



G L E N R A V E N L O G I S T I C S

STANDARD RULES AND ACCESSORIAL CHARGES TARIFF

STANDARD RULES AND ACCESSORIAL CHARGES

APPLICABLE FOR THE TRANSPORTATION OF

GENERAL COMMODITIES BETWEEN

POINTS IN THE UNITED STATES

FOR SHIPMENTS MOVING ON

GLEN RAVEN LOGISTICS ASSETS
(MC 279819)

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AIRPORT PICKUP OR DELIVERY

Shipments having prior or subsequent air transportation between or adjacent to any airport will be subject to an additional charge of \$76.35 per shipment in addition to detention charges that may occur.

APPOINTMENT FOR PICKUP/DELIVERY

Shipments requiring a pickup or delivery appointment will be subject to an additional charge of \$50.00 per shipment in addition to any other relevant charges.

ARTICLES AFFECTED BY ATMOSPHERIC CONDITIONS OF PERISHABLE FREIGHT

Shipment of such articles as are affected by atmospheric conditions, extreme temperatures, or perishable freight will only be handled at owner's risk. This carrier will not be obligated to furnish refrigerated or heated equipment unless such arrangements are made with this carrier or its agent at point of shipment, and then only if such equipment is available. All possible protection will be afforded, but this carrier will not be liable for damage due to heat, cold, or other causes beyond its control. Perishable goods or merchandise of any nature, which would not bring the value of the freight charges at a forced sale, will not be accepted unless the freight charges are prepaid or guaranteed by responsible party.

BILLS OF LADING

Upon arrival of the carrier's unit at any of the shipper's or consignee's premises, the shipper or consignee, as the case may be, shall assume the responsibility of examining and validating Bills of Lading, Shipping Orders, Waybills and other important papers connected with the shipment. In addition, the shipper or consignee shall be responsible for directing the unit to the proper loading or unloading facilities, including receiving and discharging lines to storage tanks, parking areas and other movements or actions connected with loading, or unloading procedure required of the driver and unit in order to perform the transportation service.

BLIND SHIPMENTS AND SHIPMENT COORDINATION

A blind shipment is when a third party controls the movement of the freight but does not want the shipper or consignee to know the name of the other. The following conditions will apply to blind shipments:

1. Only requests prior to pick up will be considered for this service. If the request is not made prior to pick up, the request will be handled as a Reconsignment subject to the provisions herein.
2. Carrier must receive shipping instructions from the Third Party and be satisfied that the Third Party has the legal authority to control the shipment.
3. Two bills of lading are required.
4. The original bill of lading from the shipper must show the actual shipper name, address, city, state and zip code and be consigned to the third party in care of carrier's terminal serving the consignee.
5. The corrected bill of lading will identify the Third Party as the shipper with the shipper's city, state and zip code and the actual consignee name and address.
6. Charges for this service and applicable line-haul charges must be paid by the party requesting the service.
7. The party requesting the service must have established credit.
8. The invoice will be generated from the corrected bill of lading.
9. A charge of \$60.00 will apply in conjunction with all other applicable charges.
10. Charges as found in Marking or Tagging Freight will not apply on shipments subject to this item.
11. Carrier will make a diligent effort to execute a request for Blind Shipment service. However, carrier cannot ensure the confidentiality of the transaction or that such service will be provided.

BRACING AND BLOCKING

Shipments requiring bracing or blocking for safe transportation, shall be braced or blocked by the consignor at the consignor's expense.

CARRIER LIABILITY

1. On shipments of articles described in NMFC Items 60500 thru 63602 (electrical equipment), the shipper must show the actual value of such articles on the Bill of Lading at time of shipment. When the shipper does not comply with such requirement, the carrier's maximum liability shall be \$5.00 per pound. The provisions of this item do not apply on any articles for which specific released value provisions are provided.
2. On shipments of original works of art, carrier's liability shall be limited to \$0.10 per pound in the event of loss or damage.
3. Liability for **USED** cargo shall be limited to value no exceeding \$0.10 per pound.

CAPACITY LOADS / LINEAL FEET

On shipments of such light or bulky nature, or such an unusual shape or size that they occupy the full available loading space of the trailer, or because of their nature must be loaded in such a manner that additional loading of other freight is not possible without danger of damage to said shipments, or to said other freight, or, another piece of same freight of largest dimension cannot be loaded, and the shipment occupies 44 feet or more of a trailer, the shipment shall be subject to a minimum charge of Class 65 M10M line of rates subject to a minimum weight of 35,000 pounds less the applicable discount if any.

CLAIMS, UNDERCHARGE AND OVERCHARGE

Any Overcharge/Undercharge claims that are properly submitted to this carrier, and when through proper calculations no such Overcharge/Undercharge exists and are therefore legitimately denied, will be assessed an administrative charge of \$45.00 per each denied Overcharge/Undercharge claim to the submitting party.

CONSTRUCTION SITE DELIVERY OR PICKUP

Rated as a Limited Access Pickup or Delivery.

PICKUP OR DELIVERY SERVICE –CONVENTION CENTER, EXHIBITION CENTER AND/OR UTILITY, MINE AND REMOTE SITES

Shipments picked up or delivered to a Convention Center or Exhibition Center and/or , utility, mine or remote site location will be assessed an additional charge of \$7.15 per 100 pounds, subject to a Minimum Charge of \$65.50

COLLECTION OF CHARGES/(BILLING THIRD PARTY) CORRECTIONS TO BILL OF LADING/SHIPPING DOCUMENT

A charge of \$20.00 in addition to all other applicable charges will be assessed against the payer of the freight charges for processing corrected bill of lading/shipping document as outlined below.

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, such party's name and address must appear in the body of the Bill of Lading and Shipping Order at time of original tender. (See paragraph 3)
2. When consignor request 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 this carrier's credit period.
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 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. This paragraph will not apply on export shipments. See above charges.

4. Shipments subject to the provisions of this item will not be accepted if the consignor executes Section 7 of the Bill of Lading.
5. When shipment involves more than one carrier, it will be the responsibility of the originating carrier to effect collection from the third party.
6. Other corrections for which the above charge shall apply to are change in shipment terms, descriptions, weight, additional instructions, adding or changing a spot quote number, consolidation of 2 or more bills of lading/shipping documents and/or any other changes that require carrier to update freight bill for customer.
7. All changes must be received by a corrected bill of lading or on the shipper/payer letterhead
8. No changes will be accepted that increase the carriers liability regarding loss or damage.

CUSTOMS OR IN BOND FREIGHT

1. Shipments moving under United States Custom Bond (See notes C & D) are subject to an additional charge of \$3.53 per cwt., subject to a minimum additional charge of \$64.25 per shipment and a maximum additional charge of \$273.00 per vehicle used.
2. Except as provided in NOTE A below, line haul charges on shipments requiring U.S. Customs clearance at a point other than the final destination will be assessed on the basis of rates and charges applicable from point of origin to the point of U.S. Customs clearance to the final destination.
3. When necessary for carrier to purchase and apply —high security red in-bond seals for shipments moving under United States Customs Bond, a charge of \$83.00 per seal will be assessed.
4. The charges for pick-up of shipping documents/release forms prior to pick-up will be \$139.00 per shipment subject to a maximum of \$279.00 per vehicle used. NOTE A: Not applicable when the final destination is located within the terminal area of the point of U.S. Customs clearance. NOTE B: Shipments moving under U.S. Customs Bond will not be accorded stopping in transit enroute privilege except stopping in transit privileges will be permitted within the primary point of origin/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 Bill of Lading and Shipping Order with freight not moving in bond. NOTE D: Each IT Permit (Immediate Transportation Permit) —Wd Ex.l, —T.E.l, —Drawbackl Permit issued for movement of an in bond shipment will be considered as a separate shipment, and must be accompanied by one Bill of Lading and Shipping Order. The provisions of this paragraph will not apply on Truckload (T/L) shipments moving in bond between steamship company piers or wharves or when such shipments are delivered to a U.S. Customs Bonded Warehouse.

DETENTION OF VEHICLES

Free time will be allowed for loading or unloading each vehicle as indicated below. At origin, time will be computed from time of arrival of vehicle and notice to responsible employee of shipper of readiness to load until vehicle is loaded and shipper order receipt of shipment for transportation is executed. At destination, time will be computed from time of arrival of vehicle and notice to responsible employee of consignee of readiness to unload until vehicle is unloaded and receipt for delivery is executed. When due to no disability, fault or negligence on the part of this carrier the vehicle is detained beyond the foregoing free time, detention will be charged against the shipper for detention at origin and against the consignee for detention at destination as follows: All shipments weighing less than 2,000 lbs are allowed 30 minutes of free time. For each additional 2,000 lbs in weights 15 minutes is added to the free time allowed. All detention occurring after allotted free time will incur a charge of \$37.50 per 15 minutes the vehicle is detained.

DETERMINATION OF MILEAGE

Mileage shall be computed according to those as found in the ICC HGB 105 Series and via the actual route of movement.

DROP TRAILER FEE

A drop trailer fee of \$100.00 per 24 hour period will be assessed unless otherwise stated.

FUEL RELATED SURCHARGE (FSC)

Application – All rates and charges in tariffs governed by and subject to the provisions of this tariff will be subject to an additional charge based on the percentage as provided in Table #A.

Thereafter, the fuel surcharge will be adjusted each Tuesday at 12:01 A.M. Eastern Time. The effective fuel surcharge will be based on the national average price of diesel fuel as reported by the Energy Information Administration (U.S. Department of Energy) on the prior Monday at 4:00 P.M. Eastern Time. In the event of a Monday holiday, the average price effective on the next business day at 4:00 P.M. Eastern Time will apply. In such cases, the effective date of the Fuel Surcharge change will be adjusted on the following business day at 12:01 A.M Eastern Time.

GUARANTEED SERVICE PRODUCT

Shipments requesting Guaranteed Service by customer and upon acknowledgment by Ward Trucking that service will be provided will be subject to charges and conditions indicated within this item. Based on the service desired by customer, charges will be accessed for deliveries by Noon or by 3:00 PM the date acknowledged by Ward Trucking. **In addition, time definite delivery will apply for shipments needing a specific time for delivery.** Failure to provide the services will result in no charges accessed to the customer for that shipment.

General Application:

Shipment must be available for pickup within normal business hours (8 AM through 5 PM). Pickup services after 5 PM may be subject to additional charges as per Item 245 of WARD 110 series.

Driver will note on all bill of lading(s) or shipment document(s) GSP AM for Guaranteed Service by 12:00 noon; or GSP PM for Guaranteed Service by 3:00 PM; or **GSP GD for specific delivery time at time of pickup. GSP GD service will indicate the time of requested delivery. Delivery prior to the indicated time will satisfy such GSP GD service. E.g. request for 9 AM delivery, delivery any time prior to 9 AM constitutes the satisfaction of this service. FAX and/or email authorization from customer will substitute for bill of lading requirements above.**

Arrival at consignee’s site for delivery constitutes satisfaction of completing this service. Upon delivery of shipment, customer will be notified via fax, phone or email the time of delivery.

Customer requesting the services will be responsible for all charges for the shipment. Partial prepaid or collect conditions are not acceptable.

Charges

Guaranteed Service Product charges are calculated based on the line haul charge for transporting the shipment from origin to destination. The applicable charge is shown as a separate charge and is subject to fuel surcharge in effect at time of shipment. This charge is in addition to all other charges that may apply for services performed for that shipment.

Guaranteed Service Requested	Applicable Charge:
Delivery by 12:00 Noon	30% of line haul charge*; subject to \$81.25 Minimum charge
Delivery by 3:00 PM	20% of line charge* ; subject to \$34.75 Minimum charge
Delivery by specific time	45% of line haul charge*; subject to \$318.00 Minimum charge

*line haul charge is net charge minus accessorial(s) minus fuel surcharge

Failure to provide Guaranteed Services

Due to failure to provide such services requested due to fault of Ward Trucking, customer will not be invoiced for the shipment.
All charges will be cancelled.

HAZARDOUS MATERIALS

Glen Raven Transportation does not handle ANY hazardous materials on company owned equipment. Upon request all hazardous materials shipments will be routed with 3rd party and/or contracted carriers of our own choosing.

EXTREME LENGTH / EXTREME CONFIGURATION

All shipments with pieces greater than 15 feet in length and 49 inches in width are subject to one time quotations on a case by case basis. Glen Raven Transportation may at any time refuse service based on extreme configuration based on our own determination.

GOVERNING PUBLICATIONS

Except as otherwise provided herein, this tariff is governed by the following publications, including supplements thereto and reissues thereof:

<u>KIND OF TARIFF</u>	<u>ISSUING AGENT OR CARRIER</u>
Classification Agent	National Motor Freight Traffic Association, Inc.
Hazardous Materials	American Trucking Association Inc.
Zip Coded Mileage Guide	Household Goods Carrier's Bureau
National Zip Code and P.O. Directory	National Motor Freight Traffic Association, Inc.

IMPRACTICABLE OPERATIONS

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

- (a) The condition of roads, streets, driveways, alleys or approaches thereto;
- (b) Inadequate loading or unloading facilities;
- (c) Acts of God, the public enemy, the authority of law, riots, the existence of violence or such possible disturbances as tend to create reasonable apprehension of danger to persons or property.

In the event delivery of a shipment is interrupted because of a strike, 24 hours free time will be allowed before a strike interference charge of \$237.00 per 24 hour period, or fraction thereof, will be assessed unless shipment is reconsigned or sent back (within the 24 hours free time) to the point of origin. This charge shall be in addition to all other applicable transportation charges.

INSIDE DELIVERY OR PICKUP

When delivery or pickup is requested inside a store or building, an additional charge will be assessed as follows:

Ground Level: \$6.00 per cwt., subject to a minimum additional charge of \$60.00 and subject to a maximum additional charge of \$550.00.

Above or below Ground Level: Additional \$1.25 cwt subject to an additional \$15.00 minimum charge.

LAY-OVER CHARGE

Except as otherwise provide, when upon request of the consignee and through no fault of this carrier; at destination the carrier's vehicle and driver are detained overnight by the consignee for the purpose of unloading the vehicle at the convenience of the consignee; or where carrier must layover in route between the hours of sun-down and sun-up because of oversize or overweight shipments, or in order to comply with —Hours of Service-Driver Regulations of any State or Federal Regulatory Body, an additional charge of \$130.00 per man plus \$176.00 per vehicle, per night, (Saturdays, Sundays and Holidays included) will be assessed.

LIFT GATE EQUIPMENT

Except as otherwise provided, whenever this carrier is requested or required to furnish a vehicle with lift gate, and such vehicle is furnished, an additional charge of \$6.00 cwt. subject to a minimum charge of \$65.00 per shipment / \$160.00 maximum charge per shipment will be assessed in addition to all other applicable charges.

LIMITATION OF SERVICE

Nothing in this tariff shall be construed as requiring the carrier to transport property for which it does not have suitable or sufficient equipment, nor to accept shipments except as equipment is available.

LIMITED ACCESS PICKUP / DELIVERY

When a limited access pickup or delivery is scheduled the following charges will apply.
- \$124.00 per shipment unless otherwise quoted.

The term limited access location includes but is not limited to

- Individual storage units
- Churches
- Schools
- Commercial establishments not open to walk –in public during normal business hours
- Construction sites
- Fairs or Carnivals
- Prisons
- Military Base/Installations
- Rural route or out of town highway access locations
- Sites requiring Security Inspections prior to delivery

LOADING AND/OR UNLOADING – EXTRA LABOR

When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. An additional hourly charge will be assessed from the time of departure at carrier’s terminal, garage, or office until return thereto, as follows:

First three (3) hours	\$168.00 per hour (or fraction thereof)
Next five (5) hours	\$ 64.50 per hour (or fraction thereof)
After eight (8) hours	\$ 79.00 per hour (or fraction thereof)

LOADING OR UNLOADING AT PIERS OR DOCKS

- (a) Rates from or to piers or wharves do not include loading or unloading services by the carrier.
- (b) Shipments picked up at or delivered to piers or wharves will be handled by carrier provided consignee, consignor or owner (or his agent) other than carrier, shall make all arrangements with the pier or terminal operator for this payment of loading, unloading, or other charges incurred on cargo while in the possession of the pier or terminal operator.
- (c) Carrier will assume no responsibility for any charges incurred by the cargo while in the possession of the pier or terminal operator
- (d) At the request of, and for the convenience of the consignor, consignee or owner, carrier will make arrangements with the pier or terminal operator for the payment of loading, unloading, or other charges incurred while in the possession of the pier or terminal operator, under and subject to the provisions of paragraph

- (e) When carrier is requested or required to make payment of charges due the pier or terminal operator on cargo while in the custody of said operator, charges for wharf usage or top wharfage; or loading or unloading charges to longshoremen, stevedores or public loaders, such charges so paid or advanced by carrier plus a service charge equal to 115% of the amount so paid or advanced by carrier, subject to a minimum service charge of \$63.25 per shipment of less than 20,000 pounds, or \$185.00 per shipment of 20,000 pounds or greater will be added to freight bill.

NOTIFY SHIPMENTS

When the consignor or consignee requests this carrier to notify consignee (by any means whatsoever) prior to delivery of a shipment, a charge of \$29.50 for each such notification will be assessed in addition to all other lawful tariff charges.

PAYMENT OF RATES AND CHARGES

All rates and charges, including reduced rates and charges that are less than the otherwise applicable full tariff class rates and charges through application of discounts, allowances, commodity rates or any other form of reduction, are due and payable at time of shipment for prepaid shipments and at time of delivery for collect shipments. Upon request and receipt of information sufficient to assure payment of charges at a later date, credit may be extended for a period of thirty (30) calendar days beginning on the day following the date of mailing of the freight bill by the carrier and will include Saturdays, Sundays, and Holidays.

All shipments, upon which the lawfully applicable rates and charges are not paid in full within the credit period, will be subject to full tariff class rates and/or charges without application of discounts, allowances, or any other reductions. Additionally, a service charge of 1.5% per month (18% per annum) will be assessed against the shipment if payment of carrier's freight bill is not made within the above named credit period.

In the event it becomes necessary to employ the services of a collection agency and/or attorney, in the collection of freight charges, an amount equal to 50% of the outstanding freight charges or \$477.00, whichever is greater, shall be assessed, in addition to applicable freight charges. To avoid imposition of these charges, shipper must pay invoices within this carrier's authorized credit period.

This carrier does not employ Property Brokers or any other Intermediaries as its agents, for the solicitation of shipments, or the collection of freight charges. Upon request, and for the shipper's convenience, carrier will invoice the shipper's broker, bank, or other designated agent, for the freight charges. This carrier reserves the right to bill and collect freight charges according to the contractual terms of the Bill of Lading. Shipper is to be held ultimately responsible for payment of charges to carrier. The term shipper in this publication is used interchangeably as customer who is responsible for payments of charges to carrier.

PERMITS AND SPECIAL TOLLS

When this carrier is required to pay special tolls, or is required to obtain hauling permits in connection with the movement of over-sized or over-weight articles, a charge of \$66.50 will be assessed in addition to all other lawful charges made for each such permit.

PROTECT FROM FREEZING

1. Protection of shipments against freezing (32 degrees Fahrenheit or zero degrees Celsius) will not be furnished unless specific arrangements are made in advance of tender and request is endorsed on the Bill of Lading and Shipping Order by the consignor. Temperature endorsements will be considered as being Fahrenheit unless otherwise specified by the shipper as being in Celsius (centigrade).
2. Carriers will accept shipments requiring protection against freezing (32 degrees Fahrenheit) 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.
4. If a shipper request on the Bill of Lading a protective service other than a —protect from freezing with a freezing point of 32 degrees Fahrenheit or lower the shipment will not be accepted. If shipment is inadvertently accepted carrier will protect from freezing at 32 degrees Fahrenheit and will not be responsible for damage to the product, if damage occurred at a temperature higher than 32 degrees Fahrenheit.
5. Carrier will have no liability for shipments, which may be damaged due to freezing, that are not deliverable upon arrival at destination service center/terminal or for which delivery is refused by Consignee.
6. The charge for protection from freezing as outlined in this item shall be \$1.50 per CWT subject to a \$20.00 minimum and a \$75.00 maximum per shipment, and shall only apply from November 1st through April 30th.

QUOTATIONS OF ESTIMATED CHARGES

When this carrier is requested to furnish an estimate of published Tariff charges, either in writing or orally, such estimate will, if practicable, be given based on effective published Tariff provisions as applied to the facts concerning shipments, which are made known to this carrier.

Estimate of freight charges are furnished only as a convenience to the shipping public and represent nothing more than an approximation of freight charges, which are not binding either on this carrier or the party requesting the estimate.

All transportation charges on shipments will be assessed on the basis of published Tariff provisions in effect at the time of shipment as applied to the commodity shipped and to the transportation and related services performed in connection therewith.

RECONSIGNMENT/DIVERSION/BLIND SHIPMENT

A RECONSIGNMENT occurs when a change in the name of the consignee, a change in the place of delivery within the original service center delivery area, a change in the place of delivery to a new service center delivery area or relinquishment of shipment at point of origin or at destination service center dock.

A BLIND SHIPMENT occurs when a party schedules a pick-up at a location other than their own and requests to route the shipment to a destination unknown to the actual shipper, or the owner of the shipment requests that the actual shipper's name be removed from the billing after pick-up is performed. Blind Shipment and Reconsignment will be used interchangeably for charges and/or services identified in this item.

A change in name of shipper of consignee, street address, city, state, and/or zip code will result in additional charges being applied per this item. A conflict in city, state and/or zip code may result in shipment being routed to the zip code indicated on the original bill of lading. If due to shipper's error, additional charges will be assessed to move involved shipment to proper destination.

Only entire shipments may be reconsigned by person or owner of shipment and that person must be identified on the bill of lading. Fax authorization must be received prior to Reconsignment being performed.

All shipments subject to Reconsignment will be subject to a fee of \$65.00 per shipment.

REDELIVERY OF FREIGHT

1. When a shipment is tendered for delivery and through no fault of the carrier such delivery cannot be accomplished, the following charges will be assessed:

- (a) Full inbound charges for original attempted delivery; plus
- (b) The maximum of the following:
 - \$ 60.00 Minimum Charge
 - \$ 6.95 cwt
 - \$ 400.00 Maximum.

Charges reflected in 1(b) are per redelivery attempt.

2. If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at carrier's premises, the following charges will be assessed:

	CHARGE
(a) In cents per 100 pounds	\$ 3.50
(b) Minimum Charge	\$ 40.00
(c) Maximum Charge	\$ 150.00

Shipments shall also be subject to the accrued storage and all other accessorial charges.

REGULAR HOURS AND SERVICE AND ADDITIONAL OVERTIME LABOR CHARGES

Regular hours for service shall be between 8:00 A.M. and 5:00 P.M. on each day of the week except Saturdays, Sundays and legal Holidays (National, State or Municipal). Should service be required for other than -Regular Hours of Service the additional overtime labor charge shall be as follows:

Charges shown apply to driver and the service for additional help when such services are requested by the consignor or consignee and during the hours and on the days as listed and are in addition to all other lawful charges.

- (a) Weekdays between 5:00 P.M. and 8:00 A.M.:

	CHARGE	MINIMUM
Driver, Per Hour	\$64.50	4 hours
Additional Help, Per Man, Per Hour	\$64.50	4 hours

- (b) Saturdays, Sundays and Holidays between the hours of 5:00 P.M. and 8:00 A.M.:

Driver, Per Hour	\$79.00.....	8 hours
Additional Help, Per Man, Per Hour	\$79.00	8 hours

All rates are applicable from the time men leave carrier’s terminal facility, garage or office, until the return thereto.

RESIDENTIAL AND/OR OTHER PICK-UP OR DELIVERY

Shipments picked up at or delivered to a private residence, private homes, apartment houses, farms, country clubs or estates, camps (other than military), or construction sites will be subject to an additional charge of \$7.15 per cwt., subject to a minimum additional charge of \$65.50 per shipment.

The term -Construction Site shall be defined as the site of any construction of buildings, roads, bridges or other sites of construction including the entire property upon which the construction is taking place, and delivery to any facility (such as warehouses, depots, supply houses or similar facilities) located on such property.

SATURDAY, SUNDAY OR HOLIDAY SERVICE

Saturday, Sunday, or holiday service is only available upon request and subject to availability and a one-time quoted rate based on each individual shipment.

SCANNING, MARKING OR TAGGING FREIGHT

Whenever shipments require the carrier to scan, mark or tag freight, such service will be provided at an additional charge of \$1.69 per package, subject to a minimum additional charge of \$37.00 per shipment.

SORTING AND SEGREGATION OF FREIGHT

1. When Consignor/Consignee requests or when the product terms of sale requires a shipment be sorted or segregated according to size, brand, flavor or other distinguishing characteristics, and placed on the Consignee's dock, pallet, or similar device, or if Consignor/Consignee requests the shipment to be reconstructed, and Carrier is able to provide suitable labor to perform the service, the following charges will apply:
 - A. \$2.73 per cwt. or \$1.04 per piece, whichever produces the higher charge, subject to a minimum charge of \$110.00, which shall be billed to the debtor of the shipment..

2. This item will not apply when Consignor tenders shipment in a sorted or segregated manner and so notates on the bill of lading, unless Consignee requests additional sorting and segregating.

3. Notwithstanding any provision to the contrary that may be contained herein, when the shipment is requested to be sorted or segregated but the Consignor fails to tender the shipment in that manner, Glen Raven Transportation, Inc. shall have the right, but not the obligation, to bill the charges to the Consignor and such charges shall then be borne by the Consignor.

STORAGE

NOTIFICATION

- (a) When the consignee has made proper arrangements with the delivering carrier to perform their own delivery service from carrier's nearest terminal, notice of arrival of shipment shall be sent or given to consignee, or party entitled to receive same, by carrier's agent, in writing or as otherwise agreed to in writing by carrier and consignee, within 24 hours (1 day) after arrival of shipment and billing at destination. Such notice to specify point of shipment and commodity.
- (b) If the street or local address of the consignee does not appear on the billing and is not known, a notice of arrival must be deposited in the United States Mail, bearing a return address. This notice is to be preserved on file if returned.
- (c) Where delivery service is performed by the carrier and the consignee or party entitled to receive delivery under the pick-up and delivery service rule, through no fault or negligence of the carrier, refuses to accept a shipment, or the carrier for other reasons beyond its control cannot deliver, such shipment will be placed in storage after the expiration of free time provided in this rule. The carrier, upon determining that shipment cannot be delivered, shall, on that day, so notify the shipper, in writing.

FREE TIME ALLOWANCE

- (d) Twenty-four hours (1day) free time will be allowed for the removal of freight from the carrier's premises, which time will be computed from the first 8:00 A.M. after notice of arrival of shipment has been sent to the consignee at destination, Sundays and Holidays (National, State or Municipal) excepted.
- (e) Shipments held in or on carrier's premises in excess of the free time allotted will be subject to storage charges named in this Item and the liability of the carrier shall be that of a Warehouseman only.

CHARGES FOR STORAGE

- (f) Except as provided in Paragraph (g) of this Item, when freight is stored in the carrier's possession, the following charges will be assessed:

(1) NON-PERISHABLE FREIGHT:

Per cwt. per day	\$ 2.79
Minimum Charge, per shipment, per day	\$22.00
Shipment of 20 feet or more, Minimum Charge, per shipment, per day...	\$380.00
Minimum Charge, per shipment for total storage	\$ 70.00

- (f) Except as provided in Paragraph (g) of this Item, when freight is stored in the carrier's possession, the following charges will be assessed:

(2) PERISHABLE FREIGHT:

	CHARGE
All shipments:	
Per cwt. per day	\$ 5.60
Minimum Charge, per trailer, per day	\$548.00

- (g) When the carrier exercised its right to send the freight to a Public Warehouse the following charges will apply:

- (1) Storage charges by the carrier will end;
- (2) The following additional charge will apply for transportation to a Public Warehouse. Subsequent Public Warehouse Charges will be exclusive of Ward Charges.

	CHARGE
Per cwt. per day	\$ 5.60
Minimum Charge, per shipment	\$79.50
Maximum Charge, per shipment (See NOTE A)	\$950.00

NOTE A: When more than one vehicle is required to transport a shipment, the maximum charge shall apply to each vehicle.

VEHICLES ORDERED BUT NOT USED

When a vehicle is ordered and not used, the hourly rate for the vehicle ordered (See Item 125) will apply from the time the vehicle leaves the terminal facility, garage or office, unless the carrier elects to dispatch the equipment to another service, in which case the hourly rate discontinues when the equipment is reconsigned. Fraction of an hour will be considered an hour and so charged. Minimum charge is two (2) hours for the vehicle ordered.

WEIGHING AND REWEIGHING

This carrier reserves the right to weigh any shipment for the purpose of checking weight for revenue billing and to determine whether same conforms to State, Federal or Municipal laws, as to the maximum weight. When shipments are weighed in accordance with this Item, reference must be made on revenue billing to indicate point at which weighed. When a truck is weighed or reweighed, either empty or loaded, at the request of the shipper or consignee, and is performed at the Ward terminal facility, a flat charge of \$28.50 will be assessed; if provided at a point outside the Ward terminal facility, the actual charge will be assessed for each time so weighed, in addition to \$6.85 per mile for each mile in connection therewith, subject to a minimum charge of \$116.00.

When shipper weights are accepted and applied by this carrier under weight agreements, properly supervised (See NOTE) such weights shall be designated on Revenue Billing Shipping Tickets, Bills of Lading or Weight Certificates and property need not be reweighed.

NOTE: Proper supervision means checking of the records of the shipper by an authorized representative of the carrier to verify the weights and descriptions furnished and the weighing of sufficient number of like shipments for verification.

Any penalties incurred by this carrier for overweight shipments when shipper weight is accepted and applied by this carrier are the responsibility of the shipper.