers held by or for the benefit of a shipper or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose. Charges for detention are considered to be in addition to all other lawfully owed transportation charges.

DISQUALIFICATION – Administrative action taken by the Military Surface Deployment and Distribution Command or theater Commander that results in excluding a TSP from transporting Department of Defense shipments, either from one or more origin points for specific routes or for all routes. This administrative action can also include the exclusion of a TSP or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.

DIVERSION – Service offered by a TSP that allows a consignor to divert an en route shipment from its original consignee or port of destination to another, or the changing of the mode or designated route of a shipment from that shown on the original transportation documentation while the shipment is in-transit.

Government APPROVED TRANSPORTATION SERVICE PROVIDER – A transportation provider who possesses legal operating authority to conduct transportation services, who also meets all established Government requirements and has received an official notice of acceptance to transport Government Freight by GSA.

DOOR-TO-DOOR SERVICE – From shipper’s origin to consignee’s receiving point.

DOUBLE BROKERING – Describes a practice where a legitimate broker decides to give a load to a second broker, who then finds a TSP. The term also includes a practice where a motor TSP agrees to transport freight for a broker (under the guise it will haul the freight), and the TSP subsequently re-brokers it to another TSP, Or when a TSP (that also has broker authority) accepts a brokered load (as the TSP) and then tenders that load to another TSP through its brokerage operation (without the broker's knowledge or consent).

DOUBLES TRAILER -- The term DOUBLES TRAILER as used in this tariff means a trailer 29 feet or less in length.

DRAYAGE – A charge for the local transportation of property for a movement that terminates within 30 miles of origin of the shipment.

DRY CARGO BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure with cargo space below deck, usually used to transport bulk commodities on rivers and canals. The cargo space may be covered or uncovered. Industry commonly refers to these barges as open/covered hopper barges.

DRIVEAWAY – The movement of a vehicle under its own power by a driver furnished through an authorized commercial motor TSP.

DROMEDARY BOX – A freight box carried on, and securely fastened to, the chassis of a truck tractor, step deck or flatbed trailer, is also demountable, and can be handled with a forklift truck. It is protected by a Plymetal shield and may be equipped with doors on each side that can be locked with a padlock and sealed. Each dromedary will be considered a separate conveyance.

DROPPED TANK TRAILERS –Trucks/containers or trailers left on the terminal for unloading at a later time without the services of the motor TSP upon authorization by the terminal operator.

DUAL DRIVER PROTECTIVE SERVICE – A protective service subject to the rules in ITEM 1035.

DUNNAGE – Lumber or other material used to brace and secure cargo to prevent damage during shipment.

DUNNAGE ALLOWANCE – A flat fee that seeks to compensate drivers for assembly or building materials required to properly block and brace a load. Dunnage must be specifically requested by a shipper in order for the allowance to be properly paid.

eBILL – Functionality in the currently authorized Third party payment system (PayPort Express) that is used to request a debit (from a shipper to a TSP) or a credit (from a TSP to a shipper).

The party initiating the eBill will not be paid until the other party approves the transaction. An eBill is most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved.

ELECTRONIC DATA INTERCHANGE –The transfer of data by linking computer systems through a communications network, in order to accomplish the Government objective of ensuring all tenders are originally filed, billed, and administratively updated through an EDI in order to create a semi-paperless environment.

EMERGENCY – Any situation that would prevent a shipment from safely reaching its destination, such as undue delay caused by a force majeure circumstance. Any —situation" associated with in transit Government AA&E or OSM that endangers the material itself, the public, the transporting TSP's personnel/equipment/facilities, or threatens national security due to potential loss or loss of Ordnance-related, highly sensitive technology. The broad term —Situation is intended to include, but not be limited to, accidents, fire, hijacking, theft, civil disturbance, equipment failure, labor strikes, natural disasters, and threatened or real attack.

EMPTY MOVEMENT OF TRAILER –An accessorial charge per vehicle per deadhead miles traveled from point of dispatch to point of origin, which will be in addition to the linehaul rate. These charges require consignor or consignee endorsement on BL.

EMPTY TRAILER RETURN – An accessorial charge for returning an empty trailer from destination to origin upon the shippers' cancellation.

ESCORT/FLAGMAN/TELEPHONE –An accessorial charge when requested by the shipper to reimburse for the cost of hiring of additional personnel to perform additional necessary services directly associated with the movement of specialized cargo.

EXCLUSIVE USE – When requested by Government personnel, a TSP will devote the entire vehicle to the movement of a specified shipment. See ITEM 1030, EXCLUSIVE USE AND CONTROL OF VEHICLE, for detailed guidance.

EXPEDITED SERVICE – When requested by Government personnel, the TSP guarantees the delivery of shipment prior to the Standard Transit Time. See ITEM 480, EXPEDITED SERVICE, for detailed guidance.

FORCE MAJEURE – Contract provision that exempts parties for non-fulfillment of obligations due to unforeseen and/or unpredictable conditions beyond their control and without fault or negligence of the breaching party. For example, natural disasters, acts of God, public enemy, freight embargoes, or weather.

FREETIME – The period of time during which there is no charge (i.e. demurrage) by the TSP to load, stow, and secure the general cargo to the vessel and to unload the general cargo and accompanying material from the barge.

FREIGHT – Goods to be shipped. A term used to classify the transportation of goods carried by commercial vessel or vehicle.

FREIGHT ALL KINDS – Consists of those commodities that a TSP offers to transport at one inclusive rate or change regardless of their classification rating in the NMFC or UFC, or differing transportation characteristics.

FREIGHT FORWARDER (AIR) – Also known as an indirect cargo air TSP and is defined in 14 CFR § 296.3 as —any U.S. citizen who undertakes to engage indirectly in air transportation of property, and uses for the whole or any part of such transportation the services of an air TSP [TSP] or a foreign air TSP [TSP] that directly engages in the operation of aircraft under a certificate, regulation, order, or permit issued by the Department of Transportation or the Civil Aeronautics Board, or the services of its agent, or of another indirect cargo air TSP [TSP].

FREIGHT FORWARDER (SURFACE) – As defined in 49 USC 13102(8); a person holding itself out to the general public (other than as a pipeline, rail, motor, or water TSP) to provide transportation of property for compensation but specifically excludes —a person using transportation of an air TSP. See 49 U.S.C § 10102. In general, surface freight forwarders are firms, other than railroad, motor, water, or air TSP, or an air freight forwarder, that undertakes all of the following functions: to assemble and consolidate shipments, provide for assembling, consolidating, performing or providing breakbulk, and distributing services. Surface freight forwarders assume responsibility for the transportation of such property from point of receipt to point of destination, and utilize the services of authorized TSPs who possess proper operating authority for the transportation to be provided.

FUEL SYSTEM ICING INHIBITOR (FSII) – Military jet fuel additive that absorbs small amounts of water from the fuel that prevents freezing in aircraft fuel systems.

FULL VISIBLE CAPACITY –When a LTL makes the loading of additional items impossible and this load requires a TL rate to move. FVC is indicated by the shipping agency on the BL to get the TL rate.

GOVERNMENT BILL OF LADING (GBL) – The bill of lading utilized to transport freight of the U.S. government, to procure transportation of freight and related services from commercial TSP for movement at Government expense.

GOVERNMENT BUSINESS DAY (GBD) – Any business day (i.e., Monday through Friday) that is not a Federal Holiday.

GOVERNMENT CARGO RECOVERY EFFORT PROGRAM (GOCARE) – Formerly known as the Government/GSA Joint Astray Cargo Program. The program sets forth the procedures for handling astray freight and convey general information concerning TSP initiatives, property identification numbers, foreign military sales, and other issues. GOCARE provides commercial TSP with points of contact to resolve astray government shipments.

HANDLING FREIGHT AT POSITION NOT IMMEDIATELY ADJACENT TO VEHICLE – An accessorial charge assessed for movement of the shipment or partial shipments from or to positions beyond an immediately adjacent loading or unloading position.

HAZARDOUS MATERIAL/SUBSTANCE – A substance or material determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. This term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of 49 Code of Federal Regulations, Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in 49 Code of Federal Regulations, Part 173.

HOLIDAYS –Federally-designated holidays, as provided by Title 5 of the U.S. Code: New Year’s Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Columbus Day, Thanksgiving Day, and Christmas Day.

IMPROPER EQUIPMENT – Failure by a TSP to provide the specific equipment requested by Government personnel in order to perform specific transportation/logistics requirements.

IN BOND – A shipment that has not cleared U.S. Customs.

IN TRANSIT VISIBILITY – The ability to track in real time the identity, status, and specific location of Department of Defense shipments of unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants), passengers, medical patients, and personal property from point of origin to the consignee or destination.

INADEQUATE EQUIPMENT – TSP equipment that is deemed inadequate to perform transportation services due to its defective condition, or where operation of the equipment fails to meet DOT safety regulations, or equipment whose design or defect lacks proper security features required to properly secured freight, or equipment that has broken, missing or improper seals.

INTERMODAL MOVE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. An intermodal move may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term —intermodal move can be used interchangeably with —more than one mode.

INTERNAL – Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska.

LAKEWISE – Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations were classified as local traffic. From 1990 on, these activities are classified as lakewise traffic.

LASH/SEABEE BARGE – A barge, usually flat-bottomed and rectangular in structure to be lightered aboard a mother ship.

LASHING – Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

LATE – Unexcused failure to deliver the shipment by the end of normal operating hours on the Required Delivery Date (RDD).

LAYTIME – The time between when a vessel moors alongside or at 0001 hours local time on the latest agreed readiness date, whichever occurs first. It ends when loading or unloading begins.

LESS-LOAD RATES – Rates or classes that apply to a quantity of freight less than the truckload weight specified for the same article.

LINE FILL – The quantity of fuel required to completely fill a section of pipeline.

LINEHAUL – Transportation of cargo over TSP routes from point to point to point of destination, excluding local pick-up, delivery, local drayage, and switching services.

LOADING OR UNLOADING – The movement of lading past the tailgate of the vehicle including the placement on, or the removal of lading from, a conveyor extending into the vehicle, as well as the stowing, stacking, and breaking out of the lading within such vehicle.

LONG TERM LEASE -- Leasing a company's vehicle to another transportation service provider for a duration of more than 30 days. TSP must abide by lease provisions of 49 CFR, Part 376.

LOSS TOLERANCE – An agreed percentage of fuel that is lost during transit or when placed in storage due to minor leaks and evaporation, etc.

MANIFEST – A document specifying in detail the passengers or items carried for a specific destination.

MILITARY TRAFFIC EXPEDITING SERVICE (MTX) – An expediting service provided by the Association of American Railroads (AAR) for military carload shipments. This automated service uses a central computer file electronically linked with member railroads and is capable of reporting on single-line and joint-line movements. Passing or progress reports are controlled by an MTX number assigned by the AAR.

MILVAN – A Government-owned or -leased demountable container, conforming to U.S. and International standards, used for the movement of military cargo.

MOTOR TSP – Shall have the same meaning and intent as ―motor TSP‟ as defined in 49 U.S.C. 13102(4), as a person providing commercial motor vehicle (as defined in section 31132) transportation for compensation.

MULTI-MODAL SERVICE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. Multi-modal service occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. Multi-modal service may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term ―more than one mode‟ can be used interchangeably with ―intermodal moves.

NEGOTIATED MOVE – A consignment of one or more shipments from one or more shippers over a period not to exceed one calendar year moving to one or more consignees at one or more destinations. Included within this definition are split pickups at origin and destination points and stop in transit to partially load and/or unload.

NO SHOW – Failure by a TSP to pick up a shipment on the agreed date and time.

NORMAL OPERATING HOURS – Period of time the facility or installation is regularly open for business Monday - Friday to receive and discharge freight.

NON-USE LETTER – Correspondence that places a TSP in non-use status for a period of time at either an installation or nationwide level.

OTHER SENSITIVE MATERIAL (OSM) – Materials other than AA&E that require monitored movement in the discretion of the owning Services due to concerns regarding the hazard, posed to the public, high value items, or security classification.

OVERNIGHT SERVICE (D1) - Shipment to be delivered to consignee during consignee's normal operating hours, on the next business day following the consignors requested pickup date of shipment.

OVERDIMENSIONAL – A shipment that contains one or more non-divisible articles, which measure in excess of 636 inches (53 feet) in length (OVERLENGTH), 102 inches (8 feet 6 inches) in width (OVERWIDTH), or 162 inches (13 feet 6 inches) in height from the ground to the top of the article after loading (OVERHEIGHT). Exception: A shipment is not considered overlength for interstate or intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

OVERTIME – Hourly charges incurred beyond established working hours and which exceed the total number of regular working hours per week.

OVERWEIGHT – Shipments where the cargo exceeds 45,000 (including shipments loaded on lowboy equipment). Additional information is more fully described under ITEM 775, OVERDIMENSIONAL FREIGHT.

PALLET – Piece of equipment that facilitates mechanical handling of stacked (palletized) goods for fork-lift trucks. The term also includes pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

PERISHABLE GOODS – Unpreserved, unprocessed, and untreated commodity that may spoil within a short time period even under normal handling and shipping conditions.

PERSONAL PROPERTY – Possessions other than real estate or building. Personal property is movable and includes tangible (appliances, car, furniture, jewelry) and intangible (bonds, right to a benefit, shares of stock) items whose ownership belongs to the individual. Also called chattels. Property of a personal character that is portable but not used in business.

PIPELINE – All parts of a physical facility to transport water, gas, or petroleum, including a line of pipe, valves, and any other appendages attached to the line of pipe.

PRIORITY SERVICE (SG) - Next available flight; shipment may be required anytime during a

24 hour period, no specific time for pickup or delivery stated (consignor may insert time requirements on BOL IAW TSP quote).

PRIVATELY OWNED VEHICLE (POV) – Belonging to, restricted to, or intended to be sued for the personal use of an individual.

PROPERTY DAMAGE – Damages caused to a Department of Defense (Government) member's/employee's personal and/or real property, including rental property, or grounds associated with the property by a Government approved TSP/agent or direct procurement method contracted agent while picking up or delivering Government sponsored shipments.

PROPORTATIONAL RATES – Rates that are not intended to stand alone, and may only apply in conjunction with another proportional rates. See also Combination Rates.

QUALIFIED TRANSPORTATION SERVICE PROVIDER REPRESENTATIVE – A person employed by a TSP or terminal involved in the handling of Government shipments moving in security service, and who is:

a. Designated by TSP or terminal management to attend a transportation conveyance.

b. Aware of the sensitivity of Government material moving under transportation protective service(s).

c. Knowledgeable of the safety, security and emergency procedures that must be followed.

d. Authorized to move a transportation conveyance and has the means and ability to do so.

e. Cleared under the Government Industrial Security Program to handle SECRET shipments and has TSP issued identification when providing Protective Security Service.

RADIOACTIVE MATERIAL –Material causing spontaneous emission of radiation, either directly from unstable atomic nuclei or as a consequence of a nuclear reaction. Of, exhibiting, or caused by radioactivity.

RAIL TANK CAR – A railcar designed to carry liquefied loads or cargo.

RAIL TSP – A rail as defined in 49 U.S.C.

RAMP-TO-RAMP SERVICE – Occurs when an empty vehicle is delivered to the TSP; when a loaded vehicle with billing instructions are delivered to the TSP or forwarding instructions are given to TSP with proper billing instructions.

REDELIVERY –When a shipment is tendered for delivery and delivery cannot be accomplished due to the fault of the consignee. Where redelivery is required, the TSP will notify the consignee of the on-hand shipment and arrange for a mutual agreement regarding a redelivery date.

REFUGE LOCATION – A military activity designated in the Terminal Facilities Guide as meeting requirements for the temporary storage of classified or protected material (excluding Class 1, Division 1.1, 1.2, and 1.3 explosives) that affords security for shipments of such cargo in emergency situations.

RELEASED VALUE RATE – The rate applied to a specific shipment that applies to an agreed level of liability assumed by the TSP in transporting that shipment in the event of loss or damage.

REPORT OF SHIPMENT – An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.

REQUIRED DELIVERY DATE (RDD) – A date when transported cargo must arrive at its destination and complete offloading to properly support mission requirements. The calendar date when material is required to be delivered and offloaded by the requisitioner.

ROUTING OR ROUTE ORDER – An order issued by a routing officer that specifies the mode of transportation and the means within that mode by which a shipment will move.

SECOND DAY SERVICE (D2) - Shipment to be delivered to consignee during consignee's normal operating hours on or before the second business day after consignor requested pickup date of shipment.

SECURED AREA – An area to which access is controlled and is under regular, periodic surveillance by security personnel.

SECURE HOLDING AREA – In non-emergency situations, protection provided by an installation to a TSP's vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander. The installation commander must make the same kinds of determinations as for —Secure Holding Location/Safe Haven or —refuge.

SECURE HOLDING LOCATION/SAFE HAVEN – A location owned by Government, or a GSA approved TSP owned secure holding facility that is utilized for the temporary parking of commercial TSP motor vehicles transporting Categorized AA&E or classified materials. This term will also include circumstances where emergency assistance is to be provided by an installation to a TSP's vehicle transporting Division 1.1, 1.2, or 1.3 ammunition and explosives due to

circumstances beyond a TSP's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This determination involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas.

SENSITIVE CARGO – Small arms, ammunition, and explosives (AA&E) that are a potential danger to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions, to include Ordnance as defined in the Government 5100.76M, Physical Security Of Conventional Arms, Ammunition And Explosives.

SHIPMENT – A separately identifiable collection of goods to be carried: A quantity of freight tendered for transportation by one shipper, at one point, one day, on one bill of lading, for delivery to one consignee at one destination.

SHIPMENT REFUSAL – Failure of a TSP to accept or decline a shipment within one hour of offer.

SHIPPER – A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments who performs planning, assembling, consolidating, documenting, and arranging for the movement of material.

SHORING – Technique used to distribute the weight of a cargo piece over a greater area than its load bearing area (also called a footprint or contact area).

SMALL ARMS – Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment including handguns; shoulder-fired weapons; and light automatic weapons. Included in small arms are comparable foreign arms, United States prototype arms, and illegally manufactured weapons retained in inventory for training, familiarization, and evaluation.

SMALL ARMS AMMUNITION – A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through 50 mm. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.

ONE TIME ONLY BID – A single consignment of one or more pieces from one shipper at one time at one origin address receipted for in one lot and moving to one consignee at one

destination address. Included within this definition are split pickups at origin and destination points and stops in transit to partially load and/or unload.

SPOTTING/DROPPING – The detachment of a trailer from a power unit (tractor) and its placement at a specific site designated by and in full possession of shipper, consignee or other designated party

SUBCONTRACTOR – A contract by which a company or person agrees to render services or materials necessary for the performance of another contract; one who performs services under contract to a TSP without privity of contract with the government; a secondary contract in which the person or company originally hired in turn hires somebody else to do all or part of the work.

TANK BARGE – Non-self-propelled vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull or independent of the hull. Pumping arrangements may be provided on board or left to shore equipment. Typical cargoes would include petroleum and other liquids.

a. Single Hull Tank Barge - A tank barge with the sides and the bottom being single hull.

b. Double Hull Tank Barge - A tank barge with the sides and the bottom being double hull.

c. Double Sided Tank Barge - A tank barge with the sides being double hull and the bottom being single hull.

d. Double Bottom Tank Barge - A tank barge with the sides being single hull and the bottom being double hull.

TANK TRUCK – A vehicle designed to carry liquefied loads or cargo on roadways

TEMPERATURE CONTROLLED GALLONS – The volume correction to gallons at 60 degrees Fahrenheit (sometimes referred to as —net volume).

TERMINALING – Receipt of fuel from an incoming transportation mode for the purpose of issuing that fuel for movement by another transportation mode. Terminaling charges may include but are not limited to fees for throughput, tank, truck, barge, or railcar loading, additive injection, filtration and dock fees. Some of these fees may be included as separate accessorial charges in the TSP's tender.

THIRD PARTY PAYMENT SYSTEM (TPPS) – The third party payment system is an electronic freight transaction tracking and payment system and is required to conduct business with Government. The current authorized third party payment system is PayPort Express, a service of Citi.

TIME-DEFINITE DELIVERY (TDD) – The delivery of freight at a time and destination specified by the receiving activity.

TOWAWAY SERVICE – The transportation of Government freight when the cargo is towed by a TSP truck-tractor, but not loaded in or on TSP equipment.

TOWBOAT/PUSH BOAT – Self-propelled vessel designed to tow/push barges and pontoons. The hull is usually rectangular in plan and has little freeboard. A pair of knees of ample strength and height engages barges of various depths to maneuver the tow.

TRACTOR – A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

TRAILER – A trailer is a reusable shipping conveyance not more than 53-feet in length, outside measurement, constructed for use in transporting commodities via highway and equipped with permanent wheeled undercarriage, or mounted on a bogie or chassis. Trailer also means a demountable trailer body with wheels or a container mounted on a bogie and equipped with a device for coupling to a tractor for movement.

TRANSLOADING – Cargo removed from one conveyance and directly reloaded on another conveyance for movement or movement of dromedaries from one conveyance to another.

TRANSMIX – A mixture of fuel, which occurs in a pipeline shipment that is caused when one batch of fuel pushes against another causing part of both batches to mix together.

TRANSPORT VEHICLE – A cargo carrying vehicle such as an automobile, van, tractor, truck, semi-trailer, tank car, or railcar used for transportation of cargo by any mode.

TRANSPORTATION AGENT – Person(s) (military or civilian) designated or appointed by the Transportation Officer to perform traffic management functions

TRANSPORTATION OFFICER (TO) – Person(s) designated by the commander of a military activity to perform traffic management functions.

TRANSPORTATION PROTECTIVE SERVICE (TPS) – A commercial TSP service performed according to Department of Defense standards that provide in-transit physical security for shipments of Secret, Confidential, or sensitive material.

TRANSPORTATION SERVICE PROVIDER (TSP) – Includes motor TSPs, rail TSPs, pipeline TSPs, water TSPs, tank truck TSPs, freight forwarders, brokers, and third party logistics (3PL) companies.

TRIP LEASED – A vehicle lease of 30 days or less in duration between a TSP and leasing agent involving the power unit.

TRIP LEASING – Leasing a company's vehicle to another transportation service provider for a single trip.

TRUCKLOAD RATES – Truckload rates or classes are those for which a truckload minimum weight is provided, and charges will be assessed at the truckload minimum weight shown in the TSP tender, except that actual weight will apply when in excess of the truckload minimum weight. Minimum of 20,000 pounds and greater will be considered truckload minimums for shipment planning purposes.

TUGBOAT – Self-propelled vessel with a V-shaped bow designed for the towing (and pushing) of ships or other floating structures such as barges in ports/harbors.

VEHICLE – A flatbed, converted van, open top or a trailer or container as more fully defined.

VESSEL – A watercraft or other artificial contrivance that is used, is capable of being used, or is intended to be used, as a means of transportation by water. 49 U.S.C. 12103(25).

WATER TSP – A person who performs water transportation for compensation, including both vessel, barge, or other artificial contrivance as defined in 49 U.S.C. 12102(26). Also referred in this document as a Water TSP.

APPENDIX B – ANSI CODES FOR ACCESSORIAL SERVICES (RESERVED)

APPENDIX C – REFERENCES

Each reference applies to its current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance.

1. American Trucking Associations, ATA Hazardous Materials Tariff, ICC ATA 111-series.
2. Code of Federal Regulations, Title 32, Part 619.4, Insurance—Public Liability and Cargo.
3. Code of Federal Regulations, Title 33, Part 125, Identification Credentials for Persons Requiring Access to Waterfront Facilities or Vessels.
4. Code of Federal Regulations, Title 33, Part 126, Handling of Dangerous Cargo at Waterfront Facilities.
5. Code of Federal Regulations, Title 33, Part 126, Section 126.19, Issuance of Permits for Handling Designated Dangerous Cargo.
6. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.40, Transportation and Traffic Management.
7. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.41, Transportation Documentation and Audit.
8. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101-41.302-3, Terms and Conditions Governing Acceptance and Use of GBLs.
9. Code of Federal Regulations, Title 49, Part 105, Hazardous Materials Program Definitions and General Procedures.
10. Code of Federal Regulations, Title 49, Part 106, Rulemaking Procedures.
11. Code of Federal Regulations, Title 49, Part 107, Hazardous Materials Program Procedures.
12. Code of Federal Regulations, Title 49, Part 110, Hazardous Materials Public Sector Training and Planning Grants.
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