

THIS TARIFF CONTAINS INCREASES AND REDUCTIONS

TEAL 100-A

**Tariff TEAL 100-A
CANCELS
Tariff TEAL 100
(in full)**

TARIFF TEAL 100-A

TEAL'S EXPRESS, INC.



MC - 6252

RULES AND EXCEPTIONS TO RULES OF NATIONAL MOTOR FREIGHT CLASSIFICATION

Applicable only where reference is made hereto.

**BETWEEN POINTS IN THE UNITED STATES (EXCEPT ALASKA AND HAWAII)
and Points Between United States and Foreign Countries**

This Tariff Applies On Interstate, Intrastate and Foreign Commerce.

FOR GOVERNING PUBLICATIONS, SEE ITEM 100

ISSUED: JULY 24, 2002

EFFECTIVE: AUGUST 1, 2002

ISSUED BY:

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TARIFF TEAL 100-A

CUMULATIVE LIST OF ITEMS IN TEAL 100-A AND SUPPLEMENTS

LISTED BELOW ARE THE ITEMS THAT HAVE BEEN ADDED, AMENDED OR BROUGHT FORWARD IN SUPPLEMENTS AND INCORPORATED INTO THE ORIGINAL TARIFF.

TEAL 100-A ORIGINAL RULES TARIFF EFFECTIVE AUGUST 1, 2002

SUPPLEMENT NUMBER 1 (EFFECTIVE AUGUST 4, 2003)

- ITEM 100A CANADIAN TARIFF 172, HAZARDOUS MATERIALS TARIFF
- ITEM 145* CURRENCY
- ITEM 363* BILL OF LADING RULES
- ITEM 370* PRICING PROGRAM CANCELLATION
- ITEM 390A CAPACITY LOADS
- ITEM 502A DETENTION (FREE TIME)
- ITEM 568A OVER DIMENSION
- ITEM 584A LIABILITY
- ITEM 615* MINIMUM CAPACITY AND DENSITY
- ITEM 711* LTL PALLETIZED SHIPMENTS
- ITEM 715A PALLET RULES
- ITEM 722A MINIMUM DISCOUNT
- ITEM 820A RECONSIGNMENT
- ITEM 882* SECURITY CHARGE
- ITEM 895A QUOTATION

SUPPLEMENT NUMBER 2 (EFFECTIVE DECEMBER 1, 2003)

- ITEM 566* HANDLING FREIGHT NOT ADJACENT TO VEHICLE
- ITEM 885* SINGLE SHIPMENT CHARGE

SUPPLEMENT NUMBER 3 (EFFECTIVE FEBRUARY 9, 2004)

- ITEM 190A FUEL SURCHARGE

SUPPLEMENT NUMBER 4 (EFFECTIVE FEBRUARY 1, 2006)

- ITEM 190B FUEL SURCHARGE
- ITEM 340* METHOD OF AMENDING OR CANCELLING TARIFFS
- ITEM 570A IMPRACTICABLE OPERATIONS
- ITEM 715B PALLET PRICING
- ITEM 753A PICK UP OR DELIVERY AT PRIVATE RESIDENCES AND OTHER LOCATIONS

SUPPLEMENT NUMBER 5 (EFFECTIVE OCTOBER 27, 2008)

- ITEM 370A PRICING PROGRAM CANCELLATION

* INDICATES ITEMS ADDED

A OR B INDICATES ITEMS CHANGED IN SUPPLEMENTS

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For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

SUPPLEMENT 1

ITEM 100A

GOVERNING TARIFFS

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

KIND OF TARIFF	ISSUING AGENT OR CARRIER	TARIFF SERIES	FOR SPECIAL PROVISIONS SEE
Class Rate Tariff	TEAL	TEAL 500	Note A
Classification, governing	NMF	NMF 100
Canadian Rules Tariff	NATC	NATC 172
Hazardous Materials Tariff	ATA	ATA 111

NOTE A - Applicable only where specific reference is made thereto.

ITEM 145

CURRENCY

Rates and charges in this Tariff and all TEAL Tariffs are stated in the currency of the United States.

ITEM 363

UNIFORM BILL OF LADING TERMS AND CONDITIONS

All bills of lading, long-form, short-form, shippers, carriers or when no shipping document is used the NMFC Uniform Bill of Lading Terms and Conditions will apply unless otherwise agreed to in writing. Where a Bill of Lading other than the Uniform Bill of Lading, long form is issued, is signed for by the Carrier's driver, or representative, that signature only acknowledges receipt of the freight and identifies the consignee. It is not a contract for the carriage of freight. Continued use of an unauthorized Bill of Lading by the shipper will not constitute an implied acceptance by the carrier

Reference made to "Teal's Tariffs" or "Tariffs on file" refers to Tariff's on file in Teal's office. Tariffs will be made available to shipper, consignee, or other party to the transaction on request to the extent that they apply to that shipper, consignee, or other party of the transaction.

ITEM 370 (see supplement 5)

CANCELLATION OF PRICING PROGRAMS

If a pricing program in a Teal's Tariff is not used for a period of 120 days, the item will be deemed obsolete and subject to cancellation without notice to any party of that program.

This item is applicable to Teal's Tariffs 200 and 400 or any TEAL Special Pricing Program.

**TARIFF TEAL 100-A
SUPPLEMENT 1**

ITEM 390A

CAPACITY LOADS

(Exception to NMFC Item 595)

SECTION 1 – GENERAL APPLICATION

- a. This item applies only when a single shipment is loaded to the full capacity of a single vehicle or exceeds the capacity of a single vehicle.
- b. The carrier shall endeavor to furnish the largest available vehicle(s) as defined in Section 3 of this item. The shipper shall have the right to refuse the vehicle(s) offered, but once the loading has begun, the provisions of this item will apply.
- c. The provisions of this SECTION will NOT apply on shipments subject to the provisions of Item 470.
- d. Discounts are not applicable on capacity loads.

ITEM 502A

DETENTION - LTL SHIPMENTS

(Applicable only on LTL shipments weighing less than 10,000 lbs.)

This item applies when carrier's vehicles with power units, are delayed or detained either on the premises of consignor or consignee or as close thereto as conditions will permit, subject to the following provisions:

SECTION 1 - GENERAL PROVISIONS

1. This item applies only to vehicles which have been ordered or used to transport shipments:
 - a. Subject to LTL rates or charges
 - b. Not subject to Item 470, Control and Exclusive Use of Vehicle.
 - c. Not subject to Item 390, Capacity Loads.
2. When carrier's employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained. When freight is tendered on pallets, consignor and consignee must perform loading and unloading, except the carrier's employee may assist in moving the loaded pallets onto and off the vehicle. Carrier's employee will not be permitted to ride power equipment at consignor's or consignee's premises.
3. Nothing in this item shall require a carrier to pick up or deliver freight at hours other than such carrier's normal business hours.
4. When vehicle is both unloaded and reloaded, each transaction will be treated independently of the other, except that when loading is begun before unloading is completed, free time for loading shall not begin until free time for unloading has expired.
5. Freight remaining undelivered after the accrual of any detention charges may be placed in storage. Such freight shall be subject to accrued detention charges up to the time freight is placed in storage and shall immediately become subject to storage charges in Item 910. If the freight is later tendered for delivery, the charges for redelivery in Item 830 will apply. In such event, detention charges as provided in Section 5 of this item will immediately become applicable.
6. When, through no fault of the carrier, the loading or unloading of a vehicle with power cannot be completed at the end of a normal business day:
 - a. Consignor or consignee may request that the vehicle without power remain at its premises and the provisions of Subsection 2 of Section 4 will apply.
 - b. Consignor or consignee may request that the vehicle with power be returned to carrier's premises. At that time, computation of any remaining free time will cease. That portion of the shipment in the carrier's possession is subject to storage as provided in Item 910. When the vehicle is returned to consignor's or consignee's premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges provided in Item 830.

(CONCLUDED ON FOLLOWING PAGE)

**TARIFF TEAL 100-A
SUPPLEMENT 1**

ITEM 502A (CONCLUDED)

SECTION 2 - DEFINITIONS

LOADING - including the furnishing to the carrier the Bill of Lading or forwarding directions or documents necessary for forwarding of the shipment.

UNLOADING - includes:

- a. Surrender to the carrier of Bill of Lading on shipments billed "To Order".
- b. Payment of lawful charge to the carrier when required prior to delivery of the shipment.
- c. Notification to the carrier that vehicle is unloaded.
- d. Signing delivery receipt when delivering carrier's agent is present at unloading.

SECTION 3 - COMPUTATION OF TIME

- 1. Except as provided in Subsection 2 and 3, computation of time shall begin upon notification by the driver to the responsible representative of the consignor or consignee of the arrival of the vehicle for loading or unloading. Time shall end upon completion of loading and receipt for delivery.
- 2. Computation of times are subject to, and are to be made within the normal business day at the designated premises at place of pick up or delivery, except:
 - a. When loading or unloading is not completed at the end of such day, time will be resumed upon notification by driver to the responsible representative of the consignor or consignee that he is ready to resume loading or unloading.
 - b. When loading or unloading is interrupted for a normal meal period, mealtime not to exceed one hour will be excluded from computation of time.
- 3. When carrier is permitted to work before or after the normal day, such working time shall also be included.
- 4. When consignor tenders or consignee receives more than one LTL shipment at one time, the combined weight will be used to determine free time. The free time will be increased by 5 minutes for each shipment, subject to a maximum of 60 minutes additional free time.
- 5. Where there is more than one payor, charges will be prorated on the basis of the weight of each individual shipment. Where single or multiple LTL shipments exceed the carrying capacity of one vehicle, free time for each vehicle shall be computed separately.

SECTION 4 - FREE TIME

1. Free time shall be as follows:

ACTUAL WEIGHT IN POUNDS PER VEHICLE STOP	FREE TIME IN MINUTES PER VEHICLE STOP
Less than 2,500.....	30
2,500 but less than 5,000	45
5,000 but less than 7,500	60
7,500 but less than 10,000	75
10,000 but less than 20,000	120
20,000 or more	180

- 2. Once a vehicle with power is placed for loading or unloading and then changed to vehicle without power at the request of consignor or consignee, the free time and detention charges will be applied as follows:
 - a. If the change is requested and made within free time allowed for a vehicle with power, free time will cease immediately at the time request is made and detention charges for vehicle without power will be applied immediately with no further free time allowed.
 - b. If the change is requested and made after the expiration of the free time for a vehicle with power, free time and detention charges will be computed on the basis of a vehicle with power up to the time the change was requested. In addition thereto, vehicle will immediately be placed on detention for vehicle without power with no further free time allowed.
- 3. When freight is tendered on pallets, the free time shall be one-half of that provided above in Subsection 1.

SECTION 5 - CHARGES

- 1. When the loading or unloading is delayed, the charge per vehicle for each 15 minutes, or fraction thereof, beyond free time will be \$ 19.22.
- 2. The amounts due the carrier under the provisions of this rule shall be assessed against the consignor in the case of loading and against the consignee in the case of unloading, irrespective of whether line haul charges are prepaid or collect.

**TARIFF TEAL 100-A
SUPPLEMENT 1**

ITEM 568A

**HEAVY OR BULKY FREIGHT
(Addition and or Exception to NMFC Item 568)**

OVER DIMENSION FREIGHT

Shipments which contain articles 15 feet or more in length will be transported subject to the conditions shown below, however, carriers will not undertake to transport any article or articles exceeding the inside length of the trailer.

1. Arrangement for transporting freight must be made with the originating carrier before shipment is tendered for transportation.
1. Such shipments as are accepted will be subject to freight charges based on:

LENGTH OF FREIGHT	PERCENT OF APPLICABLE CHARGES
15 but less than 21 feet	110
21 but less than 35 feet	150
35 but less than 40 feet	200
40 feet to maximum length of trailer	250

ITEM 584A

Limitation of Carrier's Liability: Cargo Loss or Damage

1. **LIMITATION OF CARRIER'S LIABILITY ON "NEW" COMMODITIES.** - Except as otherwise provided in this tariff or in NMFC 100, all articles exceeding the maximum value listed in Column B will be declared as Extraordinary Value. Extraordinary Value articles accepted for transportation will be considered released at the value per pound listed in Column B below. Liability for lost and/or damage to any article will be determined using the actual class or FAK class in Column A and the maximum value opposite it in Column B or actual value, whichever is less. Maximum liability will not exceed \$125,000 per shipment.

Column A Actual (or) FAK Class	Column B Actual (or) FAK Class	Column A Actual (or) FAK Class	Column B Actual (or) FAK Class
50	1.00	110	20.00
55	2.00	125	23.00
60	2.40	150	25.00
65	4.00	175	25.00
70	6.25	200	25.00
77.5	8.00	250	25.00
85	12.50	300	25.00
92.5	14.50	400	25.00
100	18.00	500	25.00

2. **LIMITATION OF CARRIER LIABILITY ON FAK OR MIS-DESCRIBED FREIGHT:** When a commodity is classified at a lower class, either through a negotiated FAK rating structure or a shippers mis-description of a commodity and/or class compared to its actual class governed by the NMFC 100 guide and all supplemental additions, the following limitations and conditions will apply.
 - a. In case of a loss and/or damage, the class and value shown above will be the FAK class or the mis-described class shown on Teal's freight bill at time of delivery.

(CONCLUDED ON FOLLOWING PAGE)

**TARIFF TEAL 100-A
SUPPLEMENT 1**

ITEM 584A (CONCLUDED)

- 3. LIMITATION OF CARRIER'S LIABILITY ON "USED" COMMODITIES:** Carrier's liability for cargo loss or damage **shall** be limited to the maximum amounts per pound as detailed within this paragraph, when the commodities listed below are described as **Used**.
- a. **Used** agricultural implement, machinery or parts- Classification Item 8900 through 11622 and Used Auto Parts - Classification Item 17800 through 20140, carrier's liability shall be limited to a maximum of \$1.00 per pound.
 - b. **Used** electrical equipment- Classification Items 60500 through 63561, carrier's liability shall be limited to a maximum of \$1.00 per pound. Shipments of used electrical equipment shall receive class 70 rates on all items shipped under this provision.
 - c. **Used** clothing in bundles and then in boxes, with a minimum density of 20 pounds per cubic foot or greater, carrier liability shall be limited to \$5.00 per pound, not to exceed \$30,000 per shipment. Shipments under this provision shall be subject to class 70 rates.
 - d. **Used** machinery, not having been reconditioned, as described in the NMFC as items 114000 through 133454, carrier's liability shall be limited to a maximum of \$.55 (cents) per pound. Carrier shall apply class 70 rates to these used commodities less any discount on file with carrier for customer.
- 4. CANADIAN FREIGHT:** On shipments from Canada to the USA, carrier liability will be governed by the value on the bill of lading. If no value is declared on the bill of lading, the carrier's maximum liability will be \$2.00 per pound.
- 5. CARRIER'S LIABILITY EXEMPTION:** Carrier is fully exempt from any liability in cases where cargo loss or damage is caused by the acts of local, state, or federal governments, extreme weather conditions or any other Acts of God.

ITEM 615

**MINIMUM CHARGE
CUBIC CAPACITY AND DENSITY**

ELIGIBLE SHIPMENTS

Any shipment which is 750 cubic feet or greater and has a density of less than four pounds per cubic foot.

RATES AND CHARGES

Eligible shipments will be subject to a minimum charge to be determined as follows:

- 1. Multiply the total cubic feet by 6 pounds to get the calculated weight of the shipment.
- 2. Then multiply the calculated weight by the class 77.5 class rate, as found in carrier's Tariff 500, apply a 35% discount to arrive at your total charge.

CONDITIONS

Density is based on the total cubic feet of all articles or pieces in the shipment. Density is determined as follows:

- (A) The cubage of loose articles, pieces or packaged articles of a rectangular, elliptical or square shape on one plane shall be determined by depth in inches, including all projections, and dividing the total by 1,728 cubic inches (one cubic foot), the density shall be the result of the division of the weight of the article piece or package by the ascertained cubic feet.
- (B) To determine the density of a cylindrical shaped article or any article other than a square, elliptical or rectangular-shaped article in a single plane, square the greatest dimension on the cylindrical or other than square, elliptical or rectangular plane (multiply the dimension by itself) and multiply that result by height or length. If result is in cubic inches, divide by 1,728 cubic inches (one cubic foot). The density shall be the result of the division of the weight of the article by the ascertained cubic feet.
- (C) Freight bill information: When this item has application, the carrier's freight bill will indicate both the actual weight and the calculated weight upon which the minimum charge is assessed.

(CONCLUDED ON FOLLOWING PAGE)

TARIFF TEAL 100-A SUPPLEMENT 1

ITEM 615 (CONCLUDED)

- (D) Maximum Charge: On trailers 29 feet in length or greater the charge for a shipment subject to the provisions of this item shall not be greater than the charge for capacity loads (Item 390), nor greater than the truckload charge per vehicle used. The overflow portion of a shipment which is charged for as a separate shipment will be subject to the provisions of this item.
- (E) The provisions of this item are not applicable in connection with shipments subject to:
 - 1) Truckload rates or charges.
 - 2) Rates which apply per vehicle used.
 - 3) Capacity load provisions (Item 390).
 - 4) Exclusive use of vehicle provisions (Item 470).
- (F) Packaging: See Item 660 and Item 661 Paragraph 1.

ITEM 711

PALLETIZED SHIPMENTS

Applicable on LTL shipments weighing 9,999 pounds or less.
Except as otherwise provided in Commodity Rate Items.

Except as otherwise provided when shipments are tendered to carrier on pallets, platforms, skids, racks, or shipping carriers or containers, the weight of such pallets, platforms, skids, or shipping carriers, or containers shall be included in the gross weight of shipment.

ITEM 715A (see supplement 4)

PALLET PRICING

1. A pallet dimension cannot exceed 42 inches x 48 inches and the commodity cannot exceed the dimension of the pallet. The height of the commodity and pallet combined cannot exceed 94 inches.
2. Rates are stated in dollars per pallet and are for each pallet and/or each partial pallet tendered. All un-palletized freight must travel on a separate Bill-of-Lading.
3. The weight of each pallet must not exceed 2000 lbs. and will be subject to reweigh. If the weight of a pallet exceeds 2000 lbs. but does not exceed 2500 lbs. the total charges will be 130% of the per pallet charge. The provisions of this tariff will not apply with individual pallets exceeding 2500 lbs. each.
4. Tiered pallet pricing is only applicable for multiple pallets from one shipper to one consignee.
5. Each loaded pallet must be strapped, tied, glued or otherwise secured, by the consignor so as to form a unit load of sufficient strength to withstand the normal hazards of transportation.
6. The consignor and consignee must perform the loading and offloading. Each pallet must be loaded and offloaded as a unit, as a breakdown of the pallet by the carrier will result in additional charges calculated at a rate of \$25.00 for each 15 minutes or fraction thereof
7. Liability for loss and damage is limited to actual value but not to exceed \$2.00 per pound.
8. Pallet pricing is not applicable on interline shipments or any program associated with a return pallet provision.
9. The wording, "PALLET PRICING", with the number of pallets must be noted on the bill of lading prepared by the shipper, when tendered to Teal's Express.
10. All pallet-pricing shipments, upon which the lawfully applicable rates and charges are not paid in full within 45 days, will be subject to forfeiture of special pallet pricing. Class rates with applicable discount will apply.
11. A single pallet picked up at one time and place, unaccompanied by any other shipment of any description from the same consignor, will be subject to a charge of \$15.00 per shipment in addition to all lawfully applicable charges.

**TARIFF TEAL 100-A
SUPPLEMENT 1**

ITEM 722A

DEFAULT APPLICATION OF DISCOUNT

Where no specific discount is published by TEAL'S for the account of the payor of the freight charges, a 40% discount will be allowed off TEAL TARIFF 500 LTL rates and 25% off minimums applicable at time of shipment.

ITEM 820A

RECONSIGNMENT OR DIVERSION

A request for the reconsignment or diversion of a shipment will be subject to the following definitions, conditions and charges.

SECTION 1 - DEFINITION OF RECONSIGNMENT OR DIVERSION

For the purpose of this item, the terms "reconsignment" and "diversion" are considered to be synonymous and the use of either will be considered to mean:

1. A change in the name of the consignor or consignee.
2. A change in the place of delivery within original destination point.
3. A change in the destination point.
4. Relinquishment of shipment at point of origin (N1).
5. Instructions received by the originating carrier prior to receipt of shipment (N2).

SECTION 2 - CONDITIONS

1. Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label or container as authority to re-ship, return or consign a shipment.
2. Carrier will make diligent effort to execute a request for reconsignment, but will not be responsible if such service is not affected.
3. All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made.
4. Only entire shipments, not portions of shipments, may be reconsigned.
5. An order for reconsignment of a shipment moving under uniform Order Bills of Lading will not be considered valid, unless and until the original Bill of Lading is surrendered for cancellation, endorsed or exchanged.
6. Instructions for reconsignment of COD shipments will be accepted only from the consignor.
7. Marking or Tagging (N3).

(CONTINUED ON FOLLOWING PAGE)

**TARIFF TEAL 100-A
SUPPLEMENT 1**

ITEM 820A (CONTINUED)

SECTION 3 - CHARGES

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

If reconsignment results in a change

	In the name of the Consignor or Consignee with no change in Place of Delivery (N9)	In the place of delivery within the original destination point (N4) (N9)	In the destination point (N5)
And reconsignment occurs (N6)	THE CHARGE WILL BE		
Prior to tender of delivery	\$ 29.81 per shipment	\$ 29.81 per shipment	Published tariff rates to and from reconsignment point but not less than the published through rate from original point of origin to ultimate destination (N7,8)
After tender of delivery	\$ 29.81 per shipment	Published tariff rates to and from reconsignment points subject to a maximum charge of \$ 543.16 per shipment or \$ 543.16 per vehicle if more than one vehicle is used to transport the shipment	Published tariff rates to and from reconsignment point but not less than the published through rate from original point of origin to ultimate destination

- NOTES: (N1) - Where a request is made by shipper, before a shipment left carrier's terminal at point of origin, including points and places within the Terminal Area (Item 115) for the return of a shipment to the original place of shipment or delivery thereof to another carrier at point of origin, or to relinquish possession thereof to shipper or to another carrier at carrier's terminal, such service, if performed, will be subject to the published tariff rate from original place of shipment to point in which carriers terminal is located, subject to a maximum charge of \$ 543.16 per shipment or \$ 543.16 per vehicle if more than one vehicle is used to transport the shipment.
- (N2) - Upon instructions received by the originating carrier prior to receipt of shipment at point of origin accompanied by a through Bill of Lading covering the shipment, the carrier will accept the shipment when tendered by the party in possession of the shipment, issue a receipt therefor (not a Bill of Lading) to the party tendering the shipment and then execute the Bill of Lading. Such shipment will be subject to a charge of \$ 29.81 per shipment.
- (N3) - Shipment moving under the provisions of this item which require marking or tagging in order to comply with the provisions of Item 580 of NMFC, or when carrier is specifically requested to do so by the consignor or consignee, will be marked or tagged by the carrier at a charge of 188 cents for each package or piece of freight so marked or tagged.
- (N4) - Includes points and places within the Terminal Area (Item 115) which the carrier in possession of the shipment is authorized to serve direct and which point is subject to the same line-haul rate as the original billed destination point.
- (N5) - Includes points and places other than those defined in (N4).

(CONCLUDED ON FOLLOWING PAGE)

**TARIFF TEAL 100-A
SUPPLEMENT 1**

ITEM 820A (CONCLUDED)

- (N6) - 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 delivery vehicle (in cases where shipment is transferred to city delivery vehicle for delivery) or;
 - b. Before shipment has been dispatched for delivery (in cases where shipment is not transferred to city vehicle for delivery).
- Thereafter, the provisions governing reconsignment "after tender of delivery" will apply.
- (N7) - If the change in destination point is requested and instructions are received in time to effect the requested change at the origin terminal of the originating carrier, the charge will be \$ 29.81 per shipment in addition to the applicable tariff rate from point of origin to the new destination.
- (N8) - When consignor or consignee or its agent elects to accept shipment at carrier's terminal located at reconsignment point, charges will be assessed on the basis of the applicable rate from point of origin to reconsignment point plus a reconsignment charge of 275 cents per 100 pounds, subject to minimum charge of \$ 16.63 and a maximum charge of \$ 330.05 per shipment or \$ 330.05 per vehicle if more than one vehicle is used to transport the shipment.
- (N9) - All shipments for export not directly consigned at origin to an export pier, dock, pier terminal, transit shed or wharf will be subject to the charges provided in this item. The provisions of Section 2 will not apply.
- (N10) - If reconsigned point is within 8 miles of original destination the charge will be 325 cents per 100 pounds, subject to a minimum charge of \$ 29.81 per shipment and a maximum charge of \$ 330.05.

ITEM 882

1. A charge of \$ 13.00 will be charged to each shipment crossing the border between the United States and Canada in either direction when a security check is required.
2. A charge of \$ 13.00 will be charged to each shipment going into or out of all military installations, prisons, Government installations, or any facility that requires a security check to pick up or deliver.

ITEM 895A

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

**TARIFF TEAL 100-A
SUPPLEMENT 2**

ITEM 566

HANDLING FREIGHT NOT ADJACENT TO VEHICLE

When requested by consignor or consignee, and carrier's operating conditions permit, the carrier may move shipments or portions of shipments from or to positions beyond the Immediately adjacent loading or unloading positions defined in Item 750.

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

Service provided under this item will be assessed a charge of 430 cents per 100 pounds, subject to a minimum charge of \$ 33.50 (Note 1-\$ 50.00) per shipment and a maximum of \$ 450.00 per shipment or \$ 450.00 per vehicle if more than one vehicle is used to transport the shipment. When shipments are accorded split pick up, 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.

NOTE 1 - \$50.00 Minimum applicable to and from zip codes 10000 through 10299.

ITEM 885

SINGLE SHIPMENT CHARGE

1. Except as otherwise specifically provided, Single Shipments of less than 500 pounds picked up at one time and site, unaccompanied by any other shipment of any description from the same consignor, will be subject to a charge of \$11.90 per shipment in addition to all other lawfully applicable charges in this and governing tariffs. Carrier's driver will write or stamp "Single Shipment" on all Bill of Lading copies when such shipments are tendered (see Item 140 – APPLICATION OF CHARGES).
 2. Except as otherwise specifically provided, Single Shipments of a Single Pallet picked up at one time and site, unaccompanied by any other shipment of any description from the same consignor, will be subject to a charge of \$15.00 per shipment in addition to all other lawfully applicable charges in this and governing tariffs. Carrier's driver will write or stamp "Single Shipment" on all Bill of Lading copies when such shipments are tendered.
 3. The provisions of this item do not apply on shipments tendered at carrier's terminal by consignor or consignor's agent nor on shipments picked up at the same time and site with any other shipment of any description from the same consignor, whether moving interstate, intrastate, intracity or foreign commerce to any destination within or beyond the territorial scope of this tariff.
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**TARIFF TEAL 100-A
SUPPLEMENT 3**

ITEM 190A (see supplement 4)

FUEL SURCHARGE

All shipments subject to provisions governed by this tariff are subject to a fuel surcharge applied to the net line haul charges. The fuel surcharge will be shown as a separate charge on freight bills.

The surcharge is based upon the average self-service price per gallon of diesel fuel as calculated by the Energy Information Agency. Changes will become effective Wednesday of each week, and will be based upon the average self-service price per gallon for the previous week. The average price will be rounded to the nearest whole cent by dropping fractions of less than one-half cent and increasing to the next whole cent those fractions of one-half cent or greater.

U.S. Department of Energy's

Central Atlantic States Fuel Index

<u>At Least</u>	<u>But Less Than</u>	<u>LTL*</u>	<u>Surcharge Amount</u> <u>PP** SP*** & TL****</u>
115 cents	120 cents	0.7%	1.4%
120 cents	125 cents	1.0%	2.0%
125 cents	130 cents	1.3%	2.6%
130 cents	135 cents	1.6%	3.2%
135 cents	140 cents	1.9%	3.8%
140 cents	145 cents	2.2%	4.4%
145 cents	150 cents	2.5%	5.0%

For each \$.05 above 145 cents, the fuel surcharge will increase by 0.3% (three-tenths of a percent) on LTL and 0.6% (six-tenths of a percent) on PP and TL. When the price per gallon falls below 1.15 cents, no fuel surcharge will be applied.

LTL*	Less Than Truck Load
PP**	Pallet Pricing
SP***	Special Pricing
TL****	Truck Load

TARIFF TEAL 100-A Supplement 4

ITEM: 190B

FUEL SURCHARGE

All shipments subject to provisions governed by this tariff are subject to a fuel surcharge applied to the net line haul charges. The fuel surcharge will be shown as a separate charge on freight bills.

The surcharge is based upon the average self-service price per gallon of diesel fuel as calculated by the Energy Information Agency. Changes will become effective Wednesday of each week, and will be based upon the average self-service price per gallon for the previous week. The average price will be rounded to the nearest whole cent by dropping fractions of less than one-half cent and increasing to the next whole cent those fractions of one-half cent or greater.

U.S. Department of Energy's
Central Atlantic States

<u>Fuel Index</u>		<u>Surcharge Amount</u>		<u>Fuel Index</u>		<u>Surcharge Amount</u>	
<u>At Least</u>	<u>But Less Than</u>	<u>LTL*</u>	<u>PP** SP† & TL††</u>	<u>At Least</u>	<u>But Less Than</u>	<u>LTL*</u>	<u>PP** SP† & TL††</u>
115 cents	120 cents	0.7%	1.4%	220 cents	225 cents	7.0%	14.0%
120 cents	125 cents	1.0%	2.0%	225 cents	230 cents	7.3%	14.6%
125 cents	130 cents	1.3%	2.6%	230 cents	235 cents	7.6%	15.2%
130 cents	135 cents	1.6%	3.2%	235 cents	240 cents	7.9%	15.8%
135 cents	140 cents	1.9%	3.8%	240 cents	245 cents	8.2%	16.4%
140 cents	145 cents	2.2%	4.4%	245 cents	250 cents	8.5%	17.0%
145 cents	150 cents	2.5%	5.0%	250 cents	255 cents	8.8%	17.6%
150 cents	155 cents	2.8%	5.6%	255 cents	260 cents	9.1%	18.2%
155 cents	160 cents	3.1%	6.2%	260 cents	265 cents	9.4%	18.8%
160 cents	165 cents	3.4%	6.8%	265 cents	270 cents	9.7%	19.4%
165 cents	170 cents	3.7%	7.4%	270 cents	275 cents	10.0%	20.0%
170 cents	175 cents	4.0%	8.0%	275 cents	280 cents	10.3%	20.6%
175 cents	180 cents	4.3%	8.6%	280 cents	285 cents	10.6%	21.2%
180 cents	185 cents	4.6%	9.2%	285 cents	290 cents	10.9%	21.8%
185 cents	190 cents	4.9%	9.8%	290 cents	295 cents	11.2%	22.4%
190 cents	195 cents	5.2%	10.4%	295 cents	300 cents	11.5%	23.0%
195 cents	200 cents	5.5%	11.0%	300 cents	305 cents	11.8%	23.6%
200 cents	205 cents	5.8%	11.6%	305 cents	310 cents	12.1%	24.2%
205 cents	210 cents	6.1%	12.2%	310 cents	315 cents	12.4%	24.8%
210 cents	215 cents	6.4%	12.8%	315 cents	320 cents	12.7%	25.4%
215 cents	220 cents	6.7%	13.4%	320 cents	325 cents	13.0%	26.0%

For each \$.05 above 325 cents, the fuel surcharge will increase by 0.3% (three-tenths of a percent) on LTL and 0.6% (six-tenths of a percent) on PP, SP and TL. When the price per gallon falls below 1.15 cents, no fuel surcharge will be applied.

LTL*	Less Than Truck Load
PP**	Pallet Pricing
SP†	Special Pricing
TL††	Truck Load

TARIFF TEAL 100-A

Supplement 4

ITEM 340

METHOD OF AMENDING AND OR CANCELLING TARIFFS AND ITEMS WITHIN ANY TEAL TARIFF

As a TEAL Tariff (100-200-400-500) is adjusted, the supplements will be numbered, starting at one (1). * Items that are amended within the tariff will be distinguished by a letter suffix in alphabetical sequence beginning with the letter A. ** Any new item will be processed under a new number in its entirety. *** As the tariff is supplemented, numbered items with letter suffixes will cancel correspondingly numbered items in the original tariff or in a prior supplement, except as otherwise specifically indicated. ****

* Example: When an item or items are amended within a tariff, the supplement noting the changes will be numbered as Supplement 1, Supplement 2, etc...

** Example: Original Item 123, when amended in a supplement, would be noted as 123-A(-Z). The supplement number will be noted next to the original Item i.e. Item 123 (see Supplement 1).

*** Example: A new rule for a special service not noted in a present item would receive its own Item Number i.e. 789 if not previously used)

**** Example: Item 123-A cancels Item 123, and Item 456-C cancels Item 456-B in a prior supplement.

Note: Supplements may be added to any TEAL Tariff, to update Items and/or add or omit details regarding any specific detail defined by any Item.

Note: When an original TEAL TARIFF is reissued, it would be noted as a new tariff, i.e. TEAL 100 will be noted as TEAL 100-A.

ITEM 570A

IMPRACTICABLE OPERATIONS

1. Pick up or delivery service will not be performed by the carrier at any site from or to which it is impracticable to operate vehicles because of:
 - a. The conditions of roads, streets, driveways, alleys or approaches thereto;
 - b. Inadequate loading or unloading facilities;
 - c. Riots, acts of God, the public enemy, the authority of law, the existence of violence or such possible disturbances as tending to create reasonable apprehension of danger to persons or property.

 2. A shipment may be denied or refused at anytime without mutual consent.
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TARIFF TEAL 100-A Supplement 4

ITEM: 715B

PALLET PRICING

1. A pallet dimension cannot exceed 42 inches x 48 inches and the commodity cannot exceed the dimension of the pallet. The height of the commodity and pallet combined cannot exceed 94 inches.
 2. Rates are stated in dollars per pallet and are for each pallet and/or each partial pallet tendered. All un-palletized freight must travel on a separate Bill-of-Lading.
 3. The weight of each pallet must not exceed 2000 lbs. and will be subject to reweigh. If the weight of a pallet exceeds 2000 lbs. but does not exceed 2500 lbs. the total charges will be 130% of the per pallet charge. The provisions of this tariff will not apply with individual pallets exceeding 2500 lbs. each.
 4. Tiered pallet pricing is only applicable for multiple pallets from one shipper to one consignee.
 5. Each loaded pallet must be strapped, tied, glued or otherwise secured, by the consignor so as to form a unit load of sufficient strength to withstand the normal hazards of transportation.
 6. The consignor and consignee must perform the loading and offloading. Each pallet must be loaded and offloaded as a unit, as a breakdown of the pallet by the carrier will result in additional charges calculated at a rate of \$25.00 for each 15 minutes or fraction thereof
 7. Liability for loss and damage is limited to actual value but not to exceed \$1.00 per pound.
 8. Pallet pricing is not applicable on interline shipments or any program associated with a return pallet provision.
 9. The wording, "PALLET PRICING", with the number of pallets must be noted on the bill of lading prepared by the shipper, when tendered to Teal's Express.
 10. All pallet-pricing shipments, upon which the lawfully applicable rates and charges are not paid in full within 45 days, will be subject to forfeiture of special pallet pricing. Class rates with applicable discount will apply.
 11. A single pallet picked up at one time and place, unaccompanied by any other shipment of any description from the same consignor, will be subject to a charge of \$15.00 per shipment in addition to all lawfully applicable charges.
 12. Pricing is applicable for inbound and outbound freight to and from your location only.
-

ITEM 753A

PICK UP OR DELIVERY SERVICE AT PRIVATE RESIDENCES AND OTHER LOCATIONS

1. Shipments picked up at or delivered to private residences (N1), apartments, churches, construction sites (N2), farms, resort hotels or camps will be subject to a charge of \$40.00 to destinations with zip code from 070 to 119; all other destinations will be charged \$30.00 in addition to all other applicable rates and charges (N3)(N4).
2. The charge provided in Paragraph 1 will be assessed against the party whose location requires such service unless the Bill of Lading is specifically endorsed to show prepayment of these charges.
3. Shipments picked up at or delivered to a container freight station will be subject to a charge of \$50.00 per shipment.

- NOTES: (N1) - The term "Private Residence" shall apply to the entire premises on which a dwelling for living is located, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of merchandise or services to the walk-in public during normal business hours.
- (N2) - The term "construction sites" will include areas where building, erecting, excavating, construction and road building are being carried on.
- (N3) - The charges provided herein will not apply when the consignor or consignee elects to deliver or pick up the shipment at carrier's terminal or arranges to tender or accept delivery of the shipment at a commercial location between carrier's terminal and pick up or delivery address.
- (N4) - This charge will include a notification prior to delivery.

TARIFF TEAL 100-A
Supplement 5

ITEM: 370A

CANCELLATION OF PRICING PROGRAMS

If a pricing program in a Teal's Tariff is not used for a period of 120 days, the item will be deemed obsolete and subject to cancellation or adjustment without notice to any party of that program.

This item is applicable to Teal's Tariffs 200 and 400 or any TEAL Special Pricing Program.

TARIFF TEAL 100-A

ITEM 100 (see supplement 1)

GOVERNING TARIFFS

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

KIND OF TARIFF	ISSUING AGENT OR CARRIER	TARIFF SERIES	FOR SPECIAL PROVISIONS SEE
Class Rate Tariff	TEAL	TEAL 500	Note A
Classification, governing	NMF	NMF 100	...
Mileage Guide	HGB	HGB 100

NOTE A - Applicable only where specific reference is made thereto.

ITEM 110

NMFC DEFINITIONS

(Exception to Sections 3. a., b. and 6. b., d., NMFC Item 110)

SECTION 3. (a) 'Point' means a particular city, town, village or community or other area which is treated as a unit for the application of rates, but will not include Towns (Townships) unless otherwise specifically provided.

(b) 'Place' means a particular street address or other designation of a factory, store, warehouse, place of business, private residence, construction camp or the like, which, if contiguous, shall not be deemed separated if intersected by a public street or thoroughfare, at a point.

SECTION 6. (b) The class applicable to 'Truckload (TL)' shipments will be the class or classes in the column designated LTL in the NMFC for the commodity being shipped. Charges will be assessed at the minimum weight shown in the tariffs governed hereby, except that the actual weight will apply when in excess of the truckload minimum weight.

(d) The class applicable to 'Any Quantity (AQ)' shipments will be the class or classes in the column designated LTL in the NMFC for the commodity being shipped.

ITEM 115

OTHER DEFINITIONS

1. The term 'NATIONAL MOTOR FREIGHT CLASSIFICATION' or 'NMFC' means the National Motor Freight Traffic Association Inc., Agent, National Motor Freight Classification No. NMF 100 series, and by supplements thereto or subsequent issues thereof.
2. The term 'LOCAL HAUL' means the transportation of a shipment by ONE (1) line-haul motor carrier under a local rate (N1).
3. The term 'JOINT HAUL' means the transportation of a shipment jointly by TWO (2) line-haul motor carriers under a joint rate. (C)The provisions of this tariff shall apply also for the account of carriers listed In Section 2, Tariff ICC TEAL 500, on shipments moving under joint rates (N1).
4. Truckload:
 - a. ON CLASS RATED articles, Discount expressed as a percentage of class rate charges and Column Commodity Rates expressed as a percentage of Class rates, the term "TRUCKLOAD" shall mean any shipment billed at:
 1. 20,000 pounds or more on articles rated class 125 or lower.
 2. 10,000 pounds or more on articles rated class 150 or higher.
 - b. ON COMMODITY RATED shipments, the term "truckload" shall mean any shipment billed at truckload commodity rates. In case of commodity rates which apply "Any Quantity" or which are the same on all shipments weighing each 5,000 pounds or more, a shipment weighing 24,000 pounds or more shall be deemed a truckload for the purpose of applying rules and accessorial charges (not transportation charges) governing truckload shipments.

(Continued on the following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 115 (continued)

5. LESS THAN TRUCKLOAD (LTL) rates or classes, are those applicable to a quantity of freight less than the truckload minimum weight specified for the same article.
6. The term "MINIMUM CHARGES" shall have the following application:
 - a. The Minimum Charge published for any shipment, whether designated Minimum Charge, Min Chg or MC shall represent the lowest charge which is applicable to any transportation service.
 - b. In determining when the Minimum Charge is to be applied, first determine the charge(s) which would accrue from the application of any other applicable tariff provisions (i.e., rate times weight, rate per hour, per package or any other unit).
 - c. If the charges determined under any such tariff provision(s) do not equal or exceed the Minimum Charge published for the service, such Minimum Charge is to apply.
 - d. If the published Minimum Charge is subject to a reduction under any tariff provisions (e.g., allowance, discount, percentage application or commodity provisions) such reduced Minimum Charge shall represent the lowest charge which is applicable to the transportation services as set forth in Sub-Paragraphs a. to c., above.
7. The terminal area of each municipality shall consist of the following:
 - a. The municipality itself, hereinafter called the base municipality.
 - b. All Municipalities which are contiguous to the base municipality.
 - c. All other municipalities and all unincorporated areas which are adjacent to the base municipality as follows:
 1. When the bases municipality has a population less than 2,500 all unincorporated areas within two miles of its corporate limits and all of any other municipality and any part of which is within two miles of the corporate limits of the base municipality.
 2. When the base municipality has a population of 2,500 but less than 25,000, all unincorporated areas within 3 miles of its corporate limits and all of any other municipality any part of which is within 3 miles of the corporate limits of the base municipality.
 3. When the base municipality has a population of 25,000 but less than 100,000, all unincorporated areas within 4 miles of its corporate limits and all of any other municipality any part of which is within 4 miles of the corporate limits of the base municipality, and
 4. When the base municipality has a population of 100,000 or more, all unincorporated areas within 5 miles of its corporate limits and all of any other municipality any part of which is within 5 miles of the corporate limits of the base municipality, and
 - d. All municipalities wholly surrounded or so surrounded except for a water boundary, by the base municipality, by any municipality contiguous thereto, or by any municipality adjacent thereto which is included in the terminal area of such base municipality under the provisions of Paragraph (c) above.

For the purpose of this item the following terms are defined:

- a. "Municipality" means any city, town, village, or borough which has been created by special legislative act or which has been, otherwise, individually incorporated or chartered pursuant to general State laws, or which is recognized as such, under the Constitution or by the laws of the state in which located, and which has a local government. It does not include a town of the township or New England type.
- b. "Contiguous municipalities" means municipalities, as defined in Paragraph (a) above, which have at some point a common municipal or corporate boundary.
- c. "Unincorporated area", means any area not within the corporate or municipal boundaries of any municipality as defined in Paragraph (a) above.

(Concluded on following page)

TARIFF TEAL 100-A

Item 115 (Concluded)

Controlling Distances and Population Data:

- a. Air-line distances or mileages about corporate limits of municipalities shall be used.
- b. The population of any municipality shall be deemed to be the highest figure shown for the municipality in any decennial census since (and including) the 1940 decennial census.

NOTE: (N1) - The term "Line-Haul Motor Carrier" as used herein includes all motor carriers EXCEPT motor carriers employed as agents expressly for the purpose of performing pick up service at point of origin, delivery service at point of destination or transfer of freight to or from connecting line-haul carriers at terminal points.

ITEM 190 (see supplement 4)

FUEL SURCHARGE

All shipments subject to provisions governed by this tariff are subject to a fuel surcharge applied to the net line haul charges. The fuel surcharge will be shown as a separate charge on freight bills.

The surcharge is based upon the average self-service price per gallon of diesel fuel as calculated by the Energy Information Agency. Changes will become effective Wednesday of each week, and will be based upon the average self-service price per gallon for the previous week. The average price will be rounded to the nearest whole cent by dropping fractions of less than one-half cent and increasing to the next whole cent those fractions of one-half cent or greater.

<u>National Diesel Fuel Index</u>		<u>Surcharge Amount</u>	
<u>At Least</u>	<u>But Less Than</u>	<u>LTL*</u>	<u>PP** SP*** & TL****</u>
115 cents	120 cents	0.7%	1.4%
120 cents	125 cents	1.0%	2.0%
125 cents	130 cents	1.3%	2.6%
130 cents	135 cents	1.6%	3.2%
135 cents	140 cents	1.9%	3.8%
140 cents	145 cents	2.2%	4.4%
145 cents	150 cents	2.5%	5.0%

For each \$.05 above 145 cents, the fuel surcharge will increase by 0.3% (three-tenths of a percent) on LTL and 0.6% (six-tenths of a percent) on PP and TL. When the price per gallon falls below 1.15 cents, no fuel surcharge will be applied.

LTL*	Less Than Truck Load
PP**	Pallet Pricing
SP***	Special Pricing
TL****	Truck Load

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 345

ARRIVAL NOTICE AND UNDELIVERED FREIGHT

ARRIVAL NOTICE:

1. Actual tender of delivery at consignee's place constitutes the notice of the arrival of a shipment.
2. If the shipment is not actually tendered for delivery, notice of arrival will be given to the consignee not later than the next business day (N1) following the arrival of the shipment.
 - a. The notice will be given by telephone, if convenient and practicable; otherwise by mail or telegraph. The notice, however transmitted, will specify the point of origin, the consignor and the commodity and weight of shipment.
 - b. If the consignee's address is unknown to the carrier, the notice will be mailed to him at the post office serving the point of destination shown on the Bill of Lading.
 - c. In the case of notification by mail, the notice will be deemed to have been given (that is, received by the addressee) on the first business day (N1) after it was mailed.

UNDELIVERED FREIGHT:

Refused or unclaimed shipments will be subject to the following provisions:

SECTION 1 - CHARGES

Upon notice to carrier that a shipment will not be accepted by the consignee, the carrier will hold the shipment in its vehicle, or at carrier's option, unload it in its terminal at, or nearest to destination and the following charges will be assessed in addition to any accrued storage charges under Item 910 or Item 915 and other lawful charges:

- a. In the event the consignee requests redelivery at its place, the charges for each additional tender will be 145 cents per 100 pounds, minimum charge \$ 19.64 per shipment
- b. In the event the consignee elects to take delivery at the carrier's premises, the charge will be 98 cents per 100 pounds

SECTION 2 - REDELIVERY

If a shipment is refused (N2) upon tender of delivery (except at carrier's terminal) or if prior to notice of refusal by consignee as provided for in Section 1, a shipment has been dispatched from carrier's terminal to redelivery provisions under Item 830 in addition to the charges provided for in Section 1.

SECTION 3 - TERMINAL DELIVERY

In the case of a shipment consigned for terminal delivery (N3), it shall be treated as "refused" under Section 1, if not called for within 2 days after date of arrival, subject to storage charges under Item 910 or Item 915.

SECTION 4 - NOTICE TO CONSIGNOR

Where a shipment is refused or unclaimed under this item, the carrier will send or give notice in writing to the consignor (or person entitled to receive such notice) or as otherwise agreed to in writing before 6:00 PM on the next succeeding day. When consignor requests that notice of refused or unclaimed freight be sent by telegraph, this will be done at consignor's expense.

SECTION 5 - RETURN OR REFORWARDING

If a shipment is refused and final disposition thereof is made by returning it to the consignor at original shipping point as shown in Bill of Lading, lawful tariff rates and charges for the return will be assessed In addition to any lawful accrued charges. If shipment is reforwarded to another consignee or destination, the reconsignment or diversion provisions in Item 820 will apply.

(Concluded on following page)

TARIFF TEAL 100-A

ITEM 345 (Concluded)

SECTION 6 - BILLS OF LADING

Nothing in this item shall be construed as a waiver or nullification of the conditions of the Uniform Bill of Lading, with respect to the disposition of perishable or nonperishable freight.

NOTES: (N1) - For the purpose of this item, business day means Monday through Friday excluding holidays.

(N2) - When the consignee cannot be located or for any other reason beyond the control of the carrier, a shipment cannot be delivered at the address given in the Bill of Lading, for the purpose of this item, a shipment shall be deemed "refused".

(N3) - Shipment will be accepted for delivery at carrier's terminal only where terminal facilities for such delivery are available and adequate.

ITEM 360

BILLS OF LADING, FREIGHT BILLS AND STATEMENT OF CHARGES

(Exception to Section 1 (b), (d) and (f), NMFC Item 360)

SECTION 1 (b). When property is transported subject to the provisions of NMFC, the acceptance and use are required, respectively, of the Uniform Domestic Bill of Lading, "Straight" or "Order" as set forth in the NMFC or carriers may use a form so constructed that it is appropriate as a combination Bill of Lading and Freight Bill.

SECTION 1 (d). The "Order" Bill of Lading is to be used for any shipment consigned to order of any corporation, firm, institution or person. On shipments moving under "Order" Bill of Lading, a charge of \$30.12 per shipment will be assessed in addition to all other lawful charges.

SECTION 1 (f). When payer of freight or other lawful charges requires or requests as a prerequisite to payment (N1):

- (1) The return of any part of bill of lading sets or copies thereof, other than one shipper furnished copy (N2), a charge of \$ 1.80 for each such document or copy will be made; OR
- (2) Copies of Freight Bills or statements of transportation charges in excess of the number specified in SECTION 1 (e) in Item 360 of NMFC 100 Series, a charge of \$ 1.80 for each such document or copy will be made; OR
- (3) The preparation by the carrier of any forms requiring itemization, listing or description of single or multiple Freight Bills, for submittal with Freight Bills or statements of charges a charge of 31 cents per line of itemization, listing or description (or portion thereof) subject to a minimum charge of \$ 1.80 per page, per copy, will be made; OR
- (4) Any forms or copies of forms, other than those described in Paragraph (1) or (2) herein, to be submitted with Freight Bills or statements of charges, a charge of \$ 1.80 for each such form or copy will be made; OR
- (5) That information not shown on the shipping order at time of shipment be shown on Freight Bills or statements of charges, a charge of \$ 1.80 per shipment will be made.
- (6) That proof of delivery be furnished in any form, a charge of \$ 1.80 for each such document or copy will be made.

NOTES: (N1) -The charges set forth herein will not apply to:

- (a) Bank Payment Plans when documentation is limited to (1) deposit ticket(s) supplied by the bank, (2) supporting Freight Bills not in excess of the number set forth in Section 1 (e) in Item 360 of Tariff NMFC 100 Series or (3) the return of a copy of the Bill of Lading furnished by shipper.
- (b) Sight Draft Plans when documentation is limited to (1) sight drafts which do not require the carrier to provide information pertaining to the rating of the shipment(s) on the sight draft, (2) supporting Freight Bill(s) and statement(s) of charges not in excess of number set forth in Section 1 (e) in Item 360 of Tariff NMFC 100 Series, or (3) the return of a copy of the Bill of Lading furnished by shipper.

(N2) -When as a prerequisite to payment, the shipper furnished copy of Bill of Lading is to be returned, it must be clearly and prominently marked by the shipper with specific instructions directing its return with Freight Bill.

TARIFF TEAL 100-A

ITEM 361

BILLS OF LADING – CORRECTED

1. Corrected Bill of Lading to change the freight charge collection status from prepaid to collect will not be accepted once the shipment has been delivered.
 2. A corrected Bill of Lading 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.
 3. When consignor, consignee or third party instructs the carrier to change the Bill of Lading from prepaid to collect or collect to prepaid before delivery an additional charge of \$5.00 will be assessed to the payer of the freight charges.
 4. When consignor, consignee or third party instructs the carrier to change the Bill of Lading from collect to prepaid after delivery an additional charge of \$5.00 will be assessed to the payer of the freight charges.
 5. When consignor, consignee or third party instructs carrier to change a Bill of Lading which reduces the freight charges, a \$5.00 administration fee will be assessed to the payer of the freight charges.
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ITEM 362

BILLS OF LADING BILLING - THIRD PARTY

1. When a party other than the consignor or consignee on the Bill of Lading and Shipping Order is responsible for paying the freight charges, the name and address of such third party must be placed on the Bill of Lading and Shipping Order by the consignor at time of shipment, except as provided in Paragraph 3
 2. When consignor requests carrier to bill a third party, the shipment must be prepaid and payment of charges guaranteed by the consignor if the third party fails to pay such charges within the time allowed . (See Item 435).
 3. When consignor or consignee instructs the carrier to bill the freight charges to a third party and such information is not shown on the Bill of Lading and Shipping Order at time of shipment, an additional charge of \$5.00 will be assessed for the new billing in addition to all other applicable charges. The additional charge will be assessed against the party billed for the freight charges.
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ITEM 390 (see supplement 1)

CAPACITY LOADS (Exception to NMFC Item 595)

SECTION 1 - GENERAL APPLICATION

- a. This item applies only when a single shipment is loaded to the full capacity of a single vehicle or exceeds the capacity of a single vehicle.
- b. The carrier shall endeavor to furnish the largest available vehicle(s) as defined in Section 3 of this item. The shipper shall have the right to refuse the vehicle(s) offered, but once the loading has begun, the provisions of this item will apply.
- c. The provisions of this SECTION will NOT apply on shipments subject to the provisions of Item 470.

(Concluded on following page)

TARIFF TEAL 100-A

ITEM 390 (Concluded)

SECTION 2 - CHARGES

- a. The minimum charge for each fully loaded standard trailer shall be computed on the basis of the applicable truckload rate and truckload minimum weight. In computing such minimum charge, the following will apply. When two or more truckload minimum weights are provided for the same article, the lowest of such truckload minimum weights and the truckload rate applicable thereto will apply for that article. In the case of mixed shipments of differently rated articles, apply the provisions of Item 645 (Mixed Truckload Shipments).
- b. The minimum charge for each fully loaded doubles trailer shall be 65 percent of the minimum charge provided above for fully loaded trailers.
- c. The above provisions serve only as minimum charges and do not apply when the applicable truckload rate applied to the actual weight in each fully loaded vehicle produces a higher charge.
- d. Each vehicle, except the one carrying the excess or overflow, must be fully loaded.
- e. Each vehicle, including the one carrying the overflow, shall be rated as a separate shipment.

SECTION 3 – DEFINITIONS OF TERMS AS USED IN THIS ITEM

A. FULL CAPACITY or FULLY LOADED shall mean:

- (1) That quantity of freight which, In the manner loaded so fills the vehicle used that no additional article in the shipping form so tendered, identical in size to the largest article in the shipment, can be loaded in or on the vehicle; or
- (2) The maximum quantity of freight that can be legally loaded in or on the vehicle used because of the weight or size limitations of state or regulatory bodies; or
- (3) On shipments in trailers received from or delivered to water carriers or air carriers, each trailer will be considered as a fully loaded standard trailer except that two such trailers each 20 feet or less, when coupled together, shall be considered as a fully loaded standard trailer.

B. VEHICLE shall mean either a standard trailer or a double trailer as defined below:

- (1) STANDARD TRAILER shall mean a trailer 35 feet or more in outside length.
 - (2) DOUBLES TRAILER shall mean a trailer measuring less than 29 feet except as provided in Section 3, Paragraph a. Sub-Paragraph 3.
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ITEM 405

STANDARD CARRIER ALPHA CODES

Where carriers participating in rates and provisions of tariffs governed by this tariff are identified by use of character alpha codes such codes are explained with full individual or corporate names in Tariff NMF 100.

ITEM 430

COLLECT ON DELIVERY (COD) SHIPMENTS (Exception to NMFC Item 430)

Unless otherwise provided herein or in tariffs subject hereto, collect on delivery (COD) shipments will be accepted subject to the following provisions and charges:

SECTION 1. Shipments must be tendered on "Uniform Straight", "Straight Bill of Lading - Short Form", or "Straight" Bill of Lading forms as shown on Pages 226 through 2228 of the NMFC-AA, and by supplements thereto of subsequent issues thereof.

(Continued on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 430 (Continued)

The letters "COD" must be stamped, typed or written on all such Bills of Lading and Shipping Orders immediately before name of consignee; OR, "COD" in red letters at least one (1) inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all Bills of Lading and Shipping Orders. Only one COD amount may be shown and may not be subject to change dependent upon time or condition of payment. The name and street and post office address of consignor and consignee must be shown on Bill of Lading and Shipping Order. On Straight Bills of Lading - Short Form there must be shown in the space provided for this purpose or in the lower left hand corner of space provided for description of articles, special marks and exceptions, the following information:

Collect on Delivery, \$ _____ and remit to:
_____ Street
_____ City
_____ Zip

COD Charge to be paid by:
Shipper [] _____ Consignee [] _____

SECTION 2. Each package must be plainly marked, labeled, or tagged by consignor showing letters COD, and the name and address of consignor and consignee in accordance with Item 580 of the NMFC.

SECTION 3. COD packages will not be accepted on the same Bill of Lading with packages other than COD and only packages covered by one COD bill may be tendered on one Bill of Lading.

SECTION 4. If consignor desires to forward invoice or collection papers, they must be securely attached to the Shipping Order copy of the Bill of Lading and the Shipping Order must show the following incorporation:
"Attached invoice (or invoices) to accompany shipment to destination"

SECTION 5. COD shipments will not be accepted or receipted for when billed to one firm or person, with instructions to collect charges from another firm or person.

SECTION 6. COD shipments will not be accepted for transportation subject to inspection or trial by consignee, or when bearing instructions to make partial delivery. Carriers are responsible to deliver the shipment in accordance with the Bill of Lading contract. If, for any reason, upon presentation for delivery, COD payment is refused by the consignee, carriers are responsible for the disposition of the shipment only in accordance with the Bill of Lading contract and tariff provisions as applicable. Carriers are not responsible, in such circumstances, to seek or remit the COD amount to the consignor or owner of goods.

SECTION 7. Intoxicating beverages may be handled COD only under the provisions provided by State Laws of the State in which the point of destination is located. (See Section 389 of Title 18 of the United States Code Annotated)

SECTION 8. The amount of COD bills for COD shipments must be collected at the time such shipments are delivered to the consignee.

SECTION 9. Only the following forms of payment will be accepted in payment of COD amounts: (1) cash, up to a maximum of \$ 250.00; (2) bank cashier 5 check; (3) bank certified check; (4) money order or (5) personal check of the consignee when so authorized in writing or by endorsement on the Bill of Lading and Shipping Order by the consignor. All checks and money orders shall be made payable to the consignor. The carrier will accept checks and money orders only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to consignor.

(Continued on following page)

TARIFF TEAL 100-A

Item 430 (Continued)

SECTION 10. The charge for collecting and remitting the amount of bills for COD shipments will be collected from the consignee, except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the Bill of Lading and Shipping Order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders made payable to the consignor.

SECTION 11. (a) Upon collection of a COD bill, carrier collecting same shall remit each COD collection directly to the consignor or other person designated by the consignor as payee, promptly and within ten (10) days after delivery of the COD shipment to the consignee. If the COD shipment moved in interline service the delivering carrier shall, at the time of remittance of the COD collection to the consignor or payee, notify the originating carrier of such remittance.

(b) The delivering carrier shall maintain a record of all COD shipments received for delivery in such manner and form as will plainly and readily show the following information with respect to each shipment: (1) number and date of Freight Bill, (2) name and address of shipper or other person designated as payee, (3) name and address of consignee, (4) date shipment delivered, (5) amount of COD, (6) date collected by delivering carrier, (7) date remitted to payee, (8) check number or other identification of remittance to payee.

SECTION 12. The charges of the destination carrier for collecting and remitting the amount of each COD bill to be collected on shipments consigned COD as prescribed herein will be as follows:

WHEN THE AMOUNT COLLECTED IS	CHARGE FOR COLLECTING AND REMITTING WILL BE
Not over \$ 500.00	\$ 15.00
Over \$500.00 not over \$6,666.67	3% of COD Amount
Over \$6,666.67	\$200.00

SECTION 13. COD shipments of explosives designated as "Class A and dangerous explosives" or "Class B less dangerous explosives" referred to in the Hazardous Materials Tariff ATA 111 Series, American Trucking Association, Inc. Agent will not be accepted.

SECTION 14. (a) Carrier will, upon written request from the consignor, change the status of COD shipment (except as prohibited by Section 1) by increasing, reducing or canceling the amount of the COD, subject to the following provisions: (1) the request must be received by the delivering carrier in time to accomplish the change requested prior to effecting delivery of the shipment, (2) a charge of \$ 32.21 per shipment will be made for increasing, reducing or canceling the COD amount. Such charges will be in addition to the COD collection fee, if any, and must be guaranteed by the consignor in writing.

(b) Carrier will, upon written authorization from consignor, change the form of payment of COD amounts to accept consignee's personal check when such form of payment was not originally authorized, subject to an additional charge of \$16.81 per shipment. If request is received after the shipment has been tendered for delivery and refused by consignee, the shipment will also be assessed the applicable redelivery charge as provided in tariffs subject hereto, in addition to the charge for changing the form of acceptable payment. Consignor must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.

SECTION 15. The carrier shall not be liable for the collection of the COD amount whenever either of the following two conditions apply:

- (a) - When the shipper fails to mark the Bill of Lading, Shipping Order and Packages in compliance with Sections 1 and 2 of this item,
or
 - (b) - When the carrier inadvertently fails to collect the proper COD amount and the shipper files no claim for same within 30 days of the shipment's delivery.
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For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 435

EXTENSION OF CREDIT BY COMMON CARRIERS

SECTION 1 – CREDIT PERIOD

- a. Upon taking precautions deemed by them to be sufficient to assure payment of the tariff charges within the credit period herein specified, common carriers by motor vehicle may relinquish possession of freight in advance of the payment of the tariff charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called shippers, for a period of seven days, excluding Sundays and legal holidays other than Saturday half-holidays. When the Freight Bill covering a shipment is presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the Freight Bill is not presented to the shipper on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the Freight Bill.
- b. Where a common carrier by motor vehicle has relinquished possession of freight and collected the amount of tariff charges represented in a Freight Bill presented by it as the total amount of such charges, and another Freight Bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days, to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented Freight Bill.

SECTION 2 - PRESENTATION OF FREIGHT BILLS

- a. Freight Bills for all transportation charges shall be presented to the shippers within seven calendar days from the first 12 o'clock midnight following delivery of the freight.
- b. Shippers may elect to have their freight bills presented by means of the United States mails, and when the mail service is so used the time of mailing by the carrier shall be deemed to be the time of presentation of the bills. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.

SECTION 3 - MAILING PAYMENT

The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper, may be deemed to be the collection of the tariff charges within the credit period for the purposes of this item. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.

ITEM 436

COLLECTION OF CHARGES

When a check is issued for payment of a carrier's Freight Bill and is returned unpaid due to insufficient funds or stop payment order, an additional charge of \$ 30.00 will apply.

ITEM 470

CONTROL AND EXCLUSIVE USE OF VEHICLES

(Exception to NMFC Item 595)

When exclusive use, expedited service, or other special service is required as set forth in Section 1, 2 or 3 of this item, the charges set forth in Section 4 of this item will apply:

SECTION 1 - SPECIAL EXPEDITED SERVICES

1. When required, shipments will be picked up and transportation commenced at hours requested by consignor or consignee.
2. Shipments will be expedited in an attempt to meet such delivery schedules as may be requested by consignor or consignee.
3. When a shipment is tendered under this section, the request must be given in writing, attached and referred to, or inserted on the Bill of Lading and Shipping Order.
4. When expedited service under this item is requested after the shipment has been received, the request must be confirmed in writing.

(Continued on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 470 (Continued)

SECTION 2 - EXCLUSIVE USE OF VEHICLES

1. Except as provided in Paragraph (2) of this section, no shipment is entitled to the exclusive use of the vehicle in which it is to be transported. The carrier has control of the vehicle and the unrestricted right to:
 - a. Select the vehicle or vehicles for the transportation of a shipment;
 - b. Transfer the shipment to other vehicles; and
 - c. To load other freight on the same vehicle with any such shipment.
2. Upon demand (by the consignor or consignee), the exclusive use of a freight carrying vehicle will be assigned to the transportation of a shipment subject to the following conditions:
 - a. The demand must be given in writing, attached and referred to or inserted in the Bill of Lading and Shipping Order (N1).
 - b. The terms "vehicle" or "freight carrying vehicle" as used in this item means a truck or a trailer, but not a truck and trailer combination. The definition of "truck" given in Section 2 of NMFC Item 110 will not apply.
 - c. The vehicles will be devoted exclusively to the transportation of the shipment, without transfer of lading and without the breaking of seals, if any have been applied, except in cases of emergency, when the shipment will be given the exclusive use of the vehicle to which it is transferred.
 - d. The consignor may not execute the non-recourse stipulation on the Bill of Lading and to that extent, Section 7 of the contract terms and conditions of the Bill of Lading will not apply.

SECTION 3 - ASSIGNMENT OF EQUIPMENT BY CARRIER

Shipments which prohibit or preclude the loading of other freight on the same vehicle because of dimensions (N2), shape (N2), fragility or hazardous or contaminating characteristics, will be handled under the following conditions:

Notice to Consignor:

The carrier will inform the consignor that the shipment requires the exclusive use of the entire vehicle or vehicles to be assigned thereto.

SECTION 4 - CHARGES AND CONDITIONS

1. The charge shall be computed on the truckload basis (N3) but shall in no case be less than the class 100 rate for weight group 5M at the minimum weight of 16,000 pounds.
2. Charges for PICK UP OR DELIVERY SERVICE - SATURDAYS, SUNDAYS OR HOLIDAYS, shown in Item 756 will apply in addition to charges shown in this item.
3. Only one freight-carrying vehicle per shipment will be furnished. If freight is tendered in a quantity which will exceed the loading limits of the vehicle furnished, the excess will be made into a second shipment requiring a second Bill of Lading. Under Section 2 of this item, unless a demand for the exclusive use of another vehicle is made, the second shipment will be transported under the provisions of Paragraph 1., Section 2 of this item.
4. When shipments are transported under the provisions of this item, the provisions of Item 900 (Stop-Offs) of this tariff will not apply.

- NOTES:
- (N1) - When the demand for exclusive use of vehicle is made by the consignor or consignee after shipment has been receipted for and is in possession of the carrier, the carrier will, if possible, intercept the shipment and convert it to exclusive use of vehicle service over as much of the route as possible. The party making the demand must confirm in writing and must guarantee charges. Such written verification will be preserved by the carrier and be considered as part of the Bill of Lading contract. Charges will be assessed as provided in Section 4.
 - (N2) - Except as provided in Item 390 (Capacity Loads).
 - (N3) - The term "Truckload Basis" as used herein means the charge computed at the applicable truckload rate based on actual weight but not less than the authorized minimum weight, subject to the provisions of Item 645 in case of mixed shipments. Where more than one truckload rate and minimum weight are provided, the truckload basis shall be the charge computed at the highest minimum at the applicable rate for the minimum weight.
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For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 480

CUSTOMS OR IN BOND FREIGHT

1. Shipments moving under United States Customs Bond (Notes C and D) are subject to the following charges which will be in addition to all other lawfully applicable rates and charges:

CHARGES

(a) LTL Shipments	200 cents per 100 pounds, minimum charge \$ 31.50 per shipment and maximum charge \$ 210.00 per vehicle used.
(b) Truckload Shipments:	
(1) Applicable on all traffic, except as provided in Sub-paragraph (2) below	107 cents per 100 pounds, minimum charge \$ 207.50 per vehicle used.
(2) Except as provided in Note E below, applicable only on traffic moving between Hampton Roads Ports, the Port of Richmond, VA, and Virginia Ports under rates in Tariff TEAL 500 (Note B)	129 cents per 100 pounds minimum charge rates charge \$25.22 and maximum charge \$125.78 per shipment.

2. Except as provided in Note A below, line haul charges on shipments requiring U.S. Customs Clearances at a point other than the final destination will be assessed on the basis of rates applicable from point of origin to the point of U.S. Customs Clearance and from the point of U.S. Clearance to final destination.

3. When necessary for carrier to purchase and apply "high security red in-bond seals" for shipments moving under United State Customs Bond, a charge of \$ 33.87 per seal will be assessed (Note F).

NOTE A: Not applicable when the final destination is located within the terminal Area (Item 115) of the point of U.S. Customs Clearance.

NOTE B: Shipments moving under United States Customs Bond will not be accorded stopping in transit en route privileges except stopping in transit privileges will be permitted within the primary point of origin and within the primary point of destination.

NOTE C: Freight moving in bond, whether from a water type port or an inland port may not be included in the same shipment on the same Bill of Lading and Shipping Order with freight not moving in Bond.

NOTE D: Each "IT" (Immediate Transportation Permit) "Wd T," "Wd Ex.," "T.E.," "Drawback" Permit issued for movement of an In Bond shipment will be considered a separate shipment and must apply on truckload shipments moving In Bond between steamship company piers or wharves or when such shipments are delivered to a U.S. Customs Bonded Warehouse.

NOTE E: The provisions of Sub-paragraph (2) are not applicable on truckload shipments requiring refrigeration. Apply provisions of Sub-paragraph (1), Paragraph (b) on such shipments.

NOTE F: Carrier will not be responsible for equipment or tools necessary for removal of high security red in-bond seals.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 500

DETENTION - VEHICLES WITH POWER UNITS

This item applies when carrier's vehicles with power units are delayed or detained on the premises of consignor, consignee, or on other premises designated by them, or as close thereto as conditions will permit, subject to the following provisions:

SECTION 1 - GENERAL PROVISIONS

1. This item applies only to vehicles which have been ordered or used to transport shipments subject to truckload rates. For the purposes of this item, the term truckload rates shall be considered to include shipments moving on a rate subject to a stated minimum weight of 10,000 pounds or more when not designated as a truckload rate, and, where applicable, shipments which are assessed charges based on the provisions of a Capacity Load Rule (Item 390) or are accorded Exclusive Use of Vehicle Service or Expedited Service (Item 470).
2. This item applies only when vehicles are delayed or detained at the premises of pick up or delivery and only when such delay or detention is not attributable to the carrier.
3. Free time for each vehicle will be as provided in Section 4. After the expiration of free time, charges will be assessed as provided in Section 5.
4. The detention charges due the carrier will be assessed against the consignor in the case of loading and against the consignee in the case of unloading, irrespective of whether line-haul charges are prepaid or collect. When detention charges are attributable to others who are not parties to the Bill of Lading, the party responsible for the payment of the freight charges will be held responsible for any accrued detention charges.
5. When carrier's employee assists in loading, unloading or checking the freight, the item will apply whether or not the power unit is actually detained.
6. Nothing in this item shall require a carrier to pick up or deliver freight at hours other than carrier's normal business hours. This shall not be construed to restrict a carrier's ability to accept pick up and delivery schedules at hours other than its normal business hours.

SECTION 2 - DEFINITIONS

The following general definitions will apply when the below terms are used in this item:

1. "Vehicle" means straight trucks or tractor-trailers combination used for the transportation of property.
2. "Loading" includes furnishing carrier with the Bill of Lading, forwarding directions, or other documents necessary for forwarding the shipment.
3. "Unloading" includes:
 - a. Surrender of the Bill of Lading to the carrier on shipments billed "To Order".
 - b. Payment of lawful charges to the carrier when required prior to delivery of the shipment.
 - c. Notification to the carrier that vehicle is unloaded, and
 - d. Signing of the delivery receipt.
4. "Premises" means the entire property at or near the physical facilities of consignor, consignee or other designated party.
5. "Site" means a specific location at or on the premises of consignor, consignee, or other designated party.
6. "Normal" nonworking periods" means meal, coffee, and rest breaks.
7. "Pallet" means pallets, platforms, shipping racks, or skids with or without standing sides or ends, but without tops.

SECTION 3 - COMPUTATION OF TIME

1. COMMENCEMENT AND TERMINATION

- A. The time per vehicle shall begin to run upon actual notification by carrier's employee to a responsible representative of consignor, consignee or other designated party at the premises of pick up or delivery of the arrival of the vehicle for loading or unloading. Upon such notification, the responsible representative of consignor, consignee, or other designated party may enter the time of arrival onto the carrier's detention record. If the representative refuses to enter the time, then carrier's employee will enter the time and it will be binding upon each party.

(Continued on following page)

TARIFF TEAL 100-A

Item 500 (Continued)

B. Time shall end upon completion of loading or unloading except as provided for in paragraph 3. of this section. Upon such completion, a responsible representative of consignor, consignee, or other designated party may enter the time of completion onto the carrier's detention record. If the representative refuses to enter the time, then carrier's employee will enter the time and it will be binding.

2. PREARRANGED SCHEDULING

- A. Upon reasonable request of consignor, consignee, or others designated by them, carrier will, without additional charge, enter into a prearranged schedule for arrival of the vehicle for loading or unloading.
- B. When the carrier enters into a prearranged schedule with consignor, consignee, or others designated by them for the arrival of the vehicle for loading or unloading and carrier is unable for any reason to maintain such schedule, then carrier and consignor, consignee or other party designated by them have the option to agree to a mutually convenient and prompt alternative arrival time or in the event such agreement cannot be reached, to compute detention time against consignor, consignee, or other party designated by them from carrier's actual arrival time subject to an extension of 15 minutes for each 15 minutes, or fraction thereof, the vehicle is delayed beyond the originally scheduled arrival time; in no case shall such extended free time exceed 60 minutes.
- C. If carrier's vehicle arrives prior to scheduled time, time shall begin to run from the scheduled time or actual time loading or unloading commences, whichever is earlier.

3. CONDITIONS GOVERNING THE COMPUTATION OF TIME

- A. Computations of time are subject to and are to be made within the normal business hours at the designated place of pick up or delivery. If carrier is permitted to work beyond this period, such working time shall also be included.
- B. When loading or unloading is not completed at the end of normal business hours at the designated place, consignor, consignee, or other party designated by them shall have the option:
 - I. to request that vehicle without power remain at its premises subject to the provisions of Section 4.4. or
 - II. to request that the vehicle with power be returned to carrier without being subject to charges for storage or redelivery so long as free time has not yet expired. When the vehicle is returned for completion of loading or unloading the computation of any remaining free time will resume. If free time has expired and detention has begun to accrue, storage or redelivery charges as may otherwise be provided will be assessed.
- C. When carrier's employee interrupts loading or unloading by the taking of any normal nonworking period, any such time will be excluded from the computation of free time, or will be excluded from the computation of time in excess of free time.

SECTION 4 - FREE TIME

1. Free time shall be computed as follows:

ACTUAL WEIGHT IN POUNDS PER VEHICLE STOP (SEE NOTE A)	FREE TIME IN MINUTES PER VEHICLE STOP
Less than 10,000	120
10,000 but less than 20,000	180
20,000 but less than 28,000	240
28,000 but less than 36,000	300
36,000 but less than 44,000	360
44,000 or more	420

NOTE A - Also applies to the last vehicle used in transporting overflow truckload shipments, or to vehicles containing truckload shipments stopped for completion of loading or partial unloading.

(Concluded on following page)

TARIFF TEAL 100-A

ITEM 500 (concluded)

2. When at least 90 percent of the shipment weight (exclusive of pallet weight) is loaded on pallets, or when shipment is loaded on flat-bed or other open top equipment, free time shall be one-half that amount normally applicable for the weight, not to exceed 120 minutes, except that, when open-top equipment is used in lieu of closed equipment to transport shipments of un palletized general commodities, free time will be as provided in Section 4.1.
3. When more than one truckload shipment or a truckload shipment and one or more less-than truckload (LTL) shipments are loaded on one vehicle at the premises of consignor or when more than one truckload shipment or a truckload shipment and one or more LTL shipments are unloaded from one vehicle at the premises of consignee or other designated party, the combined weight will be used to determine free time, in all other instances the individual shipment weight will be used.
4. When a vehicle with power is changed to a vehicle without power at the request of consignor, consignee, or other party designated by them, the free time and detention charges will be applied as follows:
 - a. If the change is requested and made before the expiration of free time for a vehicle with power, free time will cease immediately at the time the request is made, and detention charges for vehicles without power will immediately commence with no further free time allowed.
 - b. If the change is requested and made after the expiration of free time for a vehicle with power, free time and detention charges will be computed on the basis of a vehicle with power up to the time the change was requested. In addition thereto, the vehicle will immediately be charged detention for vehicles without power with no further free time allowed.
5. When a vehicle is both unloaded and reloaded, each transaction will be treated independently of the other, except that when loading is begun before unloading is completed, free time for loading shall not begin until free time for unloading has elapsed.
6. Loading or unloading at more than one site at or on the premises of consignor, consignee, or other designated party shall constitute one vehicle stop.

SECTION 5 - CHARGES

When the delay per vehicle beyond free time is one hour or less, the charge will be \$ 45.33. For each additional 30 minutes or fraction thereof, the charge will be \$ 22.69.

SECTION 6 – RECORDS

A written record must be maintained by the carrier on all truckload shipments when the carrier's vehicle with power units are delayed or detained beyond the free time provided in Section 4.

ITEM 502 (see supplement 1)

DETENTION - LTL SHIPMENTS

(Applicable only on LTL shipments weighing less than 10,000 lbs)

This item applies when carrier's vehicles with power units, are delayed or detained either on the premises of consignor or consignee or as close thereto as conditions will permit, subject to the following provisions:

SECTION 1 - GENERAL PROVISIONS

1. This item applies only to vehicles which have been ordered or used to transport shipments:
 - a. Subject to LTL rates or charges
 - b. Not subject to Item 470, Control and Exclusive Use of Vehicle.
 - c. Not subject to Item 390, Capacity Loads.
2. When carrier's employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained. When freight is tendered on pallets, consignor and consignee must perform loading and unloading, except the carrier's employee may assist in moving the loaded pallets onto and off the vehicle. Carrier's employee will not be permitted to ride power equipment at consignor's or consignee's premises.

(Continued on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 502 (Continued)

3. Nothing in this item shall require a carrier to pick up or deliver freight at hours other than such carrier's normal business hours.
4. When vehicle is both unloaded and reloaded, each transaction will be treated independently of the other, except that when loading is begun before unloading is completed, free time for loading shall not begin until free time for unloading has expired.
5. Freight remaining undelivered after the accrual of any detention charges may be placed in storage. Such freight shall be subject to accrued detention charges up to the time freight is placed in storage and shall immediately become subject to storage charges in Item 910. If the freight is later tendered for delivery, the charges for redelivery in Item 830 will apply. In such event, detention charges as provided in Section 5 of this item will immediately become applicable.
6. When, through no fault of the carrier, the loading or unloading of a vehicle with power cannot be completed at the end of a normal business day:
 - a. Consignor or consignee may request that the vehicle without power remain at its premises and the provisions of Subsection 2 of Section 4 will apply.
 - b. Consignor or consignee may request that the vehicle with power be returned to carrier's premises. At that time, computation of any remaining free time will cease. That portion of the shipment in the carrier's possession is subject to storage as provided in Item 910. When the vehicle is returned to consignor's or consignee's premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges provided in Item 830.

SECTION 2 - DEFINITIONS

LOADING - including the furnishing to the carrier the Bill of Lading or forwarding directions or documents necessary for forwarding of the shipment.

UNLOADING - includes:

- a. Surrender to the carrier of Bill of Lading on shipments billed "To Order".
- b. Payment of lawful charge to the carrier when required prior to delivery of the shipment.
- c. Notification to the carrier that vehicle is unloaded.
- d. Signing delivery receipt when delivering carrier's agent is present at unloading.

SECTION 3 - COMPUTATION OF TIME

1. Except as provided in Subsection 2 and 3, computation of time shall begin upon notification by the driver to the responsible representative of the consignor or consignee of the arrival of the vehicle for loading or unloading. Time shall end upon completion of loading and receipt for delivery.
2. Computation of times are subject to, and are to be made within the normal business day at the designated premises at place of pick up or delivery, except:
 - (A) When loading or unloading is not completed at the end of such day, time will be resumed upon notification by driver to the responsible representative of the consignor or consignee that he is ready to resume loading or unloading.
 - (B) When loading or unloading is interrupted for a normal meal period, mealtime not to exceed one hour will be excluded from computation of time.
3. When carrier is permitted to work before or after the normal day, such working time shall also be included.
4. When consignor tenders or consignee receives more than one LTL shipment at one time, the combined weight will be used to determine free time. The free time will be increased by 5 minutes for each shipment, subject to a maximum of 60 minutes additional free time.
5. Where there is more than one payor, charges will be prorated on the basis of the weight of each individual shipment. Where single or multiple LTL shipments exceed the carrying capacity of one vehicle, free time for each vehicle shall be computed separately.

(Concluded on following page)

TARIFF TEAL 100-A

ITEM 502 (concluded)

SECTION 4 - FREE TIME

1. Free time shall be as follows:

ACTUAL WEIGHT IN POUNDS PER VEHICLE STOP	FREE TIME IN MINUTES PER VEHICLE STOP
Less than 2,500	30
2,500 but less than 5,000.....	60
5,000 but less than 7,500.....	90
7,500 but less than 10,000.....	120
10,000 but less than 20,000	180
20,000 or more.....	240

2. Once a vehicle with power is placed for loading or unloading and then changed to vehicle without power at the request of consignor or consignee, the free time and detention charges will be applied as follows:

- If the change is requested and made within free time allowed for a vehicle with power, free time will cease immediately at the time request is made and detention charges for vehicle without power will be applied immediately with no further free time allowed.
- If the change is requested and made after the expiration of the free time for a vehicle with power, free time and detention charges will be computed on the basis of a vehicle with power up to the time the change was requested. In addition thereto, vehicle will immediately be placed on detention for vehicle without power with no further free time allowed.

3. When freight is tendered on pallets, the free time shall be one-half of that provided above in Subsection 1.

SECTION 5 - CHARGES

- When the loading or unloading is delayed, the charge per vehicle for each 15 minutes, or fraction thereof, beyond free time will be \$ 19.22.
- The amounts due the carrier under the provisions of this rule shall be assessed against the consignor in the case of loading and against the consignee in the case of unloading, irrespective of whether line haul charges are prepaid or collect.

ITEM 520

EQUIPMENT

A carrier's obligation to accept articles for shipment shall be subject to the suitability of his equipment and to requirements or ordinances or laws limiting or regulating the transportation of the property or use of equipment.

ITEM 521

EQUIPMENT - HYDRAULIC LIFT GATE SERVICE

Where carrier is required or requested to employ mechanical loading or unloading devices, including hydraulic lifting or lowering devices, to accomplish pick up or delivery of the goods to or from carrier's vehicle, an additional charge will be assessed upon the actual weight of the shipment or shipments for which such service is rendered, at one time as shown herein:

Zip Area	Per 100 lbs.	Minimum Charge	Maximum Charge
120-149	1.95	45.00	150.00
Balance	1.95	75.00	250.00

Charges for this service shall be paid by the party for whom the service is performed or guaranteed by the shipper. Carrier is not obligated to perform such service, when suitable vehicle, equipped with such devices and operators are not available. Services will only be rendered at such locations as are safe and accessible to the vehicle.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 540

HAZARDOUS MATERIALS

Carrier may accept shipments of hazardous materials or hazardous substances for transportation in accordance with all requirements of U.S. Department of Transportation (DOT) subject to the following provisions.

1. Shipper is responsible for all U.S. D.O.T requirements for packaging and labeling. Any fines, or penalties imposed on carrier as a result of shippers failure to meet regulatory requirements will be the responsibility of the shipper.
2. When drums and/or containers are found to be defective or leaking through no fault of the carrier, the necessary equipment and/or supplies and the overpack drums or containers will be provided to complete transportation of the shipment. The charges for obtaining the equipment and/or supplies and the application of an overpack drum or container will be assessed against the consignor and will be in addition to all other applicable charges. Consignor shall be liable for all other costs incurred for decontamination, clean up, restoration or replacement of carrier equipment, other freight and all facilities or areas whether carrier owned or not.
3. Any notation on the bill of lading which in any way limits or denies carrier access to the vehicle in which the shipment is loaded, shall be deemed by the carrier to require Exclusive Use of Vehicle service in accordance with the provisions of Item 470 of the Tariff.
4. Nothing in this rule shall obligate carriers to transport shipments beyond the scope of their operating certificates or in violation of any law, regulation or ordinance.
5. A Hazardous Material Handling Fee will be assessed to any bill that contains commodities that are classified as hazardous by the Department of Transportation and published in the Code of Federal Regulations (CFR), Title 49. The charge shall be:

\$6.00 per bill

ITEM 550

EXPORT, IMPORT, COASTWISE AND INTERCOASTAL FREIGHT

1. Rates on export and import traffic published in tariffs subject hereto will apply on traffic to or from Hawaii or Puerto Rico.
 2. Rates on intercoastal traffic published in tariffs subject hereto will apply on traffic to or from Alaska.
 3. Rates, either class or commodity, specifically designated as applicable only to export, import, coast-wise or intercoastal shipment, must be applied on such shipments to the exclusion of all other rates not so designated.
 4. On shipments consigned to piers or wharves or to brokers, when dock receipts and other necessary documents are not furnished by the consignor at the time of shipment or are not lodged at the pier prior to arrival of the shipment at the carriers destination terminal and must be obtained from the steamship company or broker, a charge of \$ 39.56 per shipment will be assessed in addition to all other lawfully applicable rates and charges.
-

ITEM 553

EXPORT, IMPORT, COASTWISE OR INTERCOASTAL FREIGHT TO AND FROM CANADA

EXPORT TO CANADA FROM UNITED STATES:

EXPORTER:

The following documents must be made out by the exporter and accompany the shipments:

1. Shipper's Export Declaration in duplicate, except as otherwise provided in Note A of this Rule (Department of Commerce Form 7525-V, Revised July 1962).
2. Three copies of Canadian Customs invoices properly prepared and signed; also, two additional copies mailed direct to Importer:
 - (a) Form "MA" for goods sold prior to export.
 - (b) Form "NA" for goods sent on consignment and not sold.

(Continued on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 553 (Continued)

IMPORTER:

The importer should furnish a Custom House Broker in Canada with Customs Power of Attorney to be filed with Canadian Customs at Port of Clearance advising broker the name and location of the Importer's bank.

If importer has a sales tax license not filed at Port of Entry, he must request the Collector of Customs at port where the sales tax license is on file to notify Collector of Customs at Port of Entry, that he has sales tax license and number of same.

Duty, sales tax and excise taxes must be paid in cash or by sight draft and arrangements made with the Custom House Broker about payment of same.

Articles, the import of which is prohibited under Canadian Customs Regulations, must be accompanied by import permit.

Copies of Customs Entries will be mailed to importer by the Customs House Broker the same day as goods are cleared.

Ordinarily, the entry fees as charged by Custom Brokers are in accordance with schedule set forth by the Dominion Chartered Customs House Brokers Association.

EXPORT TO UNITED STATES FROM CANADA:

EXPORTER:

Document Requirements for Canadian Customs:

The exporter must supply three copies of the Canada Customs Export Entry Form B-13 to the Canadian Customs:

Document Requirements for United States Customs:

1. When the merchandise is of Canadian origin, three copies of the Commercial Invoice (shipper's ordinary invoice) must be furnished to the U.S. Customs.
2. When the merchandise is of Canadian origin and the value of the merchandise is over \$ 500.00 and the merchandise is subject to a advalorem rate of duty, three copies of the Special Customs Invoice Form 5515 should be furnished in addition to the Commercial Invoice (shipper's ordinary invoice).
3. When merchandise is of U.S. origin, three copies of the Commercial Invoice (shipper's ordinary invoice) marked with a notation "U.S. Goods Returned" or "Country of Origin, U.S.A." is required. In addition to this, a U.S. Customs Affidavit Form 3311, executed by the U.S. exporter who has knowledge that merchandise originated in the U.S.A. and was exported from the U.S.A., should be furnished. Also, any export documentations, such as a copy of the Canadian Customs Inward Manifest, Canadian Customs B-1, Import Entry, Freight Arrival Notice, or other document that will enable the U.S. Customs to locate the corresponding record of exportation at the U.S. Port of Exit, should be furnished.
4. On merchandise which is of U.S. origin and which is valued over \$ 500.00, a Declaration of Foreign Shipper must be furnished in addition to the invoice requirements.
5. Merchandise, which is other than U.S. origin, must be properly marked with "Country of Origin," unless exempt under U.S. Customs Regulations and should provide a packing list and articles of Canadian manufacture which are not marked "Made in Canada."
6. When the merchandise is exported to the U.S. for which a Temporary Importation Bond is required, three copies of the Commercial Invoice (shipper's ordinary invoice) and an accompanying letter of instruction are required by the U.S. Customs Broker to set up a Temporary Importation Bond.
7. All shipments should be accompanied by one copy of the Bill of Lading for Customs purposes.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 553 (Concluded)

NOTE A - Export shipments to Canada which are valued at less than \$ 250.00 require no Shipper's Export Declarations. Shipper's Bill of Lading and Carrier's Freight Bill must bear the following endorsement, 'Exempted from the filing of Shipper's Export Declaration under Section 30.1(b), Foreign Trade Statistics.' In addition where a shipment is valued at over \$ 250.00 but the value of commodities in the shipment classified under a single Department of Commerce Schedule B number does not exceed \$ 250.00 the exemption also applies if the Bill of Lading and Freight Bill are endorsed with the same statement, except that the citation would be SEC. 30.55 (h).

ITEM 560

EXTRA LABOR

1. When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefor will be \$ 36.50 per man for each hour or fraction thereof, subject to a minimum charge of \$ 145.81 per man per day for LTL shipments and a minimum charge of \$ 291.69 per man per day for truckload shipments. Time shall be computed from the time the extra labor arrives at the place of pick up 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 (N1) if the extra labor is used for loading and against the consignee (N2,3) if the extra labor is used for unloading. Extra labor will not be furnished unless requested by consignor or consignee.
2. Carrier's records must be maintained and kept available at all times and must show as to each vehicle containing shipments on which extra labor is used:
 - a. Name and address of consignor or consignee at whose place of business freight is loaded or unloaded.
 - b. Identification of vehicle tendered for loading or unloading.
 - c. Number of extra men used and the number of days such man was used.
3. The provisions of this item will not apply on Saturdays, Sundays or Holidays. On such days, apply the charges provided in Item 756.
4. The provisions of this item do not obligate the carrier to furnish extra labor, if such labor is not available at the points of loading or unloading.

NOTES: (N1) - Consignor as used in this item means the party from whom the carrier received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether he be original consignor, or warehouseman, or connecting air, motor, rail or water carrier with which the carrier does not maintain joint through rates, or other person to whom the Bill of Lading was issued.

(N2) - Consignee as used in this item means the party to whom 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 point, whether he be ultimate consignee, or warehouseman or connecting air, motor, rail or water carrier with which the carrier does not maintain joint through rates, or other person designated in the Bill of Lading.

(N3) - Charges for extra labor for unloading shall be assessed against the consignor if requested by the consignor and so noted on the Bill of Lading.

ITEM 565

EXTRA LABOR, EQUIPMENT OR CIRCUITRY RESULTING FROM GOVERNMENTAL CLOSURE OF HIGHWAYS AND BRIDGES

1. When, as a result of highway traffic diversion caused by governmental closure of highways or bridges, carrier is required to reroute traffic, the carrier will utilize the shortest practical route over the highways approved by the appropriate state or local agency for the transportation of commodities. For the purpose of this paragraph, the criteria for determining the "shortest practical route" shall include, but not be limited to, the added mileage incurred over one or more alternate routes; location of carrier's terminals; interchange points; origin and destination of shipment; conditions of highways, or; routing specified by governmental authority.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 565 (Concluded)

2. a. If the conditions giving rise to the highway traffic diversion described above continue for a period in excess of seven (7) calendar days (measured from the first midnight following the governmental closure of such bridge or highway), and carrier is so required to reroute traffic, thus incurring extra labor, mileage and/or equipment costs, the charges applicable under this item shall take effect, subject to the terms set forth in Paragraph 3:

	Additional Charge Per	Additional Charge Per
TIME OR DISTANCE ADDED BY DIVERSION	LTL SHIPMENT	TL SHIPMENT
Less than 1 hour and less than 10 miles	\$ 2.73	\$ 49.06
Less than 1 hour but ten or more miles	\$ 4.09	\$ 73.59
or		
1 hour or more	\$ 4.09	\$ 73.59

- b. The charge provided in Paragraph 2.a. is:
1. to be in addition to all other applicable rates and charges;
 2. to be added to the Freight Bill after all extensions have been performed and discounts or allowances applied; and
 3. to be identified on the Freight Bill as "Highway/Bridge Diversion Charge".
- 3.a. The charges set forth above shall apply only on shipments moving via the authorized detour routes(s).
- b. For the purposes of determining the TIME OR DISTANCE ADDED BY DIVERSION under Paragraph 2, the carrier shall utilize documentation developed in its operations during the first seven calendar days of the highway or bridge closure. Such documentation shall be maintained at carrier's principle place of business and be available for inspection by the appropriate regulatory agency; such documentation shall be retained under the same conditions as if it were the carrier's tariff.
- c. No sooner than the end of the eighth day following the initial closure of the highway or bridge (computed as described in Paragraph 2) carrier shall notify the Department of Transportation that it has imposed the provisions of this item. Such a notice shall be in substantially the form required for the contents of public notice for the issuance of embargos. The notice shall specify:
1. The highway or bridge closure involved;
 2. The date of closure, and the date charges under the provisions of this item were or are to be imposed (not sooner than the eighth day following closure); and
 3. The reasons such action is necessary, which may be a summary of the documentation required under Paragraph 3. b., above.

NOTE - Where commodity rates or charges are applicable for a tractor and two trailers in combination and due to highway traffic diversion, the tandem combination is converted to single tractor/trailer movement during any parts of the otherwise normal operation, such commodity rates or charges will have no application. Apply otherwise applicable rates or charges.

TARIFF TEAL 100-A

ITEM 566 (see supplement 2)

HANDLING FREIGHT NOT ADJACENT TO VEHICLE

When requested by consignor or consignee, and carrier's operating conditions permit, the carrier may move shipments or portions of shipments from or to positions beyond the Immediately adjacent loading or unloading positions defined in Item 750.

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

Service provided under this item will be assessed a charge of 430 cents per 100 pounds, subject to a minimum charge of \$ 33.50 per shipment and a maximum of \$ 450.00 per shipment or \$ 450.00 per vehicle if more than one vehicle is used to transport the shipment. When shipments are accorded split pick up, 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.

ITEM 568 (see supplement 1)

HEAVY OR BULKY FREIGHT (Exception to NMFC Item 568) OVER DIMENSION FREIGHT

Shipments which contain articles 19 feet or more in length will be transported subject to the conditions shown below, however, carriers will not undertake to transport any article or articles exceeding the inside length of the trailer.

1. Arrangement for transporting freight must be made with the originating carrier before shipment is tendered for transportation.
2. Such shipments as are accepted will be subject to freight charges based on:

LENGTH OF FREIGHT	PERCENT OF APPLICABLE CHARGES
15 but less than 21 feet	110
21 but less than 35 feet	150
35 but less than 40 feet	200
40 feet to maximum length of trailer	250

ITEM 570 (see supplement 4)

IMPRACTICABLE OPERATIONS

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

1. The conditions of roads, streets, driveways, alleys or approaches thereto;
 2. Inadequate loading or unloading facilities;
 3. Riots, acts of God, the public enemy, the authority of law, the existence of violence or such possible disturbances as tending to create reasonable apprehension of danger to persons or property.
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For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 578

LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE

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

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

ITEM 579-1

LOADING OR UNLOADING AT PIERS OR WHARVES AT BOSTON, MA, OF EXPORT, IMPORT, COASTWISE OR INTERCOASTAL TRAFFIC (NOTE A) CHARGES ON WATERBORNE TRAFFIC AT PIERS OR WHARVES AT BOSTON, MA (Exceptions to NMFC Items 300 and 568)

1. Except as otherwise provided, rates and charges in tariffs governed by this tariff applying from or to Piers or Wharves at Boston, MA, on waterborne traffic do not include Loading or unloading of the motor carrier vehicle or other services normally incidental to the handling of waterborne traffic.
2. Waterborne traffic will be subject to the following rates and charges, which include Loading or unloading charges of Longshoremen and stevedores and will be in addition to all other charges applicable to the shipment including charges for those services normally incidental to the handling of waterborne traffic:

(A) Freight, All Kinds, Loaded or Unloaded:

WEIGHT	CHARGE IN CENTS PER 100 LBS.
Under 500 lbs	700
500 lbs. or more but less than 1,000 lbs	300
1,000 lbs. or more but less than 2,000 lbs	195
2,000 lbs. or more but less than 5,000 lbs	134
5,000 lbs. or more	106

(B) Volume shipments on movements covered by a single Bill of Lading:

Shipments weighing 10M to 20M83
Shipments weighing over 20M68

(C) Minimum charge shall be \$ 45.50 except for personal effects the minimum charge shall be \$ 39.53 and must be prepaid.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 579-1 (Concluded)

NOTE A: When the consignor or consignee or its representative or agent make arrangements directly with the terminal operator of the piers, docks, piers 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 be placed on the Bill of Lading by the consignor: "Arrangements made with Pier Operator to bill shipper or consignee directly for pier Loading or Unloading Charges."

ITEM 579-2

LOADING AND UNLOADING AT PIERS OR WHARVES AT NEW YORK HARBOR (NOTE A) OF EXPORT, IMPORT, COASTWISE OR INTERCOASTAL TRAFFIC

CHARGES ON WATERBORNE TRAFFIC AT PIER OR WHARVES AT NEW YORK, NY HARBOR AREA (NOTE K) (Exception to NMFC Items 300 and 568) (NOTES A, B, C, D, E, F, G AND H)

1. Except as otherwise provided, rates and charges in Tariffs governed by this tariff applying to or from New York, NY, on export, import, coastwise or intercoastal traffic do not include loading or unloading of motor carrier's vehicle. Except as otherwise provided in Paragraph 2, any shipment picked up from or delivered to a location in the New York Harbor Area (Note C) will be subject to the following rates and charges which include loading or unloading charges for the longshoremen, stevedores or public loaders and shall be in addition to all other charges applicable to the shipment:

TABLE 1 APPLIES ON ALL FREIGHT EXCEPT THAT SHOWN IN TABLE 2

	RATE IN CENTS PER 100 LBS. (Except as Noted)	MINIMUM CHARGE
(A) Any shipment on pallets or skids (Note I)	1233	\$ 123.17
(B) Any shipment not on pallets or skids weighing:		
Less than 500 lbs	1118	54.88
500 lbs. or more but less than 1,000 lbs	587	54.88
1,000 lbs. or more but less than 2,000 lbs	453	54.88
2,000 lbs. or more but less than 5,000 lbs	376	...
5,000 lbs. or more but less than 12,500 lbs	340	...
12,500 lbs. or more but less than 25,000 lbs	176	435.07
25,000 lbs. or more	165	435.07
(C) Any shipment subject to the provisions of Item 390 (CAPACITY LOADS)	or	
Item 470 (CONTROL AND EXCLUSIVE USE OF VEHICLES) herein	176	435.07

2. When freight cannot be loaded or unloaded by the terminal operator by means of his labor or forklift 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 vehicle. All charges so advanced 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 consisting of other special equipment commonly used in hoisting, handling or placing the freight in position. "Rigging or Special Equipment" does not include hand trucks, forklifts or Hi-Lo equipment.

3. LTL 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 rates or charges applicable to and from New York, NY. 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.

(Continued on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 579-2 (Continued)

TABLE 2

Rates are quoted in cents per 100 pounds unless otherwise noted.

COLUMN A - Applies for loads of 10,000 lbs. or over not to exceed 25,000 lbs. with the exceptions that Items preceded by the symbol "(AQ)" are for any quantity.

COLUMN B - Applies on shipments of 25,000 lbs. or more.

COMMODITY	RATE OR	
	CHARGE	
	COLUMNS	
	A	B
(AQ) Appraiser's Stores (Public Stores) per package under 1,000 lbs	524	524
Bagged Goods-(Bags must weigh at least 90 lbs. each and must be in good condition. Bags cubing at over 100 cu. ft. per ton (2,240 lbs.) will be charged the Table 1 rates:		
On flatbed Trucks	217	157
Other Trucks	232	174
Baled Goods (Bales must weigh at least 90 lbs. each. All bales on any one truck must be of uniform size and in good condition. Bales cubing at over 100 cu. ft. Per ton (2,240 lbs.) will be charged the Table 1 rates - Item does not include rubber):		
On flatbed Trucks	217	157
Other Trucks	232	174
Barrels drums kegs (Each piece must weigh at least 175 lbs. All pieces on any truck must be of uniform size and in good condition):		
On flatbed Trucks	217	157
Other Trucks	232	174
(AQ)Boats – Individual	534	534
Burlap. in bales, at least 750 lbs. each:		
On flatbed trucks	212	151
Coffee, green in bags ,	217	157
(AQ)Fruits and Vegetables, fresh	275	275
(AQ)Mail, per bag or package	125	125

(Continued on Following Page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 579-2 (Continued)

Table 2

COMMODITY	RATE OR CHARGE					
	LOT SIZES (NOTE J)					
	UNDER 100 TONS		100 TO 500 TONS		OVER 500 TONS	
	C O L U M N S					
A	B	A	B	A	B	
Ingots, pigs, slabs, billets, bars and cigars (up to six (6) ft.) blisters, anodes, cakes, Buttons, cathodes, sheets in coils:						
On flat bed trucks	178	123	149	91	152	81
Other trucks	212	144	212	144	212	144
Angles, bars and billets (over six (6) ft.) channels, flat plates, rods, sheets, structural steel, tubing, pipe rods and wire in coils:						
On flat bed trucks	196	132	153	102	153	102
Said metal items in cases, boxes or crates:						
On flat bed trucks	212	151	212	151	212	151
Fittings flanges, bundled when handled by a forklift truck only, dumped to open top truck, no other servicing or handling required .	193	125	193	125	193	125

Rates are quoted in cents per 100 pounds unless otherwise noted.

COLUMN A - Applies for loads of 10,000 lbs. or over not to exceed 25,000 lbs. with the exceptions that Items preceded by the symbol "(AQ)" are for any quantity.

COLUMN B - Applies on shipments of 25,000 lbs. or more.

COMMODITY	RATE OR CHARGE	
	C O L U M N S	
	A	B
Paper, in rolls over 700 lbs. each:		
On flatbed Trucks	172	112
Other Trucks.	202	148

PIPE, non metallic	Up to & Including 22 feet		Over 22 feet	
	C O L U M N S			
	A	B	A	B
Bundles on flat bed trucks	193	132	212	151
Loose, 4 inch and over, inside diameter on flat bed trucks	193	132	212	151
Loose, under 4 inch inside diameter on flat bed trucks	232	174	203	201

COMMODITY	RATE OR CHARGE	
	C O L U M N S	
	A	B
Reels, containing wire, cable, etc., minimum weight per reel 500 lbs. except those requiring special handling:		
On flat bed trucks	193	132
Rubber in bales:		
When dumped into open dump trucks	172	112
Other trucks	257	201

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 579-2 (Continued)

TABLE 2

COMMODITY	RATE OR CHARGE	
	COLUMNS	
	A	B
Tea in chests, carton or bags in truckload lots from one ocean		
Bill of lading.	217	157
(AQ) Trans-shipment cargo.	255	255
Trucks and Autos - Knocked down and skidded in such a way to permit handling by a forklift only, shipped by one shipper to one consignee to one vessel in quantities of not less than 100 units and with a maximum weight per unit of 7,500 lbs:		
On flat bed trucks.	2154	2097
Wood Pulp, bales	180	124

NOTE A - 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 be placed on the Bill of Lading by the consignor:

"Arrangements made with pier operator to bill shipper or consignee directly for pier loading or unloading charges."

NOTE B - Charges on shipments moving under Item 390 (CAPACITY LOADS) of Tariff will be assessed the rate or charge applicable herein to the actual weight of the quantity picked up or delivered at each pier, subject to the applicable minimum or maximum charge for each portion of the shipment picked up or delivered at each pier.

Charges on shipments moving under Item 900 (STOPOFFS) herein, will be assessed the rate or charge applicable herein to the actual weight of the quantity picked up or delivered at each pier, subject to the applicable minimum or maximum charge for each portion of the shipment picked up or delivered at each pier.

NOTE C - The term "NEW YORK HARBOR AREA" means piers, docks, pier terminals, transit sheds (except Shed 195E and F on Export Street and Sheds 191, 193, 194 and 197, Port Newark, NJ), warehouses (except the American Eagle Warehouse in Port Newark, NJ and the Express Forwarding Warehousing Corporation, Buildings 263A & B Distribution Street or Building 301 Craneway Street, Port Newark, NJ and Buildings 198, 200, 201, 202, 261, 262, 263-C, 263-D, 264, 265, 266, 267, 268 and 305, Port Newark, NJ) or wharves located at New York, NY Harbor, as described below, including Elizabeth-Port Authority Marine Terminal, NJ and Port Newark, NJ:

Hudson River:

New York Side - Battery to 135th St. (except Pier 16 and United Cargo Corporation (also known as United Cargo Express) at Piers 76 and 92).

New Jersey Side - National Storage Docks, Communipaw, NJ to and including Ft. Lee, NJ.

East River, Harlem River and New York Bay:

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

Brooklyn Side - From Port Cove Astoria, L.I. to and including 69th St. South Brooklyn (Bay Bridge), including Newton, Dutch Kills and Whale Creek and points in Wallabout Canal and to Hamilton Avenue Bridge, Gowanus Canal, and the Military Ocean Terminal, Brooklyn, NY.

New York Bay - 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.

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 the Naval Annex, U.S. Navy, Army and Air Force Exchange, but excluding the U.S. Army Port Packing Facility, the General Services Administration Supply Distribution Facility, the Military Ocean Terminal and the Stars and Stripes Fund at Bayonne, NJ.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 579-2 (Concluded)

NOTE D - Rates and charges named herein will not apply when shipment(s) is delivered in trailer(s) without transfer of the lading to ocean carrier. The receipt of the trailer(s) by the ocean carriers shall terminate the motor carrier's delivery service and liability. Rates and charges named herein will not apply when shipment(s) is received in trailer(s) without transfer of the lading from ocean carriers. The receipt of the trailer(s) by the motor carrier shall constitute the beginning of the motor carriers service and liability.

NOTE E - The rates and charges provided in Paragraph (1) include use of hand trucks, forklifts or Hi-Lo equipment at the pickup or delivery site.

NOTE F - Two or more less-than-truckload import shipments of Bulbs or Tuber, NOI, embraced in the generic description of Florist or Nursery Stock Group, in the National Motor Freight Classification picked up at piers, at one time, at one site, on one delivery order, from one consignor to one or more consignees and aggregating 5,000 pounds or more, will be considered as one shipment for the purpose of computing charges for pickup service under this tariff, provided such pickup charges shall be prepaid by the party furnishing the carrier with the aforesaid delivery order.

NOTE G - All charges in this item applying on export shipments must be prepaid.

NOTE H - The rates and charges provided in Paragraph (1) will not apply when freight is handled under the "Rigging or Special Equipment" provisions of Paragraph (2).

NOTE I - Rate is stated in cents per pallet or skid.

Shipments on skids refer to boxes, cases and/or cartons to which runners of steel or wood have been positioned in such a way as to permit free access of blades of a 3-ton forklift and to provide a balanced load. Such units shall not exceed 48 inches in width, 120 inches in length and 84 inches in height. Where dimensions exceed 48 x 120 x 84 inches, apply rates in Paragraph (b) of Table 1.

NOTE J - The term "Lot Sizes" refers to quantities shipped to or from one ultimate shipper/consignee on one vessel requiring no special or additional sorting, selecting or handling.

NOTE K - The term "New York Harbor" embraces:

Bayonne, NJ	Brooklyn, NY	Edgewater, NJ	Elizabeth, NJ
Hoboken, NJ	Jersey City, NJ	Long Island City, NY	Newark, NJ
New York, NY	Port Newark, NJ	Staten Island, NY	Weekawken, NJ

ITEM 584 (see supplement 1)

LIMITATION OF CARRIER'S LIABILITY

1. LIMITATION OF CARRIER'S LIABILITY ON "NEW" COMMODITIES. - Except as otherwise provided here, carrier's liability for cargo loss or damage shall be limited to maximum of \$25.00 per pound, but not to exceed \$150,000 per shipment. Any shipment with an actual value in excess of the valuation limitation described in this paragraph will not be accepted. If carrier inadvertently accepts any such shipment, carrier's liability for cargo loss or damage shall be limited to the amounts specified in this paragraph.
2. LIMITATION OF CARRIER'S LIABILITY ON "USED" COMMODITIES: Carrier's liability for cargo loss or damage shall be limited to the maximum amounts per pound as detailed within this paragraph, when the commodities listed below are described as Used.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 584 (Concluded)

- 2..
 - a. Used agricultural implement, machinery or parts- Classification Item 8900 through 11622 and Used Auto Parts - Classification Item 17800 through 20140, carrier's liability shall be limited to a maximum of \$1.00 per pound.
 - b. Used electrical equipment- Classification Items 60500 through 63561, carrier's liability shall be limited to a maximum of \$1.00 per pound. Shipments of used electrical equipment shall receive class 70 rates on all items shipped under this provision.
 - c. Used clothing in bundles and then in boxes, with a minimum density of 20 pounds per cubic foot or greater, carrier liability shall be limited to \$5.00 per pound, not to exceed \$30,000 per shipment. Shipments under this provision shall be subject to class 70 rates.
 - d. Used machinery, not having been reconditioned, as described in the NMFC as items 114000 through 133454, carrier's liability shall be limited to a maximum of \$.55 (cents) per pound. Carrier shall apply class 70 rates to these used commodities less any discount on file with carrier for customer.
 3. LIMITATION OF CARRIER LIABILITY ON FAK OR MIS-DESCRIBED FREIGHT: When a commodity is classified at a lower class, either through a negotiated FAK rating structure or a shippers mis-description of a commodity and/or class compared to its actual class governed by the NMF 100 guide and all supplemental additions, the following limitations and conditions will apply.
 - a. In case of a loss or damage, the carrier liability will be limited by the exact percentage (%) difference of the reduced revenues produced by the FAK rating, and/or mis-description of the articles declared. The percentage (%) difference will be produced by the actual class rate-vs-the reduced billed rate as a result of the FAK rating or Mis-description.
 - b. All fractions will be rounded up to the nearest whole number.
 4. CARRIER'S LIABILITY EXEMPTION: Carrier is fully exempt from any liability in cases where cargo loss or damage is caused by the acts of local, state, or federal governments, extreme weather conditions or any other Acts of God.
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ITEM 595

MAXIMUM CHARGES

1. The provisions of this item apply only when the weight of the shipment equals or exceeds the applicable TL minimum weight.
 2. When, after the application of any discounts that might apply, a lower charge on a TL shipment can be produced by applying thereto the LTL rates that would apply in the absence of the rates normally applicable on TL shipments, such lower LTL charge shall apply.
 3. The provisions of this item shall NOT apply:
 - a. When a single shipment is loaded to the full capacity of a single vehicle or exceeds the capacity of a single vehicle as described in Item 390 (CAPACITY LOADS) or where a single shipment occupies over 30 feet in length of trailer floor space.
 - b. When truckload rate applications are required for accessorial or special services described in Item 470 Series (CONTROL AND EXCLUSIVE USE OF VEHICLES) and Item 900 Series (STOP-OFFS).
 4. Accessorial or special charges, including detention charges, applicable to shipments rated under paragraph (2) shall be those applicable for LTL shipments.
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For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 610

SHIPMENTS SUBJECT TO MINIMUM CHARGES

MINIMUM CHARGES - GENERAL

The Minimum Charge per shipment, as defined in Section 5 of NMFC Item 110, shall be as provided in the class or other rate tariffs subject to this tariff.

ITEM 620

SHIPMENTS SUBJECT TO MINIMUM CHARGES - NEW ENGLAND

(A) Shipments moving between points subject to Zip Codes (1st 3 digits) 103-108, 110-119 on the one hand and points in the States of CT, MA, ME, NH, RI and VT on the other hand shall be subject to a minimum charge of \$ 83.15.

(B) Shipments moving between points subject to Zip Codes (1st 3 digits) 100-102 on the one hand, and points in the States, of CT, MA, ME, NH, RI and VT on the other hand shall be subject to a minimum charge of \$93.05.

ITEM 640

MIXED SHIPMENTS - LTL (Exception to Sections 2 and 8, NMFC Item 640)

SECTION 2. Single LTL shipments subject to two or more rates when differently rated articles are separately packaged, will be charged at the actual or authorized estimated weight, and at the rate applicable to each, subject to the applicable minimum charge. When the billed weight is higher than the actual weight, the resulting deficit weight will be charged for at the rate applicable to the lowest rated article contained in the shipment.

SECTION 8. Except as otherwise provided in tariffs governed hereby, the following provisions will apply on mixed shipments of LTL freight.

- (a) When rates provide for a maximum percentage of an article that may be included in the mixed shipment and a greater percentage is included, the rates will apply on the restricted article, up to the allowable percentage.
 - (b) When there are two or more differently rated articles subject to the same maximum percentage restriction, the allowable percentage shall consist of the lowest rated article or articles necessary to make up the percentage.
 - (c) When percentage limitations are separately provided on different articles, rates will apply on each article up to and including the allowable percentage.
 - (d) The excess over the allowable percentage for any article is to be rated as a separate shipment.
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ITEM 645

MIXED SHIPMENTS - TL (Exceptions to NMFC Item 645)

Unless otherwise provided, when a number of articles for which the same or different classes or rates are provided when in straight truckload quantities, are shipped at one time by one consignor from one point of origin to one consignee at one destination, on one Bill of Lading as a mixed truckload shipment, the following will apply:

SECTION 1. The articles will be charged at the actual or authorized estimated weight and at the straight truckload class or commodity rate (Not "Specific Mixture", "All Freight", "Freight, All Kinds" or "All Commodity" or similarly designated rate or class), applicable to each article except as provided in NMFC Items 310 and 640. The truckload minimum weight will be the highest provided for any article in the mixed truckload shipment, and any deficit in the truckload minimum weight will be charged for at the lowest truckload rate applicable on any article in the mixed truckload shipment.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 645 (Concluded)

SECTION 2. Subject to the provisions of Section 1, when the aggregate charge on the shipment is made lower by considering the articles as if they were divided into two or more separate truckload shipments, the shipment will be charged for accordingly.

SECTION 3. Subject to the provisions of Section 1, when the aggregate charge on the entire shipment is less on the basis of truckload rate and truckload minimum weight (or actual or authorized estimated weight if in excess of the truckload minimum weight) for one or more of the articles and on basis of the less-than-truckload rate or rates (N1) on the actual or authorized estimated weight of the other article or articles, the shipment will be charged for accordingly. On the articles included in truckload shipments on which less-than-truckload rates are applied truckload package requirements will apply not subject to increased charges provided in NMFC Item 687. Charges on articles in packages shall not be higher than on the same articles loose.

SECTION 4. If a lower charge results under the application of Section 1 of this item than under the provisions for a specific truckload mixture, such lower charge will apply.

SECTION 5. Where different truckload rates and minimum weights are provided on the same articles included in a mixed truckload shipment, the applicable charge will be the lowest that can be computed by the use of the various rates and their accompanying minimum weights for those articles. On class rate applications, only a single truckload line in the class rate scale will apply for articles in the mixture subject to class rates. TL class rates will not alternate unless all lower rates and all higher minimum weights associated therewith, produce lower charges for the entire shipment.

SECTION 6. The provisions of this item will not apply to articles, the transportation of which at the same time in the same vehicle, is prohibited by federal, state or municipal regulations.

SECTION 7. This item will not apply on:

- (A) Articles on which truckload ratings or rates are NOT APPLICABLE except for the purpose of making up deficit in the required truckload minimum weight as provided in Section 1 of this item.
- (B) Building Woodwork (house trim); Cement, hydraulic, masonry, mortar, natural or portland, Lime, common, including magnesium lime, hydrated, quick or slaked; Livestock.
- (C) On shipments containing Class A and B Explosives. Apply provisions of NMFC Item 645.

NOTE: (N1) - Where a less-than-truckload rate is dependent upon the weight of the shipment, apply the less-than-truckload rate which would be applicable on a less-than-truckload shipment equaling the total weight of the mixed truckload shipment.

Example - When the less-than-truckload rate would be applicable under this item on any part of the shipment and the total weight of the mixed truckload shipment is 24,000 pounds, the lowest applicable less-than-truckload rate published, not subject to a weight requirement higher than 24,000 pounds, would apply.

ITEM 647

NOTIFICATION PRIOR TO DELIVERY

On LTL shipments weighing less than 10,000 pounds, when a Bill of Lading or any Shipping Order is tendered bearing any notation requesting carrier to notify consignee prior to delivery by any means whatsoever, the charge for this service shall be \$ 10.00 per shipment when notification and delivery can be accomplished on the same day. When notification must be made 24 hours prior to delivery, the charge will be \$ 25.00. When notification must be made more than 24 hours prior to delivery, the charge will be \$ 25.00 plus applicable storage charges. The charge is to be paid by the shipper on prepaid shipments and by the consignee on collect shipments.

TARIFF TEAL 100-A

ITEM 660

PACKING OR PACKAGING

1. Where packing requirements are not provided in tariffs governed hereby, the packing requirements of NMFC will apply.
 2. Where packing requirements are provided in tariffs governed hereby, rates or rating provided in connection therewith will apply only when the article or articles are packed in accordance with such packing requirements, except that rates or ratings subject to such packing requirements will apply also when the article or articles, so packed as required, are placed on pallets, platforms or skids.
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ITEM 661

PACKAGING EXCEPTION

1. Any packaging unit which is packaged in such a way so that other freight cannot be stowed on top of it in the carriers vehicle will be considered as being 84 inches in height, if the actual height is less than 84 inches, for the purpose of determining the cubic feet of that packaged unit under the provisions of this item. Package units such as pallets, skids or cartons banded or shrink wrapped into a single unit are referred to as being "pyramided", "rounded", or "topped off", or units which due to their irregular shape on top (i.e. machines, etc.), or packaged units which are marked with instructions that no other freight is to be loaded on top of the packaged unit are subject to the provisions of this paragraph.
2. The class would be determined by using the table in Paragraph 3.
- 3.

DENSITY TABLE

Total Shipment Density (in pounds per cubic feet) :	Subject to Reclassification at Class
Less than 1	400
1 but less than 2	300
2 but less than 4	250
4 but less than 6	150
6 but less than 8	125
	100
8 but less than 10	92.5
10 but less than 12	85
12 but less than 15	70
15 but less than 22.5	65
22.5 but less than 30	60
30 but less than 35	55
35 but less than 50	

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 710

(4096, 30-86, A-10) GCC

PALLETIZED SHIPMENTS AND RETURNED EMPTY PALLETS

Applicable on LTL shipments weighing 10,000 pounds and over and on TL shipments.
Except as otherwise provided in Commodity Rate Items.

SECTION 1 - PALLETIZED SHIPMENTS

Subject to the following conditions, when freight is prepared for shipment in conformity with packing requirements and in addition is loaded on pallets, the charge will be based on the applicable rate and weight of the shipment, exclusive of the weight of the pallets:

1. Consignor and consignee must perform loading and unloading except that carrier's employees may assist in moving the loaded pallets onto and off the vehicle. Carrier's employees will not be permitted to ride power equipment at consignor's or consignee's premises.
 2. Consignor must show on Bill of Lading and Shipping Order the weight of the freight loaded on pallets and the weight and number of pallets, separately. The weight of each pallet shall not exceed 100 pounds.
 3. Pallets, including disposable pallets, must be of substantial construction to afford safe handling without bodies, enclosures, standing ends, sides, stakes or standards, and must be not more than 7 inches high (deep) and must be:
 - a. of double-faced construction held together by supports or stringers with openings for forklifts on at least two sides; or
 - b. of single-faced corrugated fibreboard construction with nestable molded plastic legs or supports and with openings on all sides for fork lifts.
- Except for the final pallet or row of pallets, the outside dimensions of each loaded pallet or row of loaded pallets must not be less than 80 inches in width as measured across the vehicle from side to side, except when legal load limit of the vehicle would be exceeded by the use of pallets, or rows of pallets of less dimensions. At least 90 percent of the shipment weight (exclusive of pallets' weight) must be loaded on pallets except that limitation is not to apply to that portion of the weight of the shipment consisting of pieces or packages weighing 100 pounds or more, each.
4. Each loaded pallet must be strapped, tied, glued or otherwise secured, by consignor, so as to form a unit load of sufficient strength to withstand the normal hazards of transportation and when blocking or bracing is necessary to insure safe transportation, such blocking or bracing must be installed by and at the expense of the consignor.

SECTION 2 - RETURN OF PALLETS

Where palletized shipments move under the provisions of Section 1 of this item not more than an equal number of empty double faced pallets as described in Section 1, Sub Paragraph 3 (a) may be returned via the carrier or carriers handling the inbound palletized shipment subject to the following conditions:

1. The empty pallets must be tendered for return on one or more Bills of Lading naming the consignee of the palletized shipment as consignor and naming the consignor of the palletized shipment as consignee. Shipper must place the following certification on Shipping Order and Bill of Lading:
"This is to certify that the empty pallets described herein are tendered to the above carrier, were moved inbound under load by such carrier."
2. The point of origin of the empty pallets must be the same as the point of delivery of the palletized shipment.
3. The point of delivery of the empty pallets must be the same as the point of origin of the palletized shipment.
4. Carriers will have no responsibility for the identity, character, size or condition of the pallets returned under the provisions of this item.
5. The weight of each returned pallet must not exceed 100 pounds.
6. Subject to applicable minimum charge.
7. Empty pallets must be tendered to the carrier or carriers who handled the inbound palletized shipment not later than 90 days after delivery of such inbound shipment.
8. Shipments of empty returned pallets, which do not meet the requirements of this rule, will be charged for at the applicable tariff rates or minimum charges.
9. The charge per pallet will be 500 cents.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 715 (see supplement 4)

PALLET PRICING

1. A pallet dimension cannot exceed 42 inches x 48 inches and the commodity cannot exceed the dimension of the pallet. The height of the commodity and pallet combined cannot exceed 94 inches.
 2. Rates are stated in dollars per pallet and are for each pallet and/or each partial pallet tendered. All un-palletized freight must travel on a separate Bill-of-Lading.
 3. The weight of each pallet must not exceed 2000 lbs. and will be subject to reweigh. If the weight of a pallet exceeds 2000 lbs. but does not exceed 2500 lbs. the total charges will be 130% of the per pallet charge. The provisions of this tariff will not apply with individual pallets exceeding 2500 lbs. each.
 4. Tiered pallet pricing is only applicable for multiple pallets going to the same consignee.
 5. Each loaded pallet must be strapped, tied, glued or otherwise secured, by the consignor so as to form a unit load of sufficient strength to withstand the normal hazards of transportation.
 6. The consignor and consignee must perform the loading and offloading. Each pallet must be loaded and offloaded as a unit, as a breakdown of the pallet by the carrier will result in additional charges calculated at a rate of \$25.00 for each 15 minutes or fraction thereof
 7. Liability for loss and damage is limited to actual value but not to exceed \$2.00 per pound.
 8. Pallet pricing is not applicable on interline shipments or any program associated with a return pallet provision.
 9. The wording, "PALLET PRICING", with the number of pallets must be noted on the bill of lading prepared by the shipper, when tendered to Teal's Express.
 10. All pallet-pricing shipments, upon which the lawfully applicable rates and charges are not paid in full within 45 days, will be subject to forfeiture of special pallet pricing. Class rates with applicable discount will apply.
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ITEM 720

PAYMENT OF CHARGES

No shipment will be accepted when the line-haul transportation charge based on a through local or joint-line rate is partially prepaid or partially collect.

ITEM 721

PAYMENT OF CHARGES PRINCIPLES AND PRACTICES FOR THE INVESTIGATION AND DISPOSITION OF FAILURE TO MAKE PAYMENT OF FREIGHT CHARGES

Failure to make payment of freight charges for services performed as a common carrier within the maximum credit period of 30 calendar days permitted by ICC regulations 49 CFR 1320 will be subject to the following:

1. Forfeiture of all discounts, allowances, commodity rates, brokerage agreements, incentives or any other rate reductions enjoyed by such debtor, if any, on all unpaid freight bills.
 2. In addition to the provisions of Paragraph 1, debtor will be responsible for, collection agency fees, and/or for attorney fees.
 3. In addition to the provisions of Paragraphs 1 and 2, debtor will be responsible for attorney fees and/or court costs associated with or a result of suit.
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ITEM 722 (see supplement 1)

DEFAULT APPLICATION OF DISCOUNT

Where no specific discount is published by TEAL'S for the account of the payor of the freight charges, a 40% discount will be allowed off TEAL TARIFF 500 applicable at time of shipment.

TARIFF TEAL 100-A

ITEM 750

PICK UP OR DELIVERY SERVICE

Except as otherwise provided, rates in tariffs governed by this tariff include one pick up and loading and one delivery and unloading or one tender for delivery of a shipment by the carrier (See Item 570 for Impracticable Operations) at one site, (N1), subject to the following provisions:

1. PLACEMENT OF VEHICLE FOR LOADING

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

2. PLACEMENT OF VEHICLE FOR UNLOADING

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

3. LOADING BY CARRIER

A. Freight tendered for loading shall be so situated by the consignor as to be directly accessible to the vehicle or it shall be immediately adjacent to a parking space suitable for carrier to place its vehicle for loading (N2). (See Item 566 for Handling Freight Not Adjacent To Vehicle.)

B. Carrier will furnish only one employee per vehicle for loading, be it the driver, helper, or any other carrier employee. The provisions of NMFC Item 568 (Heavy or Bulky Freight - Loading or Unloading) will not apply.

4. UNLOADING BY CARRIER

A. Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle (NI) which will afford the freight protection from the elements (See Item 566 for Handling Freight Not Adjacent To Vehicle.)

B. Carrier will furnish only one employee per vehicle for unloading, be it the driver, helper or any other carrier employee. The provisions of NMFC Item 568 (Heavy or Bulky Freight - Loading or Unloading) will not apply.

5. RESTRICTIONS ON PICK UP OR DELIVERY SERVICE BY CARRIER

A. Pick up or delivery service as provided herein will apply at places shown in Paragraph I, II and III subject to additional charges and provisions contained in items shown opposite thereto.

PICK UP OR DELIVERY	SEE PROVISIONS IN ITEM
I. At point on toll roads	752
II. At private residences and other locations	753
III. At piers or wharves @ Boston Harbor and New York Harbor	579 Series

B. Loading or unloading service does not include assembling, packing, unpacking, dismantling or inspecting, sorting or segregating freight except as provided in Paragraph I, II, and III below:

I. When a shipment is tendered to the carrier 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 segregated lots on the platform, dock, conveyor pallet, dolly, buggy or similiar device provided by the consignee for the receipt of freight within or adjacent to the vehicle 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, carrier will continue to unload the vehicle subject to the applicable detention charges specified in items published elsewhere in this tariff.

II. When the conditions of Paragraph 1 are not met, a charge of 60 cents per piece, package or other unit in the shipment, minimum \$17.07 and maximum \$ 84.30 per shipment per vehicle used, will be charged except as provided in Paragraph III. Such charges will be assessed against the person requesting or requiring this service.

III. No segregation 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 carrier's employee, or when detention charges accrue and are paid on the same shipment at the same location.

(Concluded on following page)

TARIFF TEAL 100-A

Item 750

- C. Except as provided in Item 521 Series, loading or unloading services do not include furnishing by the carrier or use by the carrier employees of rigging or special loading or unloading equipment such as platform vehicle (other than two (2) wheeled hand trucks), winches, cranes, jacks, blocks or falls, chain falls or other special equipment used in hoisting, lowering, handling or placing freight in position. When such equipment is required in loading or unloading, the consignor or the consignee, as the case may be, shall furnish same and the necessary labor to operate such equipment at its expense, and shall also assume responsibility for safe loading or unloading, except carrier's employee may use hand trucks or four (4) wheeled hand carts, and hand or electrically operated pallet, jacks (non-riding type) when furnished by consignor or consignee.
- D. When consignor or consignee's shipping or receiving facilities are not reasonably level with floor level of carrier's vehicle, or where on account of weight, dimensions or physical characteristics of pieces or packages the shipment cannot be handled by one man, consignor or consignee must furnish adequate means by which the freight can be moved onto or off carrier's vehicle. In the absence thereof, rates in tariffs governed by this tariff will not include loading or unloading, except that carrier's driver will render assistance.
- E. When a shipment is tendered for delivery during carrier's normal business hours (that period from 8:00 AM to 5:00 PM, on Monday through Friday, except on legal holidays) and through no fault of the carrier such shipment cannot be delivered, provisions and charges published in Item 830 (Re-Delivery) will apply in addition to all other lawfully applicable charges.
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 its own expense the loading or unloading of shipments on or from the carrier's vehicle.
7. **WAIVER OF DELIVERY RECEIPT**
When consignor or owner has made written arrangements with the carrier, freight consigned to construction sites (or other places where no representative of the consignee is present or available to receipt for the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated.

NOTES: (N1) - Applicable only on TL shipments: Pick up or delivery service, may, upon request, be performed at not to exceed two additional loading or unloading sites within the continuous plant property or premises of the party receiving pick up or delivery service provided the pick up or delivery site are not intersected by more than one public thoroughfare. A vehicle transfer charge of \$ 67.42 will be assessed for each transfer of the vehicle from one loading site to another. When this service is performed, the shipment may be further stopped for partial loading or unloading as provided in Item 900. Pick up or delivery service between loading or unloading sites separated by more than one public thoroughfare will be governed by provisions covering "Stopping of Truckload Shipments for Partial Loading or Partial Unloading in Item 900". In the computation of free time under Item 500 NMFC, when additional pick up or delivery service is performed, as the case may be, free time will commence as provided therein and shall run continuously and shall end upon completion of loading or unloading and receipt by the driver of a signed Bill of Lading or receipt for delivery, as the case may be.

- (N2) - a. Freight shall be deemed to be immediately adjacent to a space suitable for carrier to place its vehicle for loading or unloading if separated therefrom only by an intervening public sidewalk.
- b. If a parking space suitable for carrier to place its vehicle for loading or unloading is occupied or city ordinance prevents its use, the nearest available parking space may be used.
- c. When two or more shipments are placed by the shipper as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all such shipments will be considered as immediately adjacent thereto even though the shipment or shipments that were closest to such parking space were picked up first by the same or different motor carriers.
- d. When shipper assigns to two or more carriers designated spaces in its shipping room or loading platform where outgoing freight will be placed by the shipper for pick up by the designated carriers and all of such assigned spaces are as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all such assigned and designated spaces will be considered immediately adjacent to such parking space.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 752

PICK UP OR DELIVERY SERVICE FROM OR TO POINTS ON TOLL ROADS OR ACROSS TOLL BRIDGES

Pick up and delivery service at the point located on a highway facility, upon which a toll is placed for its use, and requiring payment of such toll by the carrier in order to render the service, shall be subject to an additional charge in the amount of such toll from the first point of entry nearest to the pick up or delivery site to the first available exit point beyond.

Pick up and delivery service at a point which can be reached only by crossing a bridge upon which a toll is placed for its use, and requiring payment of such toll by the carrier in order to render the service, shall be subject to an additional charge in the amount of such toll.

Billing for such charges shall be supported by official receipt or vouchers, in the amount paid by the carrier, and will be advanced for collection from the party responsible for payment of the freight charges.

ITEM 753 (see supplement 4)

PICK UP OR DELIVERY SERVICE AT PRIVATE RESIDENCES AND OTHER LOCATIONS

1. Shipments picked up at or delivered to private residences (N1), apartments, churches, construction sites (N2), farms, resort hotels or camps will be subject to a charge of \$30.00 to destinations with zip code from 070 to 118; all other destinations will be charged \$18.90 in addition to all other applicable rates and charges (N3).

2. The charge provided in Paragraph 1 will be assessed against the party whose location requires such service unless the Bill of Lading is specifically endorsed to show prepayment of these charges.

- NOTES: (N1) - The term "Private Residence" shall apply to the entire premises on which a dwelling for living is located, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of merchandise or services to the walk-in public during normal business hours.
- (N2) - The term "construction sites" will include areas where building, erecting, excavating, construction and road building are being carried on.
- (N3) - The charges provided herein will not apply when the consignor or consignee elects to deliver or pick up the shipment at carrier's terminal or arranges to tender or accept delivery of the shipment at a commercial location between carrier's terminal and pick up or delivery address.
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ITEM 754

PICK UP OR DELIVERY AT EXHIBITIONS, FAIRS, ETC.

When requested by consignor or consignee, and carrier's operating conditions permit, shipments will be accepted for shipment from or to amusement parks, trade shows, traveling shows, chautauquas, fairs, exhibitions or expositions. Such shipments will be assessed a charge of \$ 5.00 per 100 lbs. on the actual weight of the shipment, subject to a minimum charge of \$ 45.00 per shipment. If truck is delayed, Item 502 (DETENTION) will apply. The charge provided herein will be in addition of all other lawful charges and unless Bill of Lading is specifically endorsed to show prepayment of the charge, it will be collected from the party responsible for the freight charges.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 756

PICK UP OR DELIVERY SERVICE - SATURDAYS, SUNDAYS OR HOLIDAYS

When consignor or consignee requests carrier to pick up or deliver freight on Saturdays, Sundays and holidays, such service will be performed subject to the following provisions:

1. The following charges will be assessed in addition to all other lawfully applicable rates and charges:

	CHARGE PER MAN PER HOUR OR FRACTION THEREOF	MINIMUM CHARGE PER MAN, PER DAY
a. On Saturdays, other than holidays	\$ 45.27	\$ 357.25
b. On Sundays or holidays	54.96	439.29
 2. Time shall be computed upon notification of the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at premises of consignor or consignee and shall end upon completion of loading or unloading and receipt by driver of signed Bill of Lading or receipt for delivery, as the case may be.
 3. Consignor or consignee may request carrier to place or pick up an empty trailer (vehicles without power units) on Saturdays, Sundays or holidays even though the actual pick up and/or delivery of freight may occur on a day other than Saturdays, Sundays or holidays. The charge for this service will be \$ 357.25 on Saturdays, other than holidays and \$ 439.29 on Sundays or holidays, per man per day or fraction thereof
 4. The carrier is not obligated to furnish pick up or delivery service on Saturdays, Sundays or holidays. If a delivery date is specified on the Bill of Lading and Shipping Order and it is a Saturday, Sunday or holiday, such document must also indicate that the date is in fact a Saturday, Sunday or holiday.
 5. Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pick up or delivery will be made.
 6. The term "holidays" under this item means any day generally observed as a holiday by the carrier at the point at which the service is performed.
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ITEM 765

PRECEDENCE OF RATES (Exception to NMFC Item 765)

1. PRECEDENCE OF CLASS AND COMMODITY RATES

Unless otherwise excepted in specific items, if the charges accruing on shipments under the otherwise applicable class rates, including applicable carrier discounts, from and to the same points via the same carrier(s), produce lower charges than charges accruing under commodity rates, the lower charges resulting from class rates will apply.

2. PRECEDENCE OF ALLOWANCES AND DISCOUNTS

Unless otherwise excepted in specific items, where conflicting provisions occur in two or more tariff items, applicable via the same carrier(s) on the same article(s), the following rules of precedence shall apply:

When the conflicting provisions are:

- a. Discount items, and they are:
 1. published at the same point, the item providing the greatest discount shall take precedence.
 2. published at the origin and the destination, the origin discount shall take precedence if the shipment is prepaid, and the destination discount shall take precedence if the shipment is collect. When a shipment carries instructions to bill freight charges to a third party who is neither the consignor nor the consignee, the shipment will be considered prepaid.
- b. Allowance items, and they are:
 1. published at the same point, the item providing the greatest allowance shall take precedence.
 2. published at the origin and the destination, both allowances shall have application.
- c. Allowance and Discount items, and they are:
 1. published at the origin and/or destination, both an allowance and a discount shall have application.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 765 (Concluded)

3. PRECEDENCE OF RATES NAMING CUSTOMER(S)

To the extent that rates or discounts are in effect for a specifically named consignor, either on a prepaid or collect basis, or to a specifically named consignee on a freight charge collect basis, said rate or discount shall take precedence over and apply in lieu of a general rate or discount which does not name a specific consignor or a specific consignee at the same point(s).

ITEM 770

PREPAYMENT OR GUARANTEE OF CHARGES

Unless otherwise provided herein or in tariffs subject hereto, shipments will be accepted subject to the following provisions:

- SEC. 1. A prepaid shipment is one on which the charges for transportation service rendered at the request of the consignor, including charges for any accessorial services performed at the request of the consignor, is to be paid by the shipper.
- SEC. 2. A collect shipment is one which the charges for transportation service, including accessorial services rendered at the request of the consignee or requested by the consignor for the consignee, are to be paid for by the consignee.
- SEC. 3. A shipment on which charges are to be paid by a party other than the consignor or consignee will be accepted provided that the consignor has established credit with the carrier picking up the shipment at origin and guarantees to pay the charges if the third party fails to do so within the time allowed under the credit regulations of the Interstate Commerce Commission or state regulatory commission. Such a shipment will not be accepted if the consignor executes SECTION 7 of the Bill of Lading.
- SEC. 4. If, in the judgement of the carrier picking up a shipment at origin, the forced sale of the goods would not realize the total charges due at destination, the shipment must be prepaid.
- SEC. 5. If a shipment is required by SECTION 4 hereof or by any provision of the NMFC to be prepaid, it will be accepted on a collect basis if the consignor has established credit with the carrier picking up the shipment at origin and the consignor guarantees to pay the charges if the consignee fails to do so within the time allowed under the credit regulations of the Interstate Commerce Commission or state regulatory commission. Such a shipment will not be accepted as a collect shipment if the consignor executes SECTION 7 of the Bill of Lading.
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ITEM 780

PROHIBITED OR RESTRICTED ARTICLES

SEC. 1. Property of extraordinary value.

- (a) Unless otherwise provided, the following property will not be accepted for shipment nor as premiums accompanying other articles:

Bank bills	Museum exhibits or articles of antiquity (N4)
Currency, other than coin (N1)	Notes
Deeds	Original works of art (N5)
Drafts	Postage stamps
Jewelry, other than costume or novelty jewelry	Precious stones
Letters, with or without stamps affixed (N2)	Revenue stamps (N3)
	Valuable papers of any kind

- (b) Articles of extraordinary value will not be accepted for shipment nor as premiums accompanying other articles.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 780 (Concluded)

- NOTES: (N1) - Monetary coins will not be accepted as premiums with other articles except as authorized in NMFC Item 310.
- (N2) - United States Mail will be accepted when the consignor and consignee are United States Post Offices.
- (N3) - Except U.S. Internal Revenue Distilled Spirits Stamps, which will be accepted in truckload or volume shipments only.
- (N4) - Except antique furniture subject to NMFC Items 100240 and 100260 or numismatic exhibits subject to NMFC Item 63830.
- (N5) - Except pictures of paintings subject to NMFC Items 100240, 100260 and 149420.

SEC. 2. Freight liable to damage other freight or equipment.

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

ITEM 784

PROOF OF DELIVERY

When the carrier is requested by consignee, consignor or any interested party to furnish proof of delivery on a shipment which was delivered, the charge for such service shall be \$ 3.23 for each proof of delivery furnished. Remittance of \$ 3.23 for each document must accompany the request for proof of delivery.

ITEM 810

PROTECTIVE SERVICE

1. Protection of shipments against heat or cold will not be furnished unless specific arrangements therefore are made in advance of tender and request therefore is endorsed on the Bill of Lading and Shipping Order by the consignor. Such endorsement by the consignor must specify the temperature required in either Fahrenheit or Celsius (centigrade) scale. Temperature endorsements will be considered as being Fahrenheit unless otherwise specified by the shipper as being Celsius (centigrade).
 2. Carriers will accept shipments requiring protection against heat or cold subject to the availability of proper equipment and facilities.
 3. When a shipper indicates on the Bill of Lading "protection from freezing is required" the carrier will only be liable to protect against a freezing mark of 32 degrees Fahrenheit or zero degrees Celsius (centigrade) or lower unless a higher freezing point is specifically requested.
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ITEM 820 (see supplement 1)

RECONSIGNMENT OR DIVERSION

A request for the reconsignment or diversion of a shipment will be subject to the following definitions, conditions and charges.

SECTION 1 - DEFINITION OF RECONSIGNMENT OR DIVERSION

For the purpose of this item, the terms "reconsignment" and "diversion" are considered to be synonymous and the use of either will be considered to mean:

1. A change in the name of the consignor or consignee.
2. A change in the place of delivery within original destination point.
3. A change in the destination point.
4. Relinquishment of shipment at point of origin (N1).
5. Instructions received by the originating carrier prior to receipt of shipment (N2).

(Continued on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 820 (Continued)

SECTION 2 - CONDITIONS

1. Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label or container as authority to re-ship, return or reconsign a shipment.
2. Carrier will make diligent effort to execute a request for reconsignment, but will not be responsible if such service is not affected.
3. All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made.
4. Only entire shipments, not portions of shipments, may be reconsigned.
5. An order for reconsignment of a shipment moving under uniform Order Bills of Lading will not be considered valid, unless and until the original Bill of Lading is surrendered for cancellation, endorsed or exchanged.
6. Instructions for reconsignment of COD shipments will be accepted only from the consignor.
7. Marking or Tagging (N3).

SECTION 3 - CHARGES

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

If reconsignment results in a change			
	In the name of the Consignor or Consignee with no change in Place of Delivery (N9)	In the place of delivery within the original destination point (N4) (N9)	In the destination point (N5)
And reconsignment occurs (N6)	THE CHARGE WILL BE		
Prior to tender of delivery	\$ 29.81 per shipment	\$ 29.81 per shipment	Published tariff rates to and from reconsignment point but not less than the published through rate from original point of origin to ultimate destination (N7,8)
After tender of delivery	\$ 29.81 per shipment	Published tariff rates to and from reconsignment points subject to a maximum charge of \$ 543.16 per shipment or \$ 543.16 per vehicle if more than one vehicle is used to transport the shipment	Published tariff rates to and from reconsignment point but not less than the published through rate from original point of origin to ultimate destination

NOTES: (N1) - Where a request is made by shipper, before a shipment left carrier's terminal at point of origin, including points and places within the Terminal Area (Item 115) for the return of a shipment to the original place of shipment or delivery thereof to another carrier at point of origin, or to relinquish possession thereof to shipper or to another carrier at carrier's terminal, such service, if performed, will be subject to the published tariff rate from original place of shipment to point in which carriers terminal is located, subject to a maximum charge of \$ 543.16 per shipment or \$ 543.16 per vehicle if more than one vehicle is used to transport the shipment.

(N2) - Upon instructions received by the originating carrier prior to receipt of shipment at point of origin accompanied by a through Bill of Lading covering the shipment, the carrier will accept the shipment when tendered by the party in possession of the shipment, issue a receipt therefor (not a Bill of Lading) to the party tendering the shipment and then execute the Bill of Lading. Such shipment will be subject to a charge of \$ 29.81 per shipment.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 820 (Concluded)

- (N3) - Shipment moving under the provisions of this item which require marking or tagging in order to comply with the provisions of Item 580 of NMFC, or when carrier is specifically requested to do so by the consignor or consignee, will be marked or tagged by the carrier at a charge of 188 cents for each package or piece of freight so marked or tagged.
- (N4) - Includes points and places within the Terminal Area (Item 115) which the carrier in possession of the shipment is authorized to serve direct and which point is subject to the same line-haul rate as the original billed destination point.
- (N5) - Includes points and places other than those defined in (N4).
- (N6) - 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 delivery vehicle (in cases where shipment is transferred to city delivery vehicle for delivery) or;
 - b. Before shipment has been dispatched for delivery (in cases where shipment is not transferred to city vehicle for delivery).Thereafter, the provisions governing reconsignment "after tender of delivery" will apply.
- (N7) - If the change in destination point is requested and instructions are received in time to effect the requested change at the origin terminal of the originating carrier, the charge will be \$ 29.81 per shipment in addition to the applicable tariff rate from point of origin to the new destination.
- (N8) - When consignor or consignee or its agent elects to accept shipment at carrier's terminal located at reconsignment point, charges will be assessed on the basis of the applicable rate from point or origin to reconsignment point plus a reconsignment charge of 275 cents per 100 pounds, subject to minimum charge of \$ 16.63 and a maximum charge of \$ 330.05 per shipment or \$ 330.05 per vehicle if more than one vehicle is used to transport the shipment.
- (N9) - All shipments for export not directly consigned at origin to an export pier, dock, pier terminal, transit shed or wharf will be subject to the charges provided in this item. The provisions of Section 2 will not apply.

ITEM 830

RE-DELIVERY

When a shipment is tendered for delivery and, through no fault of the carrier, such delivery cannot be made or completed, no further tender will be made except upon request. Each additional tender will be subject to the following provisions:

1. Applicable tariff rates and/or minimum charges, from carrier's nearest destination terminal to point of delivery specified on Bill of Lading will be assessed, except as provided in Paragraph 3.
2. In the absence of applicable tariff rates from carrier's nearest destination terminal to point of delivery specified on Bill of Lading, a charge of 390 cents per 100 pounds, subject to a minimum charge of \$ 20.50 per shipment and a maximum charge of \$ 250.00 per shipment will be assessed, except as provided in Paragraph 3.
3. When the consignee elects to take delivery at the carrier's premises, a charge of 390 cents per 100 pounds, subject to a minimum charge of \$ 20.50 per shipment and a maximum charge of \$ 250.00 per shipment will be assessed.
4. All charges accruing under the provisions of this item must be paid or guaranteed to the satisfaction of the carrier, by the party or parties requesting re-delivery before the shipment is re-delivered.

ITEM 880

SEALING OF TRUCKS

Except as to shipments accorded exclusive use of vehicles, as provided in Item 470 herein, all seals or locks applied to a vehicle may be removed at the option of the carrier.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 885 (see supplement 2)

SINGLE SHIPMENT CHARGE

1. Except as otherwise specifically provided, Single Shipments of less than 500 pounds picked up at one time and site, unaccompanied by any other shipment of any description from the same consignor, will be subject to a charge of \$ 11.90 per shipment in addition to all other lawfully applicable charges in this and governing tariffs. Carrier's driver will write or stamp "Single Shipment" on all Bill of Lading copies when such shipments are tendered (see Item 140 - APPLICATION OF CHARGES).
 2. The provisions of this item do not apply on shipments tendered at carrier's terminal by consignor or consignor's agent nor on shipments picked up at the same time and site with any other shipment of any description from the same consignor, whether moving interstate, intrastate, intracity or foreign commerce to any destination within or beyond the territorial scope of this tariff.
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ITEM 890

SIGNATURE SECURITY SERVICE (SSS)

1. DEFINITION:

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

2. ANNOTATION:

- a. Shipper or his agent must place and sign the following annotation on the Bill of Lading:
Signature Security Service Requested:

DATE _____ SIGNED _____ TITLE _____

- b. In the event special circumstances require telephone notice to consignor, Government Bills of Lading will be annotated: "Call consignor (commercial area code and telephone number) collect at any time of day from each point where signature and tally service are to be provided."

3. FORM REQUIRED:

Department of Defense Form 1907, Signature Tally Record, provided by the shipper, will be used to obtain the signature and tally record.

- a. When SSS is requested by the shipper and the signature tally record is furnished, carrier or his agent will require each person responsible for the shipment such as the terminal manager, pick up, 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 on delivery.
 - b. The initial signature on the Department of Defense Form 1907 should be the same as that of the carrier's agent on the Government Bills of Lading.
 - c. In terminal areas, the vehicle containing the SSS shipment must be under control of the last person signing the Department of Defense Form 1907.
4. Carrier must be able to trace a shipment in less than 24 hours.
 5. Carrier or his agent will provide immediate telephonic. notification to consignee if shipment cannot reach consignee within 24 hours of estimated time of arrival.
 6. When SSS is used in conjunction with Dual Driver Protective Service, both drivers in each pair of drivers will sign the Department of Defense Form 1907 when the pair assumes responsibility for the shipment; however, signature and tally requirements are not required between the same pair of dual drivers who signed the signature and tally record.
 7. BASIS OF CHARGES:
When upon request of consignor, Hand to Hand Signature Service will be performed at a charge of \$ 52.81 per shipment, in addition to all other lawfully applicable rates and charges.

NOTE: (N1) - Item also has application on commercial Bills of Lading.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 895 (see supplement 1)

SPECIAL SERVICES QUOTATIONS OF ESTIMATED CHARGES

1. Estimates of freight charges are furnished as a convenience to shipping public and represent nothing more than an approximation of freight charges which is not binding either on carrier or shipper.
 2. All transportation charges on a shipment will be assessed on basis of published tariff provisions legally in effect at time of shipment as applied to commodity shipped and transportation and related services performed in connection therewith.
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ITEM 900

STOP-OFFS

Truckload shipments of freight may be stopped at point of origin or destination, or at points directly intermediate (N1) between origin and destination, for completion of loading or for partial unloading, subject to the following provisions:

1. All freight charges must be paid in full at one time, by either the consignor or the consignee named in the Bill of Lading.
2. Shipping Documents:
 - a. Only one Bill of Lading and one Shipping Order shall be issued for the entire shipment.
 - b. The Bill of Lading and Shipping Order shall show, in the space provided therefor, the name of only one consignee and one delivery address and only one shipper and one shipper's address.
 - c. The name of places or addresses at which trucks are to be stopped for the completion of loading or partial unloading, shall be shown either in the body of the Bill of Lading and Shipping Order, or in a separate paper which shall be attached to and considered a part of the shipping document. The copy of the Bill of Lading must make reference to such separate paper, if used.
3. Number of Stops: (N2)
 - a. Except as provided in Sub-Paragraphs (b) and (c) below only three (3) stops shall be permitted.
 - b. On shipments subject to specific commodity rates in items making reference hereto, the number of stops provided therein shall apply.
4. Charge Per Stop:
 - a. The charge for each stop except stops at piers or wharves shall be \$ 75.00 in addition to the rate provided for in Paragraph 5.
 - b. On any traffic stopped off at piers or wharves for partial unloading or loading the charge for each stop in addition to the rate provided in Paragraph 5 of this item shall be \$ 150.00.
5. Rate to apply: (N3)
 - a. Except as provided in Sub-Paragraph (b) below, the rate from the original place of shipment to the place of final delivery, will apply on the total weight of the shipment (weight after completion of loading, if a stop for that purpose is made, or the weight before the first stop is made for partial unloading, if a stop for that purpose is made).
 - b. If the rate from any place of shipment, such higher rate will apply on the total weight of the shipment after completion of the loading, or if the rate to any place where a stop is made for partial unloading is higher than the rate to the place of final delivery, such higher rate will apply on the total weight of the shipment before any portion is unloaded.
6. Failure to Delivery Stop-Off Freight:

When Bill of Lading requires stop-off to unload a component part of the shipment and carrier is unable during business hours to effect delivery of such freight at the point or place of stop-off, that undelivered portion of such shipment shall then be subject to rules and regulations governing unclaimed freight, storage and redelivery of freight, to the extent that such services are applicable.

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 900 (Concluded)

7. Marking or Tagging Shipments:
Except where shipment consists of identical packages or pieces, or where the various lots of freight comprising the shipment are of such nature as to be easily identified and segregated, each piece or package in any shipment stopped for partial unloading must be plainly and durably marked, stenciled or tagged by shipper in such manner that each lot of freight intended for delivery at a particular point or place of stop-off will be readily distinguishable from all other freight in the shipment.
8. Substitute of Freight:
The substitution of freight for that originally loaded or any exchange of contents at a point or place of stop-off is prohibited.
9. "C.O.D." AND "Order-Notify:"
Stopping for partial loading or for partial unloading will not be permitted on shipments consigned "C.O.D.," "TO ORDER," "ORDER CARE OF," or on which Section 7 provisions of the Bill of Lading have been executed.

NOTES: (N1) - All points at which a stop or stops are to be made must be intermediate between the point of origin and the final destination. For the purpose of this rule, "Intermediate" shall mean not more than a twelve and one-half percent (12 1/2) deviation from the short-line distance between the point of origin and the point of final destination. If the mileage from initial origin to final destination via the stop-off point or points exceeds the 12 1/2 percent allowable circuitry, stop-off for completion of loading or for partial unloading will be permitted subject to an additional charge of 160 cents per mile for each mile in excess of such short-line distance from initial origin to final destination which charge will be assessed against the shipment.
Distance shall be computed by using the Governing Mileage Tariff (See Item 100).

(N2) - The number of stops indicated will be permitted, exclusive of the receipt of the original part of the shipment and the final delivery at destination. The word "Stop(s)" as used herein, means stopping for the purpose of completing the loading or for partial unloading, not including the receipt of the original part of the shipment nor the final delivery at destination.

(N3) - The term "RATE" means the amount of freight charges.

ITEM 910

STORAGE

Freight, held in carrier's possession by reason of an act or an omission of the consignor, consignee or owner and through no fault of the carrier, will be considered stored immediately and will be subject to the following provisions:

1. Storage charges on freight awaiting line haul transportation will begin at 7:00 AM, the day after freight is received by the carrier.
2. Storage charges on undelivered freight will begin at 7:00 AM of the first day of business (N1) after notice of arrival has been given as provided for in Item 345, except no charges under this item will be made when actual tender of delivery is made within 24 hours after notice of arrival has been given.
3. Freight, other than provided in Paragraph 4, stored in carrier's possession will be assessed a charge of 100 cents per 100 pounds or fraction thereof per 24 hours or fraction thereof subject to the following minimum and maximum charges:
MINIMUM CHARGES:
\$ 5.90 per shipment per each 24 hours, but not less than \$ 25.00 per shipment.

MAXIMUM CHARGES:

PERIOD	CHARGES (per shipment or per vehicle if more than one vehicle is used to transport the shipment)
For the first 24 hours or fraction thereof	\$ 83.82
For the second 24 hours or fraction thereof	\$111.75
For the third and each succeeding 24 hours or fraction thereof	\$167.69

(Concluded on following page)

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

Item 910 (Concluded)

4. Freight stored in carrier's possession which is subject to truckload or volume rates or which is subject to Exclusive Use of Vehicle or Expedited Service or Capacity Load provisions (See Items 470 and 390) will be assessed the following charges:

PERIOD	CHARGES (per shipment or per vehicle if more than one vehicle is used to transport the shipment)
For the first 24 hours or fraction thereof	\$ 86.58
For the second 24 hours or fraction thereof	\$111.75
For the third and each succeeding 24 hours or fraction thereof	\$167.69

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

6. Storage charges under this item will not apply on the day carrier places the freight in a public warehouse. When carrier does place the freight in a public warehouse, a charge will be assessed based on the published tariff rates from carrier's terminal to the warehouse.

NOTES: (N1) - The term "first day of business" as used in this item means Mondays through Fridays, excluding holidays.

ITEM 980

UNNAMED POINTS

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

- (a) Rates, rules and regulations will apply from and to points named, as well as from and to all places therein and integral parts thereof, if such points are unincorporated communities or villages; also from and to all places that do not lie within a separately Incorporated city, town or village, but which lie within one-quarter mile of the corporate limits of said named points if the population thereof is 2,500 or less, within one-half mile if the population is between 2,500 and 10,000; within one mile if the population is between 10,000 and 100,000; and within two miles if the population exceeds 100,000; all such populations to be determined according to the latest report of the United States Census Bureau.
 - (b) In determining rates and from and to places not lying within a separately incorporated city, town or village, which point lies within the distances specified in Paragraph (a) hereof, from two or more incorporated cities, towns or villages, the rate to apply shall be that which applies from the city, town or village closest to such point; if such point is equidistant from two or more cities, towns or villages, the rates to apply shall be that which results in the lowest charge.
 - (c) In applying the provisions of this item, distances are to be measured by air line from the corporate limits of points from and to which rates are provided.
 - (d) Where rates are ascertainable under this item, Item 980 (UNNAMED POINTS) herein governed hereby will not apply.
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For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

ITEM 985

VEHICLE FURNISHED BUT NOT USED

CHARGES (N1)

- 1. When carrier, upon receipt of a request to pick up a truckload shipment or to furnish a vehicle for expedited service or for the exclusive use of a consignor, has dispatched a vehicle for such purpose and due to no disability, fault or negligence on the part of the carrier, the vehicle is not used, a charge will be assessed against the consignor making such request of \$ 183.00 (N2)
- 2. The following charges will be assessed in addition to all other lawfully applicable charges:

	CHARGE PER MAN PER HOUR OR FRACTION THEREOF	MINIMUM CHARGE PER MAN PER DAY
a. On Saturdays, other than holidays	\$ 45.27	\$ 357.26
b. On Sundays or holidays	54.96	439.29

NOTES: (N1) - Accrual of these charges will terminate when carrier is notified that the vehicle will not be used.
 (N2) - There will be an additional charge of \$18.29 per 15 minutes or fraction thereof for delay of carriers vehicle after 30 minutes of free time.

ITEM 995

**WEIGHTS - GROSS WEIGHTS AND DUNNAGE
(Exception to NMFC Item 995)**

SECTION 1. Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used.

SECTION 2. Any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle, shall be excluded from the gross weight.

SECTION 3. Any temporary blocking, flooring or lining, racks, standards, strips, stakes, or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle, when required to protect 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 carrier subject to the following provisions:

- a) When materials are furnished by the carrier, the cost thereof will be paid by the shipper upon presentation of an invoice from a supplier independent of the carrier covering such materials used on the involved shipment.
- b) The labor charge for installation of shipper or carrier furnished material will be at the rate of nineteen dollars and seventy five cents \$ 19.75 per hour or fraction thereof, for each man.

For explanation of Abbreviations and Reference Marks, see last page of Tariff.

TARIFF TEAL 100-A

EXPLANATION OF ABBREVIATIONS	
ABBREVIATIONS	EXPLANATION
AQ	Any Quantity
ATA	American Trucking Associations, Inc.
C.H.	Court House
COD	Collect on Delivery
C.T.	Carrier's Terminal
CY	County
DBA	Doing Business As
EX. MAX.	Excess in cents per 100 pounds over maximum weight shown
FF	Folded Flat
HGB	Household Goods Carriers' Bureau, Agent
I.C.	Industrial Center
Ind. Pk.	Industrial Park
Ind. P S	Industrial Plant Site
Int	International
ICC	Interstate Commerce Commission
I & S	Investigation and Suspension
KD	Knocked Down
KDF	Knocked Down Flat
LI	Long Island
LTL	Less-than-truckload
M	Denotes Truckload Minimum Weight in thousand pounds indicated
MAX. CHG.	Maximum Charge
MAX. WT.	Maximum Weight per trailer
MIN. WT.	Minimum Weight
Min.	Minimum
M/W	Minimum Weight
NMFC	National Motor Freight Classification
NMF	National Motor Freight Tariff Association, Inc., Agent
No.	Number
NOI	Not more specifically described in the National Motor Freight classification
Ord.	Ordinance
P.S.	Plant Site
P.W.	Piers or Wharves
RBN	Rate Basis Numbers
SI	Staten Island
SU	Set Up
TEAL	Teal's Express, Inc.
TL	Truckload
Twp	Township
Via	By way of
Vol	Volume
Whse	Warehouse
WT	Weight

For explanation of Abbreviations and Reference Marks, see last page of Tariff.