

SCHNEIDER NATIONAL, INC. AGENT

In Connection with Participating Carriers Named in Item 1001 of Tariff
TARIFF 101-B

NAMING
@ACCESSORIAL CHARGES
RULES AND REGULATIONS
SCOPE OF OPERATIONS

APPLYING ON

LOCAL AND JOINT TRAFFIC

@IN INTRASTATE,
INTERSTATE OR FOREIGN COMMERCE

This Tariff applies in connection with Tariffs or Contracts governed hereby except to the extent that such Tariffs or contracts contain rules and regulations at variance with those herein.

This Tariff applies ONLY in connection with Tariffs or Contracts making reference to this Tariff.

Provisions herein will not result in an effect on the quality of the human environment.

For Governing Publications, See Item 100 of Tariff, or as amended.

For explanation of abbreviations, reference marks or symbols, See Item 9999 herein.

@ Provisions formerly shown on this page and not brought forward are hereby cancelled.

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RULES AND REGULATIONS

ITEM 100 - GOVERNING PUBLICATIONS

This Tariff is governed, except as otherwise provided by the following described tariffs, and by supplements or loose-leaf page amendments thereto or successive issues thereof:

a) MILEAGE GUIDE

Issued by Household Goods Carrier's Bureau Agent
Tariff No. 17
ICC HGB 100-F

ITEM 110 - REFERENCE TO ITEMS, SECTIONS, TARIFFS, CONTRACTS, ETC.

Where reference is made in or to this Tariff, Tariffs, or Contracts governed by this Tariff, or as amended, to Items, Sections, Tariffs, Contracts, Notes, Rules, Supplements, etc., such references are continuous and include supplements to or successive issues of such tariffs or contracts and reissue of such Items, Sections, Notes, Rules, Supplements, Tariffs, Contracts, etc.

ITEM 120 - PRECEDENCE OF SPECIFIC COMMODITY RATES / DISTANCE COMMODITY RATES

Specific commodity rates take precedence over Distance commodity rates.

ITEM 130 - ACCOUNT SPECIFIC RATE ITEMS

When both a shipper and consignee have account specific rate items, the rates to be applied will be those of the customer paying the freight charges.

If a shipper or consignee with account specific rate items undergoes a name change, is purchased by another company with account specific rates or purchases another company with account specific rates, that shipper or consignee must notify the carrier in writing to correct the published rate application.

ITEM 140 - RATES, CHARGES, AND OTHER PROVISIONS

The Rules and Regulations herein will apply only to Tariffs or Contracts making reference hereto. Where different rules and regulations are provided in Tariffs or Contracts making reference hereto, such rules and regulations will take preference.

RULES AND REGULATIONS

ITEM 150 - EXPEDITED SERVICE OR TEAM SERVICE REQUESTED

When a customer tenders a load and requests a transit time that cannot be met within the regular available driving hours of a single driver, that load tender will be considered a request for expedited service. Such service will be provided with a driver team or via relay through two or more single drivers. A charge of \$.15 per mile will apply subject to a minimum charge of \$200.00.

When a customer tenders a load and the carrier has picked up the load and is in transit, and then the customer requests a transit time that cannot be met within the regular available driving hours of a single driver unit, that load will be considered a request for expedited service in transit. Such service will be provided with a driver team or via relay through two or more single driver units. An additional charge of \$300.00 per load will apply.

Note: Shipments requiring Team Service within Mexico will be subject to an additional charge of \$100.00 per load.

ITEM 155 - LOAD STRAPS

When customer requests, and Carrier chooses to provide, load straps a charge of \$200.00 per case for 2" straps will be billed to the party requesting the load straps.

ITEM 157 - INTERMODAL PEAK SEASON SURCHARGE

THIS ITEM IS HEREBY CANCELLED

RULES AND REGULATIONS

ITEM 160 - DETENTION, CONTAINER AND TRAILER (Continued)

If the carrier's container or trailer is detained at the shipper, consignee, or an agent or a third party, the following will apply:

The 1st day (24 hours):	No Charge
Days 2 or greater or fraction thereof	\$50 per 24 hour period

Note: Containers or trailers moving between the United States of America and Mexico shall be subject to the following.

a) Containers or trailers moving between the United States of America and Mexico via the border crossing points of Tijuana, Mexicali, Nogales, Ciudad Juarez and all other border crossing points as far east as Ojinaga will be subject to the following provisions:

Free days and cost per day Nogales		
Service	Free days	Cost per trailer per day
@ Southbound	3	\$50.00 USD
Northbound	3	\$50.00 USD
Round trip	6	\$50.00 USD

Free days and cost per day Tijuana, Mexicali and Ciudad Juarez		
Service	Free days	Cost per trailer per day
Southbound	3	\$50.00 USD
Northbound	3	\$50.00 USD
Round trip	6	\$50.00 USD

Note: If southbound containers or trailers arrive at one of the borders listed above on a Thursday or Friday, the first weekend will be free.

b) Containers or trailers moving between the United States of America and Mexico via the border crossing points of Nuevo Laredo, Matamoros, Reynosa and all other border crossing points as far west as Piedras Negras will be subject to the following provisions:

Free days and cost per day		
Service	Free days	Cost per trailer per day
Southbound	5	\$50.00 USD
Northbound	4	\$50.00 USD
Round trip	9	\$50.00 USD

c) Shipments with a border city as the final destination will have 24 hours free for unloading carriers container or trailer. Any time exceeding the 24 hour period will be charged at a rate of \$50.00 USD per trailer per day.

RULES AND REGULATIONS

ITEM 160 - DETENTION, CONTAINER AND TRAILER (Concluded)

Free days will be calculated in the following manner:

Ī Southbound

Crossing the Border: Once the trailer has arrived at the freight forwarder's yard, two (2) free days are allowed even if the freight forwarder denies to receive the trailer for circumstances other than Schneider's. Extra time will be billed based on a 24 hour period (partial time applies) at a rate of \$150.00 (USD).

Northbound

Once the Mexican carrier positions the trailer to be loaded at the shipper's facility and until the trailer arrives to carriers yard on the U.S. side of the border.

Time beyond the free days will be billed based on a 24 hour period or fraction thereof.

It is the responsibility of the customer to notify carrier of empty equipment at their facility. This notification must be sent via e-mail to: laredoempties@schneider.com

@ INTERMODAL (Truckrail Direct)

Southbound

Once the customer is notified that the trailer is "grounded" at the destination terminal until the consignee has the trailer empty, and ready to be picked up by the Mexican carrier. Previous notification must be sent to Schneider National de Mexico to the e-mail address: imistafe@schneider.com.

Northbound

Once the Mexican carrier sets up the trailer to be loaded in the shipper's facilities until Schneider receives the Bill of Lading along with the "entry number" from the freight forwarder in the U.S., since this information is needed in order for the trailer to be on the train at the origin terminal

Time beyond the free days will be billed based on a 24 hour period or fraction thereof.

Included internal ramps for this policy are: Mexico City, San Luis Potosi, Queretaro and Monterrey.

Southbound	
Days 1-4	No Charge
Day 5	\$50 per 24 hour period
Days 6 +	\$175 per 24 hour period
Northbound	
Days 1-4	No Charge
Day 5	\$50 per 24 hour period
Days 6 +	\$175 per 24 hour period

RULES AND REGULATIONS

ITEM 161 - DELAY IN TRANSIT - TRUCKRAIL

This item is hereby cancelled.

ITEM 170 - DELAY, IN TRANSIT - OVER-THE-ROAD (See Note)

When the consignor tenders a load to move over-the-road with a specified pickup time and the consignee requires a delivery time which results in the transit time exceeding the maximum allowed on the chart below, an in transit delay charge will apply.

<u>LENGTH OF HAUL OF SHIPMENT</u>	<u>MAXIMUM NUMBER OF CALENDAR DAYS ALLOWED (see note)</u>
0- 450	2
451- 900	3
901-1350	4
1351-1800	5
1801-2250	6
2251-2700	7

The in-transit delay charge is \$600.00 per day for each calendar day in excess of the maximum days.

NOTE: Includes day of pickup and day of delivery. Saturdays, Sundays and Holidays are not counted.

This charge will be billed to the party responsible for the freight charges.

ITEM 171 - DELAY IN TRANSIT - OPTIMODAL

This item is hereby cancelled.

RULES AND REGULATIONS

ITEM 175 - INTERMODAL RAILROAD RAMP STORAGE

At all railroad ramp locations (Canada, Mexico, United States), the following ramp storage provisions will apply:

- * If motor carrier, due to its sole negligence, acts or omissions, fails to meet a confirmed delivery appointment, then Motor Carrier will be liable for all ramp storage charges until the new appointment is established.
- * However, in the event the consignee refuses to accept the original delivery, or mutually agreed upon new appointment, all ramp storage charges will apply from that time forward until such time as the load is delivered.

Free time begins upon day of notification, plus one additional calendar day to establish and take receipt of the shipment and ends at the time the load is delivered. In computing free time, Saturdays and Sundays are excluded in the computation and are not chargeable days. Holidays will be included in the computation.

After expiration of free time, the charge will be \$100.00 per calendar day, or fraction thereof.

ITEM 176 - LOADED INCORRECT BOX

When customer incorrectly loads the wrong box type (SNLU, OPSU, Trailer, etc), customer will be asked to reload into a correct box. If customer refuses to unload causing the carrier to put the box in a more expensive train or in an area that can't be used, a charge of \$300.00 per occurrence will apply

ITEM 178 - INTERMODAL LOAD SHIFTS (NEW)

When carrier is responsible for handling and processing of load shifts and reworks, an additional charge of \$50.00 will apply.

The party responsible for the freight charges will assume all liability for freight rework costs and fines imposed by the rail provider. Schneider Intermodal reserves the right to bill the party responsible for the freight charges full cost recovery including, but not limited to, invoice processing, lading service support and vendor rework coordination. Determination that a load shift, set out or other service disruption was caused by freight not being properly secured in accordance with the American Association of Railroads or the Department of Transportation regulations will be made by the rail provider and motor carrier respectively. The party responsible for the freight charges will also assume liability for any losses resulting from events to include derailments, property damage, injury or loss of life which resulted from freight not being secured by the shipper in accordance with American Association of Railroad and Department of Transportation. Should the customer require assistance with load or freight Securement contact the Schneider Intermodal Lading Service Manager.

RULES AND REGULATIONS

ITEM 180 - LAYOVER, OVERNIGHT OR WEEKEND

If after arrival at the point of loading or unloading the carrier is required by the shipper, consignee, or agent of the same, to load or unload at a later date, the following charges will apply:

<u>TIME PERIOD</u>	<u>DAILY CHARGE</u>	
	<u>Single Driver</u>	<u>Team Service</u>
Between 5pm and 8am, Monday thru Friday	Ĥ \$750.00	Ĥ \$1,200.00
Between 5pm Friday and 8am Monday	Ĥ \$1,500.00	Ĥ \$2,400.00

The party responsible for the freight charges will also be responsible for the charges named in this Item.

ITEM 190 - DETENTION, DRIVER

If the carrier is detained at the shipper, consignee or agent of same, one (1) hour free time will be allowed. All time in excess of the free time will be charged as follows:

Ĥ \$20 per 15 minutes or fraction thereof for the 2nd and 3rd hour

Ĥ \$25 per 15 minutes or fraction thereof for the 4th, 5th and 6th hour

@NOTE 1: After the 6th hour, a full Layover will apply (see Item 180)

©NOTE 2: Driver Detention incurred in Mexico by our approved carriers will be the responsibility of the party responsible for the freight charges.

RULES AND REGULATIONS

ITEM 200 - DIVERSION OR RECONSIGNMENT

A **diversion** is defined as a change in the origin and/or a change in the name of the consignor and/or a change in the destination and/or a change in the name of the consignee, made prior to arrival at the original origin or destination, as the case may be, or a diversion made after a prior diversion or reconsignment but prior to arrival at the diversion or reconsignment point, will be \$150.00 per occurrence.

A **reconsignment** is defined as a change in the origin and/or a change in the name of the consignor and/or a change in the destination and/or a change in the name of the consignee, made after arrival at the original origin or destination, as the case may be, or a reconsignment made after a prior diversion or reconsignment after arrival at the diversion or reconsignment point. A charge of \$150.00 per occurrence.

Rates and mileage will be computed in the same manner as a stopoff shipment, except no free miles will be allowed. The party responsible for the freight charges shall also be responsible for the charges in the item.

ITEM 210 - RETURNED SHIPMENTS AND SHIPMENTS STOPPED IN TRANSIT

Shipments rejected or stopped in transit to be returned to the original point of origin are subject to the following:

- a) The outbound shipment rate will be the rate that would apply from the initial point of origin to the point where shipment was rejected or stopped in transit.
- b) The return shipment rate will be the rate that would apply from the point where shipment was rejected or stopped in transit back to the initial point of origin.
- c) Each portion of the shipment will be subject to a minimum charge of \$250.00.

The party responsible for the freight charges will also be responsible for the charges named in this item.

RULES AND REGULATIONS

ITEM 230 - REDELIVERY

If a shipment is tendered and delivery cannot be accomplished, a charge of \$250 will apply for each time the carrier returns to effect delivery of the shipment. This charge will be in addition to any layover charges that apply.

Rates and mileage will be computed in the same manner as a stop-off shipment, except no free miles will be allowed. The party responsible for the freight charges will also be responsible for the charges names in this item.

ITEM 240 - COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

The charge for collecting and remitting the amount of a C.O.D. will be 5% of the C.O.D. amount subject to a minimum charge of \$500.00. The party requesting this service will be responsible for the charges.

ITEM 250 -DRIVER LOAD AND/OR COUNT

Except as otherwise provided, if the carrier or its agent handles or moves the cargo during the loading process and/or counts the cargo, without a pallet jack or other mechanical device, a charge of \$175.00 per occurrence will apply for a single driver and \$215.00 per occurrence will apply for a team driver.

For shipments stopping in transit for partial loading; Carrier load charge per origin and stopoffs shall be \$80.00 each.

If carrier is required to hire a loading service to perform the above, the actual cost incurred by the carrier will be assessed.

The party responsible for the freight charges will also be responsible for the charges named in this Item.

RULES AND REGULATIONS

ITEM 255 - DRIVER UNLOAD

Except as otherwise provided, if the carrier or its agent handles or moves the cargo during the unloading process without a pallet jack or other mechanical device, a charge of \$175.00 per occurrence will apply for a single driver, and \$215.00 per occurrence will apply for a team driver.

For shipments stopping in transit for partial unloading; Carrier unload charge per stopoff and final destination shall be \$80.00 each.

If carrier is required to hire an unloading service to perform the above, the actual cost incurred by the carrier will be assessed.

The party responsible for the freight charges will also be responsible for the charges named in this Item.

ITEM 260 - LOADING/UNLOADING RESTRICTIONS

Loading/Unloading service does not include packing, unpacking, assembling, sorting, segregating or inspecting freight.

Any special loading/unloading equipment must be provided by the party requesting such service.

If loading/unloading is performed by the carrier beyond 50 feet of the trailer, an additional charge of \$250.00 per occurrence will apply.

When loading/unloading service is performed at a location where there are no dock facilities, an additional charge of \$250.00 per occurrence will apply.

If the carrier is requested to provide additional assistance for loading/unloading, such costs will be the responsibility of the party responsible for the freight charges.

These charges are in addition to other applicable loading/unloading charges.

The party responsible for the freight charges will also be responsible for the charges named in this Item.

ITEM 265 - MECHANICAL LOAD AND/OR UNLOAD

Except as otherwise provided, if the carrier or its agent handles or moves the cargo during the loading and/or unloading process using a pallet jack or other mechanical device a charge of \$40.00 per occurrence will apply.

The party responsible for the freight charges will also be responsible for the charges named in this Item.

RULES AND REGULATIONS

ITEM 270 - PACKING PROVISIONS

Where packing provisions are not provided for on any commodity in tariffs or contracts making reference hereto, shipper must tender his freight for transportation packed in an appropriate manner for the mode of transportation, or in any other manner acceptable to the carrier. The carrier reserves the right to reject any freight which, in his judgment, is not packed in a manner to insure safe transportation.

ITEM 280 (NEW)- TRANSPORTATION WORKER IDENTIFICATION CREDENTIAL (TWIC)

When a customer tenders a load which originates at, or delivers to, a facility which requires TWIC certification for entry, an additional charge will apply.

The amount of the additional charge will depend on the facility and Schneider's TWIC service arrangements at that location. The facilities served, and the appropriate fees are subject to change.

The structure is as follows:

- ★ \$150.00 for locations with escort services. Escort services are TWIC certified third party providers who accompany the driver while at the TWIC facility.
 - ★ \$250.00 for locations with shuttle services. Shuttle locations are served by a provider with TWIC certified drivers who will take the Schneider trailer in to TWIC facilities for loading and/or unloading.
 - ★ \$450.00 for locations where Schneider does not have an on-site TWIC provider and will have to handle the load with our own certified drivers.
-

ITEM 285 - REGULATORY E-MANIFEST

This item is hereby cancelled. No further provisions to apply

RULES AND REGULATIONS

ITEM 290 - PALLET EXCHANGE

Except as otherwise provided, shipments requiring a pallet exchange will be subject to an additional charge of \$500.00 per load.

ITEM 300 - PIER CHARGES

THIS ITEM IS HEREBY CANCELLED

ITEM 310 - CARGO LIABILITY (See Note)

1. Except as otherwise provided, Carrier's liability for loss of or damage to all or any part of a shipment will be limited to a maximum of \$100,000.00 per truckload shipment.
2. A shipper, consignee or other responsible party may extend Carrier's liability for loss of or damage to all or any part of a shipment beyond \$100,000.00 by requesting excess cargo liability coverage prior to the time the goods are tendered to Carrier for transport.
3. The charge for additional cargo liability coverage shall be \$2.00 per \$1,000.00 of value in excess of \$100,000.00.
4. Carrier's liability will NOT be extended beyond \$100,000.00 unless additional liability coverage is agreed to by the parties prior to the tender of the shipment to Carrier for transport.

NOTE: Carrier assumes no liability for cargo loss or damage that occurs in Mexico.

RULES AND REGULATIONS

ITEM 320 - PROTECTIVE SERVICE FROM HEAT OR COLD

Except as otherwise provided, rates and charges do not include protective service against heat or cold.

When the following circumstances occur an additional charge of \$500.00 will apply:

1. The commodity tendered for shipment is subject to freezing at temperatures that may be reached given the weather anticipated during transit.
2. The load transit time as required by the specified pickup and delivery appointments is such that delays will be encountered in transit.
3. Special handling, out of route mileage, storage, special heating equipment or other special services are required to protect the commodity from freezing.

ITEM 330 - CLAIMS

Loss and damage claims must be filed with the Carrier in writing within nine (9) months of the date of shipment. If the bill of lading is not noted at time of delivery the carrier must be notified within fifteen (15) days of the date of delivery. The time for instituting suit is two years plus one day from date of disallowance in writing. For provisions to apply refer to 49 C.F.R. 370 and U.S.C. 14706.

Overcharge, Duplicate Payment and Overcollection Claims must be filed with the carrier in writing within one hundred eighty (180) days of the date of the freight bill. For provisions to apply refer to 49 U.S.C. 1008, and 13706 - 13711, as amended.

RULES AND REGULATIONS

ITEM 350

This item left blank intentionally.

ITEM 360 - EXCESS MILEAGE ROUTE

When the shortest practical route from the initial point of origin to the final destination point is closed due to flood conditions, washout, road construction, or is not accessible due to commodity restrictions or other conditions or circumstances beyond the control of the carrier, and the carrier is required to use a longer route, the following will apply:

- a) On other than mileage rated shipments, if the distance from the initial origin to the final destination via the detour route exceeds the shortest practical route, a charge of \$1.50 per mile shall be assessed for all mileage in excess of the shortest practical route.
 - b) On mileage rated shipments, the rate will be based on miles from the initial origin via the detour route to the final destination.
-

© ITEM 370 - CURRENCY

Unless specific exception is made, all rates and charges in this tariff and tariffs governed by this tariff are expressed and payable in U.S. Funds. Conversion to Canadian funds will be based on a monthly average of the Canadian dollar exchange rates reported by the Bank of Canada website (www.bankofcanada.ca/en) each day at noon. Any change will become effective the first Friday of the following month.

RULES AND REGULATIONS

ITEM 375 - CANADIAN EXCHANGE SURCHARGE

THIS ITEM IS HEREBY CANCELLED.

RULES AND REGULATIONS

ITEM 380 - CONTINUOUS SURVEILLANCE SERVICE

THIS ITEM IS HEREBY CANCELLED

ITEM 390 - IMPRACTICAL OPERATION

THIS ITEM IS HEREBY CANCELLED

ITEM 400 - IN BOND CHARGES

Shipments moving under "In Bond" conditions will be subject to an additional charge of \$200.00, plus any additional sufferance warehouse charges.

ITEM 405 - CROSS BORDER CUSTOMS/SECURITY CHARGE:

When a shipment crosses a border between the United States of America and Canada or between Canada and the United States of America, a charge of \$50.00 will apply in US Funds or Canadian Funds.

ITEM 410 - LOCATION CHECK

THIS ITEM IS HEREBY CANCELLED

RULES AND REGULATIONS

ITEM 420 - REWEIGHING (See Notes 1 and 2)

THIS ITEM IS HEREBY CANCELLED

ITEM 430 - WEIGHTS (MINIMUM AND MAXIMUM WEIGHT FACTOR)

THIS ITEM IS HEREBY CANCELLED

© ITEM 440 - VEHICLE REQUESTED BUT NOT USED

Loads cancelled less than six (6) hours from scheduled pickup are subject to a charge of \$350.

RULES AND REGULATIONS

ITEM 450 - FERRY CHARGE

THIS ITEM IS HEREBY CANCELLED.

© ITEM 460 - HOLIDAY PICKUP OR DELIVERY - USA

If the customer requires the carrier to make a pickup or delivery on a Holiday, an additional charge of \$200.00 will apply.

ITEM 470 - CONSECUTIVE NUMBERS

Where numbers are connected by the word "to", "thru", or "through", or a "-" (hyphen), it means that the numbers are consecutive and include both of the numbers shown.

ITEM 480 - SPECIAL PERMITS, TOLLS, PHONE CALLS, OR EXTRAORDINARY EXPENSES

When Federal, State, or Municipal regulations or laws, or specific customer requests require special permits, tolls, fees, phone calls or other extraordinary expenses not normally encountered in the conduct of truckload freight movements the payment of such charges will be the responsibility of the party responsible for the freight charges.

RULES AND REGULATIONS

ITEM 490 - NEW YORK DELIVERY PREMIUM

Shipments that stop or have a final destination in New York zip codes range 100-104; 110-119 shall be subject to an additional charge of \$500

NOTE: The party responsible for the payment of the freight charge shall also be responsible for the charges in this item.

ITEM 495 - "AT" APPOINTMENT CHARGE

Pickups or stop-offs or deliveries with a specific appointment time ("AT" appointment type) scheduled between the hours of 10:00PM and 6:00AM will be subject to a charge of \$150.00 for each occurrence.

ITEM 500 - FREIGHT CHARGE PAYMENT PERIOD

Payments shall be made within fifteen (15) days of delivery of the shipment. If payment terms are exceeded, interest charges may apply.

ITEM 510 - PROMOTIONAL SHIPMENTS

THIS ITEM IS HEREBY CANCELLED

ITEM 515

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RULES AND REGULATIONS

© ITEM 575 - TOLL CHARGES IN MEXICO

If customer requests to have a shipment moved on toll roads in Mexico, an additional charge will apply subject to current toll charges and the route specified. Toll charges are invoiced as a passthrough charge.

ISSUED BY:

Schneider National Carriers, Inc.
P.O. Box 2545, Green Bay, WI 54306

EFFECTIVE:

October 15, 2007

RULES AND REGULATIONS

ITEM 600 - MEXICAN INTERLINE (NORTHBOUND) CHARGES (Continued)

Mexican interline charges (FCC) apply whenever Carrier arranges foreign carrier services between the border and Mexican origin. When Carrier arranges such service the following charges will apply:

NOTE: Rates do not apply on shipments of hazardous materials

NOTE: Rates do not apply on shipments with stop-offs within Mexico.

NOTE: Effective 9/22/08 FCC charges include the cost of mandatory toll roads to comply with NOM-012-SCT-2008

Mexico Interline - Northbound

FROM	RATES DO NOT INCLUDE BRIDGE CROSSING AND CUSTOMS FEES							
	TO	TO	TO	TO	TO	TO	TO	TO
	NUEVO LAREDO TM (Laredo)	COLOMBIA NL (Dolores)	REYNOSA TM (Pharr)	CD JUAREZ CI (El Paso)	NOGALES SO (Nogales)	MEXICALI BJ (Calexico)	TIJUANA BJ (Otay)	
Aguascalientes	AG	\$775						
Jesus Maria	AG	\$775						
San Francisco Romo	AG	\$775						
Ensenada	BJ							\$550
@ La Mesa	BJ							\$230
Mexicali	BJ					\$140		
Rosarito	BJ							\$270
Tecate	BJ							\$415
Tijuana	BJ							\$230
Chihuahua	CI				\$525			
Ciudad Juarez	CI				\$135			
Cuauhtemoc	CI				\$750			
Colima	CL	\$1035						
Monclova	CU	\$475						
Parras de la Fuente	CU	\$585						
Piedras Negras	CU	\$450						
Ramos Arizpe	CU	\$425						
Sabinas	CU	\$475						
Saltillo	CU	\$425						
Torreón	CU	\$765						
Azcapotzalco	DF	\$750						
Cuajimalpa	DF	\$750						
Iztapalapa	DF	\$750						
Mexico City	DF	\$750						
Tlalpan	DF	\$750						
Vallejo	DF	\$750						
Durango - preapprove	DG	\$1505						
Gomez Palacio	DG	\$765						
Atizapan Zaragoza	EM	\$750						
Chalco	EM	\$750						
Cuautitlan	EM	\$750						
Cuautitlan Izcalli	EM	\$750						
Ecatepec	EM	\$750						
Huehuetoca	EM	\$750						
Ixtapaluca	EM	\$750						
Jocotitlan	EM	\$775						
Lerma	EM	\$775						
Naucalpan	EM	\$750						
Ocoyoacac	EM	\$750						
Santa Clara	EM	\$750						
Tecamac De Felipe	EM	\$750						
Tepotzotlan	EM	\$750						
Tianguistenco	EM	\$750						
Tlalnepantla	EM	\$750						
Tlazala	EM	\$750						
Toluca	EM	\$775						
Tultitlan	EM	\$750						
Villa Guerrero	EM	\$750						
Zinacantepec	EM	\$750						

ISSUED BY:

Schneider National Carriers, Inc.
P.O. Box 2545, Green Bay, WI 54306

EFFECTIVE:

July 28, 2009

RULES AND REGULATIONS

ITEM 600 - MEXICAN INTERLINE (NORTHBOUND) CHARGES (Continued)

Mexican interline charges (FCC) apply whenever Carrier arranges foreign carrier services between the border and Mexican origin. When Carrier arranges such service the following charges will apply:

NOTE: Rates do not apply on shipments of hazardous materials

NOTE: Rates do not apply on shipments with stop-offs within Mexico.

@NOTE: Effective 9/22/08 FCC charges include the cost of mandatory toll roads to comply with NOM-012-SCT-2008

Mexico Interline - Northbound

FROM		RATES DO NOT INCLUDE BRIDGE CROSSING AND CUSTOMS FEES						
		TO NUEVO LAREDO TM (Laredo)	TO COLOM- BIA NL (Dolores)	TO REYN- OSA TM (Pharr)	TO CD JUAREZ CI (El Paso)	TO NOGALES SO (Nogales)	TO MEXICALI BJ (Calexico)	TO TIJUANA BJ (Otay)
Abasolo	GJ	\$785						
Celaya	GJ	\$735						
Guanajuato	GJ	\$735						
Irapuato	GJ	\$745						
Leon	GJ	\$745						
San Jose Iturbide	GJ	\$785						
San Miguel Allende	GJ	\$785						
Silao	GJ	\$750						
Atitalaquia	HG	\$835						
Ciudad Sahagun	HG	\$835						
Pachuca	HG	\$775						
Tepeji del Rio	HG	\$775						
Tizayuca	HG	\$775						
Arandas	JA	\$855						
Ciudad Guzman	JA	\$1085						
El Salto	JA	\$805						
Guadalajara	JA	\$805						
Lagos de Moreno	JA	\$805						
Ocotlan	JA	\$885						
Tequila	JA	\$885						
Tepatitlan	JA	\$885						
Tlajomulco de Zuniga	JA	\$805						
Tlaquepaque	JA	\$805						
Union de San Antonio	JA	\$785						
Zacoalco De Torres	JA	\$935						
Zapopan	JA	\$805						
Cuautla	MR	\$905						
Cuernavaca	MR	\$905						
Jiutepec	MR	\$905						
Apodaca	NL	\$350						
Cadereyta Jimenez	NL	\$350						
Cienega de Flores	NL	\$350						
Garza Garcia	NL	\$350						
General Escobedo	NL	\$350						
Guadalupe	NL	\$350						
Linares	NL	\$554						
Monterrey	NL	\$350						
Pesqueria	NL	\$360						
@Sabinas Hidalgo	NL	\$331						
San Nicolas	NL	\$350						
San Nicolas Garcia	NL	\$350						
Santa Catarina	NL	\$350						
Santiago	NL	\$350						
Villa De Garcia	NL	\$350						
Villa Juarez	NL	\$350						

RULES AND REGULATIONS

ITEM 600 - MEXICAN INTERLINE (NORTHBOUND) CHARGES (Concluded)

Mexican interline charges (FCC) apply whenever Carrier arranges foreign carrier services between the border and Mexican origin. When Carrier arranges such service the following charges will apply:

NOTE: Rates do not apply on shipments of hazardous materials

NOTE: Rates do not apply on shipments with stop-offs within Mexico.

@NOTE: Effective 9/22/08 FCC charges include the cost of mandatory toll roads to comply with NOM-012-SCT-2008

Mexico Interline - Northbound

FROM		RATES DO NOT INCLUDE BRIDGE CROSSING AND CUSTOMS FEES							
		TO NUEVO LAREDO TM (Laredo)	TO COLOM- BIA NL (Dolores)	TO REYN- OSA TM (Pharr)	TO CD JUAREZ CI (El Paso)	TO NOGALES SO (Nogales)	TO MEXICALI BJ (Calexico)	TO TIJUANA BJ (Otay)	TO REYN- OSA TM (Brownsville)
Atlixco	PU	\$835							
Chipilo	PU	\$835							
Cuautlancingo	PU	\$835							
Huejotzingo	PU	\$835							
Puebla	PU	\$835							
San Martin Texmelucan	PU	\$835							
Tecali de Herrera	PU	\$835							
Tehuacan	PU	\$935							
El Marques	QA	\$720							
Queretaro	QA	\$720							
San Juan del Rio	QA	\$720							
Santa Rosa Jauregu	QA	\$720							
Culiacan	SI					\$1,570			
Guamuchil	SI					\$1,570			
Los Mochis	SI					\$1,090			
Sinaloa	SI					\$1,570			
San Luis Potosi	SL	\$675							
Benjamin Hill	SO					\$360			
Ciudad Obregon	SO					\$580			
Esperanza	SO					\$580			
Hermosillo	SO					\$365			
Huatabampo	SO					\$775			
Navajoa	SO					\$680			
Santa Ana	SO					\$330			
Huamantla	TL	\$915							
Ixtacuixtla	TL	\$915							
Papalotla	TL	\$915							
Santa A Chiautem	TL	\$915							
Tetla	TL	\$915							
Tlaxcala	TL	\$915							
Altamira	TM	\$1154							
Cd Victoria - preapprove	TM	\$769							
Ciudad Madero	TM	\$1154							
El Mante	TM	\$1154							
@Matamoros	TM								\$250
Tampico - preapprove	TM	\$1154							
Cordova	VL	\$1225							
Orizaba	VL	\$1225							
Veracruz - preapprove	VL	\$1395							
Zacatecas - preapprove	ZT	\$885							
One way Border Crossing Fee		\$125	\$125	\$250	\$135	\$120	\$140	\$230	\$250

ISSUED BY:

Schneider National Carriers, Inc.
P.O. Box 2545, Green Bay, WI 54306

EFFECTIVE: September 22, 2008

RULES AND REGULATIONS

ITEM 620 - MEXICAN INTERLINE (SOUTHBOUND) CHARGES (Continued)

Mexican interline charges (FCC) apply whenever Carrier arranges foreign carrier services between the border and Mexican destination. When Carrier arranges such service the following charges will apply:

NOTE: Rates do not apply on shipments of hazardous materials

NOTE: Rates do not apply on shipments with stop-offs within Mexico.

NOTE: Effective 9/22/08 FCC charges include the cost of mandatory toll roads to comply with NOM-012-SCT-2008

Mexico Interline - Southbound

		RATES DO NOT INCLUDE BRIDGE CROSSING AND CUSTOMS FEES							
		FROM	FROM	FROM	FROM	FROM	FROM	FROM	FROM
		NUEVO LAREDO TM (Laredo)	COLOM-BIA NL (Dolores)	REYN-OSA TM (McAllen)	REYN-OSA TM (Hidalgo)	CD JUAREZ CI (El Paso)	NOGALES SO (Nogales)	MEXICALI BJ (Calexico)	TIJUANA BJ (Otay)
TO									
Aguascalientes	AG	\$875							
Jesus Maria	AG	\$875							
San Francisco Romo	AG	\$875							
Alfredo V Bonfil	BJ							\$340	
Ensenada	BJ								\$460
@ La Mesa	BJ								\$200
Mexicali	BJ							\$140	
Ojos Negros	BJ								\$590
Rosarito	BJ								\$250
Tecate	BJ								\$300
Tijuana	BJ								\$200
Chihuahua	CI					\$460			
Ciudad Juarez	CI					\$135			
Cuauhtemoc	CI					\$750			
Delicias	CI					\$650			
Meoqui	CI					\$650			
Colima	CL	\$1380							
Ciudad Acuna	CU	\$850							
Frontera	CU	\$725							
Monclova	CU	\$590							
Parras de la Fuente	CU	\$585							
Piedras Negras	CU	\$400							
Ramos Arizpe	CU	\$355							
Sabinas	CU	\$600							
Saltillo	CU	\$405							
Torreon	CU	\$595							
Azcapotzalco	DF	\$1085							
Cuajimalpa	DF	\$1085							
Ixtacalco	DF	\$1,085							
Iztapalapa	DF	\$1085							
Mexico City	DF	\$1085							
Tlalpan	DF	\$1085							
Vallejo	DF	\$1085							
Durango - preapprove	DG	\$1435							
Gomez Palacio	DG	\$685							
Atizapan Zaragoza	EM		\$1085						
Atzacmulco Fabela	EM	\$1085							
Chalco	EM	\$1085							
Cuautitlan	EM	\$1085							
Cuautitlan Izcalli	EM	\$1085							
Ecatepec	EM	\$1085							
Ecatepec de Morelo	EM	\$1085							
Ixtapaluca	EM	\$1085							
Jocotitlan	EM	\$1085							
Lerma	EM	\$1085							
Los Reyes	EM	\$1085							
One way Border Crossing Fee		\$125	\$125	\$125	\$125	\$135	\$100	\$140	\$200

ISSUED BY:

Schneider National Carriers, Inc.
P.O. Box 2545, Green Bay, WI 54306

EFFECTIVE:

July 28, 2009

RULES AND REGULATIONS

ITEM 620 - MEXICAN INTERLINE (SOUTHBOUND) CHARGES (Continued)

Mexican interline charges (FCC) apply whenever Carrier arranges foreign carrier services between the border and Mexican destination. When Carrier arranges such service the following charges will apply:

NOTE: Rates do not apply on shipments of hazardous materials

NOTE: Rates do not apply on shipments with stop-offs within Mexico.

@NOTE: Effective 9/22/08 FCC charges include the cost of mandatory toll roads to comply with NOM-012-SCT-2008

Mexico Interline - Southbound

TO		RATES DO NOT INCLUDE BRIDGE CROSSING AND CUSTOMS FEES									
		FROM NUEVO LAREDO TM (Laredo)	FROM COLOM- BIA NL (Dolores)	FROM REYN- OSA TM (McAllen)	FROM REYN- OSA TM (Pharr)	FROM REYN- OSA TM (Hildago)	FROM CD JUAREZ CI (El Paso)	FROM NOGALES SO (Nogales)	FROM MEXICALI BJ (Calexico)	FROM TIJUANA BJ (Otay)	
Metepec	EM	\$1085									
Naucalpan	EM	\$1085									
Nicolas Romero	EM	\$1085									
Ocoyoacac	EM	\$1085									
Tecamac De Felipe	EM	\$1085									
Tepotzotlan	EM	\$1085									
Tianguistenco	EM	\$1085									
Tlalnepantla	EM	\$1085									
Tlazala	EM	\$1085									
Toluca	EM	\$1085									
Tultitlan	EM	\$1085									
Villa Guerrero	EM	\$1085									
Zinacantepec	EM		\$1085								
Celaya	GJ	\$915									
Cortazar	GJ	\$915									
Guanajuato	GJ	\$915									
Irapuato	GJ	\$1025									
Leon	GJ	\$915									
Salamanca	GJ	\$915									
San Jose Iturbide	GJ	\$975									
San Miguel Allende	GJ	\$975									
Silao	GJ	\$975									
Ciudad Sahagun	HG	\$1185									
Pachuca	HG	\$1105									
Tizayuca	HG	\$1105									
Arandas	JA	\$1100									
Ciudad Guzman	JA	\$1315									
El Salto	JA	\$1015									
Guadalajara	JA	\$1015									
Lagos De Moreno	JA	\$875									
Ocotlan	JA	\$1015									
Tepatitlan	JA	\$1015									
Tlajomulco de Zuniga	JA	\$1015									
Tlaquepaque	JA	\$1015									
Union de San Antonio	JA	\$875									
Zacoalco De Torres	JA	\$1165									
Zapopan	JA	\$1015									
Jacona	MH	\$1490									
Morelia	MH	\$1490									
Uruapan	MH	\$1490									
Cuautla	MR	\$1235									
Cuernavaca	MR	\$1235									
Jiutepec	MR	\$1235									
Xochitepec	MR	\$1235									
Apodaca	NL	\$305									
Cadereyta Jimenez	NL	\$305									
Cienega de Flores	NL	\$305									
Garza Garcia	NL	\$305									
General Escobedo	NL	\$305									
Guadalupe	NL	\$305									
Linares	NL	\$504									
Monterrey	NL	\$305									
Pesqueria	NL	\$390									
@Sabinas Hidalgo	NL	\$286									
San Nicolas	NL	\$305									
San Nicolas Garcia	NL	\$305									
Santa Catarina	NL	\$305									
Santiago	NL	\$305									
Villa De Garcia	NL	\$345									
Villa Juarez	NL	\$305									
Atlixco	PU	\$1215									
Chipilo	PU	\$1215									
Cuautlancingo	PU	\$1215									
Huejotzingo	PU	\$1215									
One way Border Crossing Fee		\$125	\$125	\$125	\$250	\$125	\$135	\$100	\$140	\$200	

ISSUED BY: Schneider National Carriers, Inc.
P.O. Box 2545, Green Bay, WI 54306

EFFECTIVE: September 22, 2008

RULES AND REGULATIONS

ITEM 620 - MEXICAN INTERLINE (SOUTHBOUND) CHARGES (Concluded)

Mexican interline charges (FCC) apply whenever Carrier arranges foreign carrier services between the border and Mexican destination. When Carrier arranges such service the following charges will apply:

NOTE: Rates do not apply on shipments of hazardous materials

NOTE: Rates do not apply on shipments with stop-offs within Mexico.

@NOTE: Effective 9/22/08 FCC charges include the cost of mandatory toll roads to comply with NOM-012-SCT-2008

Mexico Interline - Southbound

TO		RATES DO NOT INCLUDE BRIDGE CROSSING AND CUSTOMS FEES									
		FROM NUEVO LAREDO TM (Laredo)	FROM COLOM- BIA NL (Dolores)	FROM REYN- OSA TM (McAllen)	FROM REYN- OSA TM (Pharr)	FROM REYN- OSA TM (Hildago)	FROM CD JUAREZ CI (El Paso)	FROM NOGALES SO (Nogales)	FROM MEXICALI BJ (Calexico)	FROM TIJUANA BJ (Otay)	FROM REYN- OSA TM (Brownsville)
Puebla	PU	\$1215									
San Martin Texmelucan	PU	\$1215									
Tehuacan	PU	\$1325									
Tecali de Herrera	PU	\$1215									
El Marques	QA	\$915									
Queretaro	QA	\$915									
San Juan del Rio	QA	\$915									
Culiacan	SI						\$1,320				
Guamuchil	SI						\$1,320				
Los Mochis	SI						\$918				
Sinaloa	SI						\$1,320				
Ciudad Valles	SL	\$915									
San Luis Potosi	SL	\$695									
Benjamin Hill	SO						\$275				
Ciudad Obregon	SO						\$700				
Esperanza	SO						\$700				
Guaymas	SO						\$500				
Hermosillo	SO						\$370				
Huatabampo	SO						\$750				
Navajoa	SO						\$750				
Santa Ana	SO						\$250				
Apizaco	TL	\$1185									
Huamantla	TL	\$1185									
Ixtacuixtla	TL	\$1185									
Papalotla	TL	\$1185									
Santa A Chiautem	TL	\$1185									
Tetla	TL	\$1185									
Tlaxcala	TL	\$1185									
Altamira	TM	\$1329									
Cd Victoria - preapprove	TM	\$829									
Ciudad Madero	TM	\$1329									
El Mante	TM	\$1329									
@Matamoros	TM										\$250
Tampico - preapprove	TM	\$1329									
Coatepec	VL	\$1590									
Coatzacoalcos	VL	\$2335									
Cordoba	VL	\$1375									
Ixtaczoquiltan	VL	\$1375									
Orizaba	VL	\$1375									
Veracruz - preapprove	VL	\$1590									
Guadalupe	ZT	\$1015									
Zacatecas - preapprove	ZT	\$1015									
One way Border Crossing Fee		\$125	\$125	\$125	\$250	\$125	\$135	\$100	\$140	\$200	\$250

ISSUED BY:

Schneider National Carriers, Inc.
P.O. Box 2545, Green Bay, WI 54306

EFFECTIVE: September 22, 2008

RULES AND REGULATIONS

ITEM 625 - TRAILER TRANSLOAD

For loads shipped into or out of Mexico via Brokerage capacity a trailer transload charge will be applied based on the following loading and/or unloading capabilities:

Using a Pallet Jack or other mechanical device:	\$75.00 per load
Cannot use a Pallet Jack or other mechanical device:	\$20.00 per hour or fraction thereof

ITEM 630 - CARTAGE

THIS ITEM IS HEREBY CANCELLED

ITEM 635 - INSPECTION FEE

Inspection fees incurred by carrier due to the commodity be hauled, will be the responsibility of the party responsible for the freight charges.

ITEM 640 - CUSTOMS/FREIGHT FORWARDING FEE

The fee for providing customs or freight forwarding service for loads to or from Mexico through Laredo, TX with a release value of \$100,000 or less are as follows:

Loads from Mexico:	\$355.00 per load
Loads to Mexico:	\$335.00 per load

The above charges include Mexico Entry Preparation (customs clearance), Forwarding charges and Drayage service (border crossing fees).

The above charges do NOT include Customs Duties and VAT charges, out of pocket expenses, i.e. extensive inspections, loading and/or unloading or warehousing charges.

RULES AND REGULATIONS

ITEM 900 - STOPOFFS AND INTRAPLANT PICK-UP AND DELIVERY

The charge for each stopoff and/or intraplant pick-up or delivery shall be as follows:

<u>NUMBER OF STOPOFFS - Single Driver</u>	<u>CHARGE</u>
1st stop	î \$150.00
2nd stop	î \$300.00
3rd and all subsequent stops	î \$500.00 each

<u>NUMBER OF STOPOFFS - Team Driver</u>	<u>CHARGE</u>
1st stop	î \$225.00
2nd stop	î \$375.00
3rd and all subsequent stops	î \$575.00 each

If a mileage rate is applicable to the final destination point of the shipment, that rate will apply based upon miles from the initial origin point via any stopoff point or points to the final destination. If a specific commodity rate is applicable to the final destination point of the shipment, that rate will apply subject to any excess mileage charges.

To determine the excess mileage charge, first determine the mileage from the initial origin point to the final destination point via any stopoff point or points. Next determine the mileage from the initial origin point direct to the final destination. Subtract the direct miles from the miles via the route of movement. If the difference is greater than 20 miles, all miles in excess of the 20 free miles will be charged at the rate of \$1.57 per mile. For the purpose of this Item, intraplant pick-up and delivery is to be considered the same as a stopoff. The party responsible for the freight charges will also be responsible for the charges named in this Item.

NOTE: Stop-offs and/or intraplant pick-up or deliveries within Mexico will be subject to a charge of \$150.00 each.

RULES AND REGULATIONS

ITEM 905 - APPLICATION/NON APPLICATION OF RATES

Except as otherwise provided, rates, charges and other Provisions published in this Tariff, or Tariffs and Contract Schedules governed by this Tariff, apply only when shipment is made over the road in a standard van trailer and will NOT apply on Intermodal shipments, shipments requiring refrigerated or air ride trailers, commodities in bulk and commodities which because of size, weight, or inherent nature require the use of special equipment.

ITEM 907 - SUBSTITUTED SERVICE

Carrier may, at its option, substitute with rail service for all or any portion of an over the road shipment.

Shipper and Consignee reserve the right to refuse substituted service.

If Intermodal rates and charges have been established for a specific customer those intermodal rates and charges will apply if intermodal service is requested by the customer. If no intermodal rates and charges are established for a specific customer the otherwise applicable over the road rates and charges will apply.

ITEM 910 - PROOF OF DELIVERY

THIS ITEM IS HEREBY CANCELLED

RULES AND REGULATIONS

ITEM 1000 - ADVANCING FREIGHT CHARGES

Except as otherwise provided the Carrier may advance the freight charge due a connecting carrier to the payor of the freight bill.

ITEM 1001 - PARTICIPATING CARRIERS

<u>Name of Carrier</u>	<u>Address</u>	<u>Certificate No.</u>
Schneider Transport, Inc.	Green Bay, WI	MC-51146
Schneider National Carriers, Inc.	Green Bay, WI	MC-133655

ITEM 1002 - SCOPE OF OPERATIONS (Continued)

MC-51146 Sub 859
SCHNEIDER TRANSPORT, INC.
Green Bay, Wisconsin

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting general commodities (except household goods as defined by the Commission, and classes A and B explosives), between points in the United States.

MC-133655
SCHNEIDER NATIONAL CARRIERS, INC.
Green Bay, Wisconsin

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting general commodities (except household goods as defined by the Commission, and classes A and B explosives), between points in the United States.

RULES AND REGULATIONS

ITEM 1002 - SCOPE OF OPERATIONS (Continued)

LICENSE # 020011
RIN: 094-263-580

This License is issued to: SCHNEIDER NATIONAL CARRIERS, INC.
3101 S. Packerland Drive
Green Bay, WI, USA
54306

Under the MOTOR VEHICLE TRANSPORT ACT 1987, PART II, authorizes the following:

XIG09-001 X - GENERAL FREIGHT - RESTRICTED

For the carriage of GOODS between: POINTS IN ONTARIO

and the: ONTARIO/USA BORDER CROSSINGS

for extra provincial movement.

Provided that the goods of only one consignor may be carried on a continuous trip to one or more consignees, or of one or more consignors to one consignee, to or from the geographic areas named in the license and provided further that the licensee may simultaneously carry such other goods as are permitted by the license.

RULES AND REGULATIONS

ITEM 1002 - SCOPE OF OPERATIONS (Continued)

Commission des transports du Quebec
License de camionnage extra-provincial
Numero de license - 7-Q-305724-002A

Nom SCHNEIDER NATIONAL CARRIERS, INC.

Nature du permis: permanent
Transport general public

Date de debut: 89-06-29
Decision numero: QCA89-01921
Decision en vigueur le: 89-06-29

Services:
Pour le public en general

Territoire(s) Autorise(s):
Frontiere Quebec - Ontario
Frontiere Quebec - T.Neuve
Les territoires, les M.R.C. et
Frontiere Quebec - N. Brunswick
Frontiere Quebec - etats-unis
Les com. regionale et urbaines

La lincense extra-provinciale n'autorise pas le transport de marchandises dont l'origine et la destination sont situees au Quebec.

RULES AND REGULATIONS

ITEM 1002 - SCOPE OF OPERATIONS (Continued)

Motor Carrier Commission, British Columbia

CONDITIONS OF LICENSE

Extra-Provincial Undertaking	Motor Vehicle Transport Act (Canada)
Name of Licensee Motor Carrier Schneider National Carriers, Inc. Wisconsin, U.S.A.	Reference No. 63790

The license authorizes the operation of motor vehicle as a Class III public freight vehicle only (viz. - a public freight vehicle which is neither operated on a regular time schedule and regular route nor on a regular time schedule between fixed termini), as follows:

Kind of Freight That May Be Transported	Person or Persons for Whom Freight May Be Transported	Area, District or Territory That May Be Served
I. General freight excluding automobiles and trucks, new or used (Charter trips).	One individual or company only at any one time	From the British Columbia/ United States border or the British Columbia/ Alberta border delivered to points in British Columbia: or VICE VERSA.

RESTRICTION: Pick up of freight in British Columbia for delivery in British Columbia is NOT permitted.

RULES AND REGULATIONS

ITEM 1002 - SCOPE OF OPERATIONS (Continued)

Alberta Motor Transport Board

Extra-Provincial - Truck

CERTIFICATE NUMBER: 00-0600361

MVID: 0282-99691

CERTIFICATE HOLDER/ADDRESS: Schneider National Carriers, Inc.
2777 South Ridge Road
Green Bay, WI 54306

ISSUED: November 7, 1989

SECTION I

COMMODITIES: General Merchandise

FROM: All points in the United States of America

VIA: the Alberta/British Columbia boundary
the Alberta/Saskatchewan boundary
the Alberta/International boundary

TO: All points in Alberta

and vice versa

SECTION 2 CORRIDOR AUTHORITY

The issuance of this certificate permits the movement of goods through Alberta on a corridor basis, provided that the movement has been authorized by the jurisdiction where the goods originated.

RULES AND REGULATIONS

ITEM 1002 - SCOPE OF OPERATIONS (Concluded)

OPERATING AUTHORITY FOR NEW BRUNSWICK, CANADA

Motor Carrier Board
License Number: 2938

On Application: SCHNEIDER NATIONAL CARRIERS, INC.
2777 S. Ridge Road
Green Bay, WI 54306

CLASS: PC-X

For the carriage of general freight (excluding highway use motor vehicles) from other jurisdictions to all points in the province of New Brunswick and return, the movements herein being restricted to the transportation of one person's goods at a time per vehicle.

For the carriage of general freight through the Province of New Brunswick as a corridor operation to and from other jurisdictions.

OPERATING AUTHORITY FOR SASKATCHEWAN, CANADA

Certificate

Holder: SCHNEIDER NATIONAL CARRIERS, INC.
2777 S. Ridge Road
Green Bay, WI 54306

Certificate

Number: 3861

<u>COMMODITY DESCRIPTION</u>	<u>ORIGIN</u>	<u>DESTINATION</u>	<u>CONDITIONS</u>
General Merchandise	All Boundaries	Points in Saskatchewan and vice versa	No more than three shippers' and four consignees' goods at any one time.

EXTRA PROVINCIAL:

Authorized for the transportation of truckload lots of general merchandise from all points in Manitoba to the Manitoba/Saskatchewan, Manitoba/International, and Manitoba/Ontario boundaries and vice versa.

For Rules and Regulations governing transportation between points in the U.S. on one hand and Canada on the other, see ICC SCNN 255.

RULES AND REGULATIONS

ITEM 1004 - DEFINITIONS AND EXPLANATION OF TERMS, PUNCTUATIONS AND REFERENCES (Continued)

The following general definitions will apply when such terms are used in this Tariff or in Tariffs governed by this Tariff. Where different definitions are provided for the same terms in connection with rates, ratings, rules or other provisions, such definitions will take preference.

45' Trl: Means one forty-five feet in length trailer.

48' Trl: Means one forty-eight feet in length trailer.

53' Trl: Means fifty-three feet in length trailer.

FOREIGN COMMERCE: Means commerce between any place in the United States and any place in foreign country.

HOLIDAYS: Means New Year's Day, Memorial or Decoration Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. When the holiday falls on a Sunday, the following Monday will be considered as the holiday.

INTERSTATE TRAFFIC: Means traffic between any place in a State and any place in another State, or between places in the same State through another State, whether such traffic moves wholly by motor vehicle or partly by motor vehicle, "partly by express, rail, or water."

ANY-QUANTITY SHIPMENT: Means a shipment containing only freight moving under any-quantity rates, or mixed shipment containing only freight moving under any-quantity and less-than-truckload rates.

LESS-THAN-TRUCKLOAD

SHIPMENT: Means a shipment containing only freight moving under less-than-truckload rates.

RULES AND REGULATIONS

ITEM 1004 - DEFINITIONS AND EXPLANATION OF TERMS, PUNCTUATIONS AND REFERENCES (Concluded)

LOADED TO CAPACITY

LOAD and CAPACITY

LOAD: Refer to the extent to which a standard truck is loaded with freight, each term meaning that quantity of freight which, when loaded in or on a standard truck weight not less than the truckload minimum weight applicable to a shipment of such freight, or that quantity of freight which, in the manner loaded so fills a standard truck that no more of the shipment in the shipping form tendered can be loaded in or on the truck; or that quantity of freight which because of unusual shape or dimensions or because of necessity for segregation or separation from other freight requires the entire capacity of a standard truck.

SHIPMENT: Means a quantity of freight received from one shipper, at one point, at one time, for one consignee at one destination, and covered by one bill of lading.

TRUCKLOAD SHIPMENT: (TL) means rates or classes for which a truckload minimum weight is provided, and charges will be assessed at the truckload minimum weight shown in this classification or in tariffs governed hereby, except that actual weight will apply when in excess of the truckload minimum weight.

NORMAL BUSINESS HOURS: As used herein refers to the daily period from 8:00 A.M. to 5:00 P.M., Mondays to Fridays, inclusive, and from 8:00 A.M. to 12:00 noon, Saturdays, but excluding Holidays.

RULES AND REGULATIONS

ITEM 1025 (Continued)**APPLICATION OF PER MILE RATES**

When a rate per mile is NOT named for the actual distance but is named for a greater distance, the rate named for the next greater distance will apply. Charges will be determined by multiplying the actual miles times the rate per mile. If a rate per mile is named for a particular mileage bracket that rate will apply regardless of lower rates published at a greater mileage bracket.

APPLICATION OF DISTANCE COMMODITY RATES

Where a rate or charge is not named for the distance applicable, the rate or charge for the next greater distance for which a rate or charge is named will apply. When determining rates on shipments which may be stopped in transit for partial loading or unloading, distance will be computed from origin to destination via the stopoff point or points.

APPLICATION OF CONTRACT RATES

Any rate named in a contract or contract schedule which references this Rules Tariff will apply regardless of rates and provisions established in other Tariffs.

APPLICATION OF SPECIFICALLY NAMED RATES AND CHARGES

When a rate or charge is specifically named for a consignee, consignor, or a third party by specific name or account code, that rate or charge will apply regardless of rates or charges otherwise published.

APPLICATION OF RATES (AGENCY RATES)

The rates and provisions named in Tariffs governed by this tariff do NOT apply to the extent carrier participants in Tariffs issued by Schneider National, Inc. Agent,

RULES AND REGULATIONS

ITEM 1025 (Continued)**APPLICATION OF BASE POINT/ZIP CODE RATES**

Where a rate is named from or to a base point, rates will also apply from or to all points within the named corresponding zip code.

APPLICATION OF DISTANCE RATES FOR DISTANCES IN EXCESS OF THAT SHOWN IN RATE SCALES

In the Application of Distance Rates where the rate making distance exceeds the greatest distance provided in the scale of rates under which the commodity is to be transported, the through rate will be determined as follows:

- (1) Multiply the last named rate by its applicable minimum weight to determine the shipment charge for the last distance named in the rate item.
- (2) Divide the shipment charge by the applicable corresponding mileage named in (1) above to determine the shipment charge per mile.
- (3) Multiply the applicable shipment charge per mile named in (2), by the miles applicable to the shipment being transported to determine the shipment charge.
- (4) The shipment charge named in (3) above is then divided by the applicable minimum weight named in (1) to determine the applicable rate and minimum weight to be assessed to the shipment.

NOTE: When computing charges, fractions of less than one-half cent will be dropped and fractions of one-half cent or more will be increased to the next whole cent.

RULES AND REGULATIONS

ITEM 1025 (Concluded)

(FOR INFORMATION PURPOSES ONLY)

EXAMPLE OF ACTUAL SHIPMENT

Miles: 1321 loaded miles
Weight: 43,980 pounds

EXAMPLE OF RATE ITEM

<u>Last Mileage Block</u>	<u>Minimum Weight</u>	<u>Rate</u>	<u>Shipment Charge</u>
1000	45,000	280	1260

EXAMPLE OF DETERMINATION OF CHARGES

- (1) 43,980 pounds (actual weight) as 45,000 pounds (minimum weight) multiplied by the last named rate of 280 cwt equals \$1,260.00.
- (2) \$1,260.00 divided by the last mileage block of 1000 miles develops a shipment charge of \$.126 cents per mile.
- (3) \$.126 per mile multiplied by the actual miles of 1321 develops a shipment charge of \$1,664.46.
- (4) \$1,664.46 divided by the applicable minimum weight of 45,000 pounds develops a cwt rate of 370 to be assessed against the shipment.

NOTE: This Item applies only when specific reference is made hereto.

RULES AND REGULATIONS

ITEM 1050 - PERCENTAGE RATES AND CHARGES

When computing the applicable rate or charge when the rate or charge is expressed as a percentage of a rate or charge, carry out to the second decimal place. Fractions of less than one-half cent will be dropped and fractions of one-half cent or more will be increased to the next whole cent.

ITEM 1055 - FRACTIONS

On rates and charges named in this Tariff or governed by this Tariff, charges will be computed by the rate times the applicable minimum weight or actual weight, if greater. Any resulting fraction of a cent will be disposed of by:

- (a) Dropping the amount less than 1/2 cent.
 - (b) Increasing the amount 1/2 cent or more to the next whole cent.
-

ITEM 1110 - ACCESSORIAL CHARGES IN CANADIAN FUNDS

Provisions formerly shown in this item are now in Item 370.

RULES AND REGULATIONS

ITEM 1125 - FUEL SURCHARGE (See Notes) (Continued)

Except as otherwise provided, Tariffs and Contracts governed by this Tariff will be subject to a fuel surcharge based upon the following: The cost per gallon will be calculated by using the Energy Information Administration of the Department of Energy national average cost of fuel on the first working day of each week and any changes in the fuel surcharge will become effective Friday of the same week.

The amount of the fuel surcharge will be as depicted in the table below.

Fuel Price Per Gallon (In dollars and cents per gallon)		Over-the-Road (In dollars and cents per mile)	Intermodal (Percent of Linehaul Charge)
\$ 0.000	\$ 1.099	\$ 0.000	0.0%
\$ 1.100	\$ 1.149	\$ 0.020	1.0%
\$ 1.150	\$ 1.199	\$ 0.030	1.6%
\$ 1.200	\$ 1.249	\$ 0.040	2.1%
\$ 1.250	\$ 1.299	\$ 0.050	2.7%
\$ 1.300	\$ 1.349	\$ 0.060	3.2%
\$ 1.350	\$ 1.399	\$ 0.070	3.8%
\$ 1.400	\$ 1.449	\$ 0.080	4.3%
\$ 1.450	\$ 1.499	\$ 0.090	4.9%
\$ 1.500	\$ 1.549	\$ 0.100	5.4%
\$ 1.550	\$ 1.599	\$ 0.110	6.0%
\$ 1.600	\$ 1.649	\$ 0.120	6.5%
\$ 1.650	\$ 1.699	\$ 0.130	7.1%
\$ 1.700	\$ 1.749	\$ 0.140	7.6%
\$ 1.750	\$ 1.799	\$ 0.150	8.2%
\$ 1.800	\$ 1.849	\$ 0.160	8.7%
\$ 1.850	\$ 1.899	\$ 0.170	9.3%
\$ 1.900	\$ 1.949	\$ 0.180	9.8%
\$ 1.950	\$ 1.999	\$ 0.190	10.4%
\$ 2.000	\$ 2.049	\$ 0.200	10.9%
\$ 2.050	\$ 2.099	\$ 0.210	11.5%
\$ 2.100	\$ 2.149	\$ 0.220	12.0%
\$ 2.150	\$ 2.199	\$ 0.230	12.6%
\$ 2.200	\$ 2.249	\$ 0.240	13.1%
\$ 2.250	\$ 2.299	\$ 0.250	13.7%
\$ 2.300	\$ 2.349	\$ 0.260	14.2%
\$ 2.350	\$ 2.399	\$ 0.270	14.8%
\$ 2.400	\$ 2.449	\$ 0.280	15.3%
\$ 2.450	\$ 2.499	\$ 0.290	15.9%
\$ 2.500	\$ 2.549	\$ 0.300	16.4%
\$ 2.550	\$ 2.599	\$ 0.310	17.0%
\$ 2.600	\$ 2.649	\$ 0.320	17.5%
\$ 2.650	\$ 2.699	\$ 0.330	18.1%
\$ 2.700	\$ 2.749	\$ 0.340	18.6%
\$ 2.750	\$ 2.799	\$ 0.350	19.2%
\$ 2.800	\$ 2.849	\$ 0.360	19.7%
\$ 2.850	\$ 2.899	\$ 0.370	20.3%
\$ 2.900	\$ 2.949	\$ 0.380	20.8%
\$ 2.950	\$ 2.999	\$ 0.390	21.4%

ITEM 1125 - FUEL SURCHARGE (See Notes) (Continued)

ITEM 1125 - FUEL SURCHARGE (See Notes) (Concluded)

- NOTE 1:** The same formula will apply if the cost of fuel exceeds the above table.
NOTE 2: Charges are in the currency of the United States of America.

INFORMATION PREVIOUSLY SHOWN ON THIS PAGE IS HEREBY CANCELLED

RULES AND REGULATIONS

ITEM 1200 - OVER-THE-ROAD TRANSPORTATION OF HAZARDOUS MATERIALS, WASTES, OR SUBSTANCES AND RADIOACTIVE MATERIALS, WASTE OR SUBSTANCES (See Notes)

Carrier will accept shipments of hazardous materials, wastes or substances and radioactive materials, waste or substances for transportation in accordance with the transportation requirements of the U.S. Department of Transportation and the U.S. Nuclear Regulatory Commission, subject to the following provisions:

1. Over-the-road shipments of hazardous materials, wastes or substances, and radioactive materials, waste or substances will be subject to the following requirements:
 - A. A minimum of 48 hours advance notice must be given to carrier before tendering shipments, advising name of shipper, origin, consignee, and destination.
 - B. Shipments may be prepaid or collect.
 - C. Shipments which are delayed at any time due to restrictions imposed by any shipper, consignee or regulatory agency will be subject to a delay charge of \$600.00 per 24 hour period, or fraction thereof. Such charges to begin at time shipment is delayed and continue until such time as transportation can be resumed or shipment delivered to consignee. (See Note 2).
 - Ī D. Shipments will be subject to an additional Hazardous Materials charge of \$250.00 per shipment.
2. If required by Federal, State or Local regulations, carrier will prepare designated route plans which will set forth the routes to be utilized in transporting shipments from the initial origin to the final destination. The designated route will be the shortest practical route over the highways approved by the appropriate State or Local agency, and any interstate highway not disapproved by a State or Local agency with enforcement authority. If the total distance from the initial origin to the final destination via the designated route of movement exceeds the shortest mileage for initial origin to final destination, the distance in excess will be charged for at the rate of 150 cents per mile.
3. When special permits are required by Federal, State or Local regulation, the purchase costs of such permits will be paid by the party responsible for the freight charges.
4. 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.

NOTE 1: 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.

NOTE 2: Charges also apply on shipments delayed, by refusal or otherwise, at destination by consignee and begin upon notice of arrival to consignee.

NOTE 3: The charges named in this Item shall be paid by the party responsible for the freight charges.

NOTE 4: Shipments moving to or from Mexico will be subject to an additional charge based on 30% of the applicable Foreign Carrier Charge (FCC) billed on the load.

RULES AND REGULATIONS

ITEM 1210 - INTERMODAL TRANSPORTATION OF HAZARDOUS MATERIALS, WASTES, OR SUBSTANCES AND RADIOACTIVE MATERIALS, WASTE OR SUBSTANCES (See Notes)

Carrier will accept shipments of hazardous materials, wastes or substances and radioactive materials, waste or substances and other shipments requiring placards for transportation in accordance with the transportation requirements of the U.S. Department of Transportation, the Association of American Railroads, and the U.S. Nuclear Regulatory Commission at an additional charge of \$200.00.

If required by Federal, State or Local regulations, carrier will prepare designated route plans which will set forth the routes to be utilized in transporting shipments.

The designated route will be the shortest practical route over the highways approved by the appropriate State or Local agency, and any interstate highway not disapproved by a State or Local agency with enforcement authority. If the total distance from the initial origin to the final destination via the designated route of movement exceeds the shortest mileage for initial origin to final destination, the distance in excess will be charged for at the rate of 150 cents per mile.

When special permits are required by Federal, State or Local regulation, the purchase costs of such permits will be paid by the party responsible for the freight charges.

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.

NOTE 1: 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.

NOTE 2: Charges also apply on shipments delayed, by refusal or otherwise, at destination by consignee and begin upon notice of arrival to consignee.

NOTE 3: The charges named in this Item shall be paid by the party responsible for the freight charges.

NOTE 4: Shipments moving to or from Mexico will be subject to an additional charge based on 30% of the applicable Foreign Carrier Charge (FCC) billed on the load.

RULES AND REGULATIONS

ITEM 1276 - REJECTED SCRAP OR WASTE PAPER

THIS ITEM IS HEREBY CANCELLED

ITEM 1280 - STORAGE PENALTY CHARGES

Rejected, refused or unclaimed shipments shall be subject to the following storage penalty charges:

1st, 2nd, 3rd & 4th calendar day or fraction thereof:	NONE
5th calendar day or fraction thereof:	\$50.00
6th calendar day or fraction thereof:	100.00
7th calendar day or fraction thereof:	200.00
8th calendar day or fraction thereof:	400.00
9th calendar day or fraction thereof:	500.00
10th and all subsequent days	500.00 each

Time will begin upon notification to carrier that delivery cannot be accomplished and will end upon final disposition of the shipment.

Carrier may exercise its right as a warehouseman, without liability for the cargo, and store the goods subject to a lien for freight and other charges, including storage charges. Carrier may sell the goods and apply the proceeds to the payment of such charges.

RULES AND REGULATIONS

ITEM 1300 - EQUIPMENT USE AGREEMENT

"If a customer desires to use carrier's trailers for a trailer pool or within shipper's yard, shipper covenants, represents and warrants that only competent and properly licensed and legally qualified drivers will operate said trailers and that such drivers shall be properly trained in the characteristics and safe handling of trailers and shall meet all U.S. Department of Transportation qualifications. Shipper also covenants, represents and warrants that it will only load carrier's trailers with "clean Cargo" that does not consist of poisons, pesticides, hazardous waste, hazardous materials, medical waste, garbage refuse, toxic substances, or any other substance which could contaminate the trailers or prevent the subsequent use of the trailers for the transportation of foodstuffs. At the time of shipper's use of a trailer, shipper shall inspect the trailer and shall notify carrier of any damage or defect to the trailer, and by moving any trailer, shipper accepts the trailer strictly "AS IS". Failure to report any damage or defect to the trailer shall be conclusive that the trailer was without damage or defect at the time of use by shipper. With the exception of any personal injury or property damage caused by carrier's sole negligence, shipper agrees to defend, indemnify, and hold harmless carrier, its parent corporation and corporate affiliates, and their respective officers, employees, agents, and representatives from and against any and all claims, causes of action, lawsuits, complaints, damages, losses, judgments, fines, penalties, expenses, attorneys' fees arising out of or in any way connected with shipper's use of any of carrier's trailers. Shipper covenants, represents, and warrants that it is has in force comprehensive automobile liability and general liability insurance in an amount not less than One Million Dollars (\$1,000,000.00) combined single limit."

ITEM 1310 - MIS-USE OF EQUIPMENT

Utilization of equipment, which does not strictly comply with the intended use between Carrier and customer, will result in a \$400.00 per trailer or container, per occurrence charge plus an additional charge of \$50.00 per day or fraction thereof, per occurrence.

RULES AND REGULATIONS

ITEM 7026 - EXPLOSIVES AND OTHER DANGEROUS ARTICLES

For provisions to apply refer to 49 CFR Parts, 106, 107, 146, 171, 172, 173, 174, 175, 176, 177, 178, 179, and 397.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS (See Note)**(Continued)****SECTION I**

- A. The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.
- B. No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the Act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for the natural shrinkage. The carrier's liability shall be that of warehouseman only for loss, damage, or delay caused by fire occurring after the expiration of the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes. Except in case of carrier's negligence, no carrier or party in possession of all or any of the property herein described shall be liable for delay caused by highway obstruction, faulty or impassable highway, or lack of capacity of any highway, bridge or ferry, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.
- C. In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be lien thereon.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS**(Continued)**

C. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in the case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

SECTION 2

A. No carrier is bound to transport said property by any particular schedule, train, vehicle or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

B. As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury, or delay occurred, or carrier in possession of the property when the loss, damage, injury, or delay occurred, within nine months after delivery of the property (or, in the case of export traffic, within nine months after delivery at port of export), or, in case of failure to make delivery, then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS**(Continued)**

C. Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance PROVIDED, that the carrier reimburse the claimant for the premium paid thereon.

SECTION 3

A. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege at its own cost and risk of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SECTION 4

A. Property not removed by the party entitled to receive it within the free time (if any) allowed by tariffs, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export), has been duly sent or given, and after placement of the property for delivery at destination has been made, or property not received, at time tender of delivery of the property to the party entitled to receive it has been made, may be kept in vessel, vehicle, car, depot, warehouse or place of business of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the point of delivery or other available point, or if no such warehouse is available at point of delivery or at other available point, then in other available storage facility, at the cost of the owner and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage in the event consignee cannot be found at address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be mailed to the address given for delivery and mailed to any other address given on the bill of lading for notification showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS**(Continued)**

B. When nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it upon tender of delivery, or said consignee or party entitled to receive it fails to receive or claim it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder at such place as may be designated by the carrier.

PROVIDED, that the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published. PROVIDED, that 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent or given.

C. Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale. PROVIDED, that the carrier shall have first given notice to the consignor or owner the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of the diligence requires, before the property is sold.

D. Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS**(Continued)**

- E. The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of the notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.
- F. Property destined to or taken from a station, wharf, landing or other place at which there is no regularly appointed freight agent, shall be entirely at risk of owner after unloaded from cars, vehicles or vessels or until loaded into cars, vehicles or vessels, and except in case of carrier's negligence, when received from or delivered to such stations, wharves, landings, or other places, shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels, or if property is transported in motor vehicle trailers or semi-trailers are attached to and after they are detached from power units. Where a carrier is directed to unload or deliver property transported by motor vehicle at a particular location where consignee or consignee's agent is not regularly located, the risk after unloading or delivery, shall be that of the owner.

SECTION 5

- A. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

SECTION 6

- A. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS**(Continued)**SECTION 7

A. The owner or consignee shall pay the freight and average, and all other lawful charges accruing on said property, but except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation shall make delivery without requiring such payment, the consignor (except as hereinafter provided), shall not be liable for such charges. PROVIDED, that a consignee shall not be liable for transportation charges (beyond those billed against him at the time of delivery for which he is otherwise liable), which may be found to be due after the property has been delivered to him subject to all of the following conditions:

1. The shipper or consignor has instructed the carrier to deliver the property to a consignee other than the shipper or consignor.
2. The consignee is an agent only and has no beneficial title in the property, and,
3. Prior to delivery the consignee has notified the delivering carrier in writing that he is only an agent and has not beneficial title in the property and,
4. In cases where the shipment has been reconsigned or diverted to a point other than that specified in the bill of lading the consignee has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property.

Where the consignee is not liable for certain transportation charges in accordance with this proviso and the preceding conditions, the shipper or consignor, or, in the case of a shipment so reconsigned or diverted as specified in condition (4), the beneficial owner shall be liable for such additional charges. PROVIDED FURTHER, that where the shipment is designated "Prepaid" the shipper or consignee shall remain liable for under charges which result from an erroneous determination of the transportation charge assessed.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS**(Continued)**

A. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If under inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

SECTION 8

A. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

SECTION 9

- A. If all or any part of said property is carrier by water over any part of said route, such water carriage shall be performed subject to all terms and provisions of, and all the exemptions from liability contained in the Act of the Congress of the United States, approved on February 13, 1893, and entitled "An act relating to the navigation of vessels, ect.", and of other statues of the United States according carriers by water the protection of limited liability, and to the conditions contained in the bill of lading not inconsistent therewith or with this section.
- B. No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS**(Continued)**

- C. If the owner shall have exercised due diligence in making the vessel in all respects seaworthy, and properly manned equipped and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or in other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property it is necessary or is usual to carry the same upon deck.
- D. General Average shall be payable according to the York-Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in the case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general nature that may be made or incurred for the common benefit or to the relieve the adventure from any common peril.

RULES AND REGULATIONS

ITEM 7050 - UNIFORM STRAIGHT BILL OF LADING (NOT-NEGOTIABLE) AND UNIFORM ORDER BILL OF LADING - CONTRACT TERMS AND CONDITIONS

(Concluded)

- E. If the property is being carried under a tariff which provided that any carrier or carriers party thereto shall be liable for loss from perils of the sea, than as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.
- F. The term "Water Carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes when performed by or on behalf of carriers other than water.

SECTION 10

- A. Any alteration, addition, or erasure in this bill of lading without the special notation hereon of the agent of the carrier issuing the bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

NOTE: The bill of lading provisions published herein apply in lieu of any other bills of lading provisions regardless of the document utilized at time of shipment.

RULES AND REGULATIONS

ITEM 9050 - CANADIAN AREA DESCRIPTIONS (Continued)

When rates are established from or to portions of Provinces in Canada described as AREA 1, AREA 2 etc., such rate or charges will apply to the Postal Codes included in those AREA descriptions listed below.

PROVINCE OF ALBERTA AREA 1

Postal Codes:

T0J-T0M; T1A-T4H; T4N-T4S

PROVINCE OF ALBERTA AREA 2

Postal Codes:

T0A-T0G; T4J-T4L; T4V-T8R; T9A-T9G; T9M-T9X

PROVINCE OF ALBERTA AREA 3

Postal Codes:

T0H; T0P; T8S-T8X; T9H-T9K

PROVINCE OF BRITISH COLUMBIA AREA 1

Postal Codes:

© V0M; V0X; V1M-V1N; V2P; V2S-V4S; V4W-V8A

PROVINCE OF BRITISH COLUMBIA AREA 2

Postal Codes:

V0A-V0B; V0E-V0H; V0K; V1A-V1E; V1H; V1K-V1L; V1P-V2H; V2R; V4T-V4V

PROVINCE OF BRITISH COLUMBIA AREA 3

Postal Codes:

V0P-V0S; V8K-V9Y

PROVINCE OF BRITISH COLUMBIA AREA 4

Postal Codes:

© V0C; V0J; V0L; V0N; V0T-V0W; V1G; V1J; V2J-V2N; V8C-V8J

RULES AND REGULATIONS

ITEM 9050 - CANADIAN AREA DESCRIPTIONS (Continued)

When rates are established from or to portions of Provinces in Canada described as AREA 1, AREA 2 etc., such rate or charges will apply to the Postal Codes included in those AREA descriptions listed below.

PROVINCE OF MANITOBA AREA 1

Postal Codes:

R0A; R1A-R7C

PROVINCE OF MANITOBA AREA 2

Postal Codes:

R0B-R0M; R7N-R9A

PROVINCE OF NEW BRUNSWICK AREA 1

Postal Codes:

E0A-E9B

PROVINCE OF NEWFOUNDLAND AREA 1

Postal Codes:

A0A-A2V

NORTHERN TERRITORIES AREA 1

Postal Codes:

X0A-X1A

PROVINCE OF NOVA SCOTIA AREA 1

Postal Codes:

B0A-B5A

RULES AND REGULATIONS

ITEM 9999 (Continued)**EXPLANATION OF ABBREVIATIONS**

A.Q.	Any Quantity	N	North
CN	Canada	No	Number
Col	Column	Nos	Numbers
Concl	Concluded	S	South
Cont'd	Continued	TL	Truckload
E	East	U.S. or US	United States
M	Thousand	VIZ	Namely
MX	Mexico	W	West

RULES AND REGULATIONS

ITEM 9999 (Continued)**EXPLANATION OF ABBREVIATIONS****U.S. STATE ABBREVIATIONS**

AL	Alabama	KY	Kentucky	ND	North Dakota
AK	Alaska	LA	Louisiana	OH	Ohio
AZ	Arizona	ME	Maine	OK	Oklahoma
AR	Arkansas	MD	Maryland	OR	Oregon
CA	California	MA	Massachusetts	PA	Pennsylvania
CO	Colorado	MI	Michigan	RI	Rhode Island
CT	Connecticut	MN	Minnesota	SC	South Carolina
DE	Delaware	MS	Mississippi	SD	North Dakota
DC	District of Columbia	MO	Missouri	TN	Tennessee
FL	Florida	MT	Montana	TX	Texas
GA	Georgia	NE	Nebraska	UT	Utah
HI	Hawaii	NV	Nevada	VT	Vermont
ID	Idaho	NH	New Hampshire	VA	Virginia
IL	Illinois	NJ	New Jersey	WA	Washington
IN	Indiana	NM	New Mexico	WV	West Virginia
IA	Iowa	NY	New York	WI	Wisconsin
KS	Kansas	NC	North Carolina	WY	Wyoming

CANADIAN PROVINCE ABBREVIATIONS

AB	Alberta	NF	Newfoundland	PE	Prince Edward Island
BC	British Columbia	NS	Nova Scotia	PQ	Quebec
MB	Manitoba	NT	Northwest Territory	SK	Saskatchewan
NB	New Brunswick	ON	Ontario	YT	Yukon Territory

MEXICO STATE ABBREVIATIONS

AG	Aguascalientes	GJ	Guanajuato	QR	Quintana Roo
BJ	Baja California	GR	Guerrero	SI	Sinaloa
BS	Baja California Sur	HG	Hidalgo	SL	San Luis Rafael
CH	Chiapas	JA	Jalisco	SO	Sonora
CI	Chihuahua	MH	Michoacan	TA	Tabasco
CL	Colima	MR	Moralos	TL	Tlaxcala
CP	Campacha	NA	Nayarit	TM	Tamaulipas
CU	Coahuila de Zaragoza	NL	Nuevo Leon	VL	Vera Cruz-Llava
DF	Districto Federal	OA	Oaxaca	YC	Yucatan
DG	Durango	PU	Puebla	ZT	Zacatacas
EM	Estado Mexico	QA	Quarataro		

RULES AND REGULATIONS

ITEM 9999 (Concluded)

EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS

<u>Reference Marks</u>	<u>Explanation</u>
(R) or Đ	Denotes Reduction
(A) or Î	Denotes Increase
©	Denotes change which results in neither increase nor decrease in charges
@	Denotes Addition
¤	Reference Mark
•	Secondary Reference Mark
∅	Tertiary Reference Mark
C	Denotes Cancelled Matter
*	Denotes "except as otherwise provided"
%	Denotes Percent
\$	Denotes Dollars
c	Denotes Cents