CEPH 100 ORIGINAL TITLE PAGE

CARLILE
MC 153893



RULES AND REGULATIONS TARIFF NO. 100

RATES AND PROVISIONS NAMED IN THIS TARIFF ARE APPLICABLE ONLY WHERE SPECIFIC REFERENCE IS MADE HERETO

FOR GOVERNING PUBLICATIONS SEE ITEM 100

ISSUED: June 19th, 2026 EFFECTIVE: June 19th, 2026

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ISSUED BY: Chris Peretti, Director of Pricing
1800 E. 1ST AVENUE, ANCHORAGE, AK 99501

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

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12	0	37	0	62	1				
13	0	38	0	63	0				
14	1	39	0	64	1				
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18	0	43	1	68	1				
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22	0	47	0	72	0				
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

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ISSUED BY: CHRIS PERETTI, DIRECTOR OF PRICING
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GOVERNING PUBLICATIONS	ITEM NO.
National Motor Freight Classification Tariff STB NMFC 100 Series, issued by the National Motor Freight Traffic Association, Inc., Agent. 49 CFR Parts 100 – 185	100

DEFINITION OF TERMS

120

Accessorial Service: This is any service as may be requested by consignee/subconsignee/consignor/subconsignor outside the normal delivery of the shipment.

Arbitraries: Fixed basing points to/from destination points within a defined corridor.

Bobtail: A bobtail is defined as the movement of a tractor without a trailer.

Business Hours: Carlile's normal business hours are Monday – Friday, 7:00 am to 6:00 pm, local time at each company facility or terminal. The terms business hours and business day do not include Sunday and holidays.

Consignee: The party who receives the cargo (shipment).

Consignor: The party who prepares and ships the cargo (shipment).

Containers: Storage units without wheels for transporting cargo defined in IMO/ISO bulk containers generally 20' OAL or vans in 20', 30', 40', 45', 48' and 53' sizes. They are swung onto chassis for road movement.

Customs or In Bond Shipments: Legal paperwork accompanied with imported, cargo that must be cleared by custom authorities as it enters the United States or Canada.

Detention Charges: Charges assessed by carrier when equipment is not returned to carrier within its allotted free time.

Diversion (see also Reconsignment): A request to effect a change in the name or address of a consignor or consignee, a change in the destination or place of delivery, or a change of billing where necessary to effect delivery.

Dray: This is the term for moving a trailer from one point to another over the road.

Free Time: Period of time which is without charge.

Gensets: Detachable/attachable refrigerated power units for generation of power to cool empty refrigerated containers for the purpose of moving chill or freeze cargo. These "Gensets" are used most predominately in foreign containers.

(Item continued on following page)

ITEM NO.

DEFINITION OF TERMS (Continued)

120 (Continued)

Holidays: When reference is made to "holidays", they are as follows:

New Year's Day	Independence Day	Day After Thanksgiving
President's Day	Labor Day	Christmas Eve
Memorial Day	Thanksgiving Day	Christmas Day

In the event one of the above holidays occurs on Saturday, the preceding Friday will be considered as a holiday; if it occurs on Sunday, the following Monday will be considered as a holiday.

Linehaul Rates: The rates or charges for through movement of cargo from origin to destination to exclude accessorial services, arbitraries, and inland drayage.

Major Securing Service: Shall be defined as the labor, materials and/or mechanical equipment required to properly secure cargo to flatbed provided that the carrier's driver has determined that minor securing service will not properly secure cargo for stowage aboard ship or for travel on unimproved roads. This service may also include drayage, to include provision of pilot cars and permits, to or from carrier's consolidation terminal.

Minor Securing Service: Shall be defined as the securing of cargo to a flatbed to the extent performable by carrier's driver with chains and binders or straps and winches within one hour.

On Site Respot: Defined as the movement of a trailer or container from one location to another as requested by consignor or consignee (after initial placement) within the premises of a shipper's or consignee's facility.

Pilot Cars: Automobiles with lights and signage that accompany trailers or containers that is over dimensional or overweight. The usage of pilot cars is dependent upon legal standards as defined by the Alaska State Department of Transportation, or like authorities of jurisdictions the freight will travel through.

Placards: Legally required signage or stickers that must be affixed to a trailer or container before it leaves Consignor's terminal.

Placement, Actual: The physical placing of carrier's equipment against shipper's or consignee's dock or such other place as instructed by shipper or consignee.

Placement, Constructive: Notification to shipper or consignee that carrier equipment is available for actual placement, but that carrier has insufficient information to provide actual placement, or alternatively the carrier is unable, through no fault of its own, including by reason of instructions from shipper or consignee, to perform actual placement.

(Item continued on following page)

DEFINITION OF TERMS (Continued)

ITEM NO.

120 (Continued)

Placement Service (Spotting of Trailers): Is defined as the service (where authorized by the tariff) of positioning carrier's equipment at shipper's place of business for loading or consignee's place of business for unloading.

Additionally, placement includes return of loaded trailer(s) from consignor's facility to carrier's terminal and return of empty trailer(s) from consignee's facility to carrier's terminal. Placement service may consist of actual placement or constructive placement as defined herein.

Point of Tender: Is defined herein as the location at which the cargo is released to Carlile or Carlile's agent for movement under the provisions of this tariff.

Protective Service/Keep from Freezing (KFF): This is a service provided by carrier that gives protection to cargo so it does not freeze during transport.

Rail Trailer: An intermodal trailer/container which originated from a railroad.

Reconsignment (See also Diversion): A request to effect a change in the name or address of a consignor or consignee, a change in the destination or place of delivery, or a change of billing where necessary to effect delivery.

Released:

a. Loads - The notification to Carlile that the cargo is available for pickup.

b. Empties - The notification to Carlile that empty trailers are available for pickup.

Respot: A. The spotting of a trailer for loading or unloading after the original placement (spot) has been performed, unless the tractor has been returned to carrier's terminal in the interim.

B. The movement of trailers from one location to another (after initial placement) within the premises of a shipper's or consignee's facility.

Securing Services: Carrier will assure that flatbed cargo is properly affixed to the flatbed trailer in a manner sufficient to weather ocean transport. Carrier will also resecure cargo if necessary to warrant such transport.

(Item concluded on following page)

ITEM NO.

DEFINITION OF TERMS (Concluded)

120 (Concluded)

Shipment: A shipment is defined as one cargo unit or one vehicle assigned a unique freight bill number.

Split Delivery: Split Delivery is defined as the delivery of multiple shipments in a single vehicle within the same delivery limits of the city or town of the final destination.

Split Pickup: Split pickup means the receiving or delivery of multiple shipments in a single vehicle within the same pickup limits of the city or town of the initial pickup.

Stopoffs: Stopoffs is defined as the pickup or delivery of the component parts of a single shipment, loaded to the same trailer/container. The stopoff point must lie directly intermediate between origin point and final destination via the regular route over which operations are generally conducted.

Storage: Carrier will, upon request, allow some shipments to accumulate in its yard for an assembled delivery or a delayed delivery. Charges will accumulate after expiration of free time should consignee/subconsignee not be able to take the shipment(s) for delivery.

Straight Load: A load consisting of articles described under a single commodity item. Articles not named in the single commodity item may not move in the same trailer with articles named in the single commodity item.

Tandem Trailers: This is the coupling of two trailers to move with one tractor (truck) from an origin terminal to a destination terminal.

Temperature Control: This is a service provided by carrier to maintain a temperature inside the trailer for cargo as defined by the bill of lading during carriage within a specified range during transport.

Tendered: Defines the time when the cargo is physically in Carlile's possession for a specific shipment.

Tendering, Notice of Availability or Notification:

The offering of carrier's vehicle or providing notice of ending of free time, by means of e-mail, telephone notice, facsimile machine, in person, verbally or placing of a notice in the United States mail, addressed according to the bill of lading.

Transport Documents: Legal documents (bills of lading) for transporting cargo intrastate/interstate with defined rules of transport. Used in interchanging cargo with other carriers on straight through bills from origin to destination.

Weight Restrictions: These are restrictions placed on Alaska highways during break up. It defines legal cargo weights that must be reduced during this time to accommodate the thawing of the ground on which the highway traverses.

	ITEM NO.
CANCELLATION OF ORIGINAL AND REVISED PAGES This tariff is issued in loose leaf form and all changes will be made by reprinting the entire page. Such reprinted pages will be designated "Revised Page" and will bear the same page number as the original page. The revised pages will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection or other specific reason. Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncancelled revised or original pages or uncancelled portions thereof, which bear the same page number. EXAMPLE: "1st Revised page No. 5" cancels "Original Page No. 5" and "2nd Revised Page No. 5" cancels "1st Revised Page No. 5." Revisions of such pages with letter and suffixes will be handled in the same manner as described for pages without letter suffixes.	180
APPLICATION OF RATES - ESTIMATED FREIGHT CHARGES When requested, carrier will furnish, either orally or in writing, an estimate of the tariff charges applicable on any given shipment moving under the provisions of this tariff. Such estimate will be given on the basis of the effective published tariff provisions as applied to those facts concerning the shipment which are made known to the carrier. Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than an approximation of freight charges which is not binding either on the carrier or the shipper. All transportation charges on a shipment will be assessed on the basis of the published tariff provisions lawfully in effect at the time of shipment as applied to the commodity shipped and the transportation and related services performed in connection therewith.	200
APPLICATION OF RATES - JOINT The joint rates in tariffs published by Carlile include all charges for drayage or other movement services at intermediate interchange points on shipments handled through and not stopped for special services at such intermediate interchange points.	210
APPLICATION OF RATES – NON-RECOURSE CLAUSE The consumer (e.g. consignor, consignee or beneficial owner) that is responsible for the freight and other lawful charges shall be liable for, and shall pay to the carrier, all reasonable attorney's fees and costs incurred by the carrier for any legal action taken by the carrier to collect the freight and other charges. The provision of the Non-Recourse clause, if signed by the consignor on the face of the bill of lading will apply only to collect shipments or accessorial services ordered after freight has been tendered to Carlile. When freight has been designated as prepaid, the provisions of the Non-Recourse Clause, set forth on the face of the bill of lading, will apply only to services ordered after the freight has been tendered to Carlile or Carlile's agent for transportation. The shipper is responsible for all payments of freight charges and/or accessorial services ordered on the bill of lading that is received prior to or at the time the freight is tendered to Carlile.	230

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

	ITEM NO.
APPLICATION OF RATES - TRANSPORTATION OF TRAILERS, CONTAINERS, CHASSIS, AND GENSETS UTILIZED IN INTERNATIONAL COMMERCE EXCEPTION TO ITEM 884: SHIPPER FURNISHED EQUIPMENT If shipper owned equipment has been placed in Anchorage beyond Carlile's terminal for southbound loading, a charge per trailer/container plus applicable fuel surcharge shall apply, as per arbitrary rates determined by the Carlile Pricing department. Responsibility for detention charges to international liner (owner) for containers recovered by Carlile on behalf of shipper, consignee or beneficial owner of freight. Regardless of Carlile being named on any out-gate paperwork prepared or offered by originating ocean terminal, shipper, consignee or beneficial owner of freight shall be fully responsible for any and all charges incurred for equipment beyond free days given by said originating ocean terminal. If Carlile is invoiced for any such charges by liner or terminal, and paid by Carlile, said charges will be added to the account of the beneficial owner, plus 10% handling and administrative fees, and become due and payable immediately upon receipt of such invoice.	235
APPLICATION OF RATES – HOUSEHOLD GOODS (A) Class or commodity rates on household goods will not include pickup or delivery services. (See Note 1) (B) Only credit card or cashier's checks will be accepted in payment of charges on household goods/personal effects shipments. EXCEPTION: This provision will not apply on business related shipments nor on shipments made by STB authorized motor carriers where the business or carrier, as the debtor, has previously established credit with Carlile. (C) Shipments of household goods will not mix with other commodities for rate application on LTL or TL shipments.	250

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

	ITEM NO.
ADVANCING CHARGES Charges for services not otherwise provided for in this tariff that are deemed incidental to the transportation of freight by carrier or carrier's agent will be determined by carrier's Pricing Department or its delegate.	300
ARBITRARIES IN WASHINGTON Except as otherwise provided, rates apply only to and from Carlile's Tacoma, WA terminal or its agent in Tacoma, WA. If Carlile is requested to provide drayage to or from any points, that drayage fee will be determined by the Carlile Pricing department. NOTE 1: Points not specifically provided for in this rule will not be afforded drayage under provisions of this rule. NOTE 2: Drayage rates apply with the following terms and conditions: a. Rates apply on chassis/semi-trailers designed to be drawn by means of a conventional 5th wheel semi-tractor only. b. Rates are on a driver standby basis while loading or unloading. Drop and pick service is not included. c. Bobtail surcharge is billable in accordance with Rule 340. d. Free time and driver delay apply in accordance with the provisions of Item 500. e. Rates may include inbound and outbound movements performed in conjunction with other truckloads to/from the same points. NOTE 3: Rates apply on legal loads not exceeding 53' overall length, 8.5' overall width, 14' overall height or 48,000 pounds net cargo weight when triple axel trailers are used. NOTE 4: One-way drayage rates will be determined by the Pricing Department. NOTE 5: Rates are based on Carlile provided tractors. An additional charge as stated in Item 888 will be applied if customer requests 4 axle or specialized equipment or to meet legal weight requirements. NOTE 6: Rates are subject to expiration date as shown in Item 815 of this tariff.	340

ITEM NO.

INLAND ARBITRARIES

341

APPLICABLE ONLY ON SHIPMENTS MOVING TO OR FROM POINTS IN ALASKA BEYOND TACOMA, WASHINGTON AND POINTS GROUPED ON TACOMA, WASHINGTON.
APPLICABLE ON COMMODITY: FREIGHT ALL KINDS, NOS, DRY

Current rates to points within the United States, either for delivery beyond Carlile's terminal facilities to or from Alaska, as well as point to point within the lower 48, will be determined by the Carlile Pricing department.

NOTE 1: Application of provisions:

A. Rates apply from or to carrier's Tacoma, Washington terminal and include all charges for drayage or other transfer services at intermediate transfer points on shipments handled through and not stopped for special services at such intermediate transfer points, except those shipments requiring specialized equipment for such transfer, such as crane(s), or non- mechanical freight transfer.

B. Unless specifically stated, rates are applicable to shipments in dry trailers only.

C. Unless otherwise specified, rates named herein apply via rail or a combination of rail and motor carriage between points named herein and carrier's Tacoma, WA terminal for the sole purpose of calculating an intermodal through rate to or from ports or points in the State of Alaska. These arbitraries apply only when a more specific through rate is not published in this tariff to or from those locations for the commodity or commodities being shipped.

Rates named herein may apply to or from shipper or consignee's door, as indicated. Rates to or from customer's door will apply either on a driver stand-by basis, or on a placement basis (drop and pick), and will be indicated as such. Subject to the terms and conditions of Items 500 and 501 of this tariff.

NOTE 2: Rates do not include loading or unloading by carrier. Shipper must load, consignee unload carrier's trailer.

NOTE 3: Rates are not valid for delivery of personal effects to a residence.

NOTE 4: All shipments moving under a hazardous manifest will be assessed a hazardous materials surcharge as stated in this item in addition to any hazardous materials surcharge assessable under Item 540 of this tariff.

NOTE 5: Except where otherwise provided, rate is on a driver stand-by basis only.

NOTE 6: A minimum notice of 48 hours is required to schedule drivers and equipment. If adequate notice is not provided an additional charge may apply as stated in this tariff.

ITEM NO.

ARBITRARIES IN ALASKA

342

Current rates to points within the state of Alaska, either for delivery beyond the lower 48, as well as point to point within Alaska, will be determined by the Carlile Pricing department.

NOTE 1: Additional charge if customer request four (4) axle equipment: See Item 888 of this tariff.

NOTE 2: Except as otherwise provided, northbound shipments are provided initial placement to Anchorage.

NOTE 3: If Anchorage placement is required for a southbound shipment, a placement charge plus applicable fuel surcharge will apply.

NOTE 4: North Slope shipments:

TL shipments rated from or to Prudhoe Bay / Deadhorse will be picked up or delivered within a zone defined as Carlile Transportation's Deadhorse terminal and highway accessible points within a three (3) mile radius of the Prudhoe Bay terminal. Pickup from or delivery to highway accessible points located beyond this zone will be subject to specific additional charges from or to the points named or the hourly rate determined by the Pricing Department:

POINT OF PICKUP OR DELIVERY	RATE ZONE
Prudhoe Bay / Deadhorse Pickup / Delivery Zone	1
Liberty Endicott West Dock	2
Oliktok Point Kuparuk Milne Point Badami	3
Service provided via Ice roads or from/to points not specifically named herein.	4 ①

① Unless otherwise agreed prior to service being provided, the hourly rate will apply from time of departure from Carlile's terminal facility until time of return to Carlile's terminal facility.

	ITEM NO.
APPLICATION OF FUEL RELATED SURCHARGE All rates and/or charges are subject to an increase of the fuel surcharge effective and in place at the time the freight is tendered to Carrier. The current rates are posted on the Carlile website at https://www.carlile.biz/support/fuel-surcharge-basis/ NOTE 1: Fractions of less than 1/2 cent will be dropped. Fractions of 1/2 cent or more will be increased to the next whole cent. NOTE 2: Where rates or charges are published in Dollars and Cents, apply the equivalent in Cents. NOTE 3: Blended Fuel surcharge to interior Alaska will be rounded to the nearest quarter percentage. EXCEPTIONS: The provisions of the Fuel Related Surcharge will not apply to rates set forth in the following items: Accessorial charges specifically named in individual rate items that are noted as exceptions to items.	345
INLAND FUEL The fuel surcharge applicable to rate in this tariff (Except as Noted) shall be determined using the Department of Energy Diesel Fuel Price Chart (https://www.eia.gov/petroleum/gasdiesel/). The West Coast average diesel fuel price published on the first Monday of each week will be used to determine the applicable surcharge. Should the Department of Energy not publish an index on Monday due to holiday or some other circumstance, the next available published price will be utilized. Revisions will take effect on the Wednesday after publication. First determine the amount of charges that would otherwise apply, and then increase the amount of charges according to the table below. Fractions of less than one-half cent will be dropped and fractions of one-half cent or more will be increased to the next full cent. Where rates or charges are published in dollars and cents, apply the equivalent in cents. (Item concluded on following page)	346

INLAND FUEL (Continued)

HIGHWAY FUEL TABLE

ITEM NO. 346

US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE	US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE	US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE
3.440 – 3.449	30.6%	3.760 – 3.769	33.8%	4.080 – 4.089	37.0%
3.450 – 3.459	30.7%	3.770 – 3.779	33.9%	4.090 – 4.099	37.1%
3.460 – 3.469	30.8%	3.780 – 3.789	34.0%	4.100 – 4.109	37.2%
3.470 – 3.479	30.9%	3.790 – 3.799	34.1%	4.110 – 4.119	37.3%
3.480 – 3.489	31.0%	3.800 – 3.809	34.2%	4.120 – 4.129	37.4%
3.490 – 3.499	31.1%	3.810 – 3.819	34.3%	4.130 – 4.139	37.5%
3.500 – 3.509	31.2%	3.820 – 3.829	34.4%	4.140 – 4.149	37.6%
3.510 – 3.519	31.3%	3.830 – 3.839	34.5%	4.150 – 4.159	37.7%
3.520 – 3.529	31.4%	3.840 – 3.849	34.6%	4.160 – 4.169	37.8%
3.530 – 3.539	31.5%	3.850 – 3.859	34.7%	4.170 – 4.179	37.9%
3.540 – 3.549	31.6%	3.860 – 3.869	34.8%	4.180 – 4.189	38.0%
3.550 – 3.559	31.7%	3.870 – 3.879	34.9%	4.190 – 4.199	38.1%
3.560 – 3.569	31.8%	3.880 – 3.889	35.0%	4.200 – 4.209	38.2%
3.570 – 3.579	31.9%	3.890 – 3.899	35.1%	4.210 – 4.219	38.3%
3.580 – 3.589	32.0%	3.900 – 3.909	35.2%	4.220 – 4.229	38.4%
3.590 – 3.599	32.1%	3.910 – 3.919	35.3%	4.230 – 4.239	38.5%
3.600 – 3.609	32.2%	3.920 – 3.929	35.4%	4.240 – 4.249	38.6%
3.610 – 3.619	32.3%	3.930 – 3.939	35.5%	4.250 – 4.259	38.7%
3.620 – 3.629	32.4%	3.940 – 3.949	35.6%	4.260 – 4.269	38.8%
3.630 – 3.639	32.5%	3.950 – 3.959	35.7%	4.270 – 4.279	38.9%
3.640 – 3.649	32.6%	3.960 – 3.969	35.8%	4.280 – 4.289	39.0%
3.650 – 3.659	32.7%	3.970 – 3.979	35.9%	4.290 – 4.299	39.1%
3.660 – 3.669	32.8%	3.980 – 3.989	36.0%	4.300 – 4.309	39.2%
3.670 – 3.679	32.9%	3.990 – 3.999	36.1%	4.310 – 4.319	39.3%
3.680 – 3.689	33.0%	4.000 – 4.009	36.2%	4.320 – 4.329	39.4%
3.690 – 3.699	33.1%	4.010 – 4.019	36.3%	4.330 – 4.339	39.5%
3.700 – 3.709	33.2%	4.020 – 4.029	36.4%	4.340 – 4.349	39.6%
3.710 – 3.719	33.3%	4.030 – 4.039	36.5%	4.350 – 4.359	39.7%
3.720 – 3.729	33.4%	4.040 – 4.049	36.6%	4.360 – 4.369	39.8%
3.730 – 3.739	33.5%	4.050 – 4.059	36.7%	4.370 – 4.379	39.9%
3.740 – 3.749	33.6%	4.060 – 4.069	36.8%	4.380 – 4.389	40.0%
3.750 – 3.759	33.7%	4.070 – 4.079	36.9%	4.390 – 4.399	40.1%

If the West Coast Average Fuel price equals or exceeds $4.399 per gallon, the fuel surcharge increases 0.1% for every 1-cent increase in fuel price.

ISSUED: NOVEMBER 23, 2015 EFFECTIVE: June 19th, 2026

ISSUED BY: CHRIS PERETTI, DIRECTOR OF PRICING
1800 E. 1ST AVENUE, ANCHORAGE, AK 99501

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

	ITEM NO.
BILLS OF LADING OTHER THAN CARLILE When Carlile or its authorized agent signs for receipt on any shipper's or carrier's bill of lading, (or any other document presented), other than a Carlile bill of lading, Carlile shall only be acknowledging receipt of the shipment and shall not be accepting the terms or conditions as described on the shipper's or interlining carrier's bill of lading. When a shipment is received on a bill of lading other than Carlile bill of lading, (or any other document presented), all contract terms and conditions for carriage, as stated in Carlile's bill of lading, shall apply to the shipment. In the event of any conflict, the terms and conditions for carriage in Carlile's bill of lading shall control.	354
BILL OF LADING This section is reserved for Carlile's Bill of Lading. To view online Bill of Lading please visit https://www.carlile.biz/services-2/bill-of-lading/ Or you may request a copy by calling Customer Service department at 800-478-1853. Bill of lading terms and conditions: CARLILE, or the party in possession of any of the goods moved under these terms shall be known henceforth as "Carrier." The goods received by Carrier for transportation are primarily subject to written rates or contracts between Carrier and shipper. If no contract or written rates have been established, then movement of goods under this document shall be subject to any otherwise applicable rates, classifications and rules that have been established by the carrier and are available to the shipper on request. Commodities requiring special or additional care or attention in handling or owing must be so marked and packaged as to ensure safe transportation with ordinary care. See Sec. 2(e) of NMFC Item 360. CARLILE ("Carrier") or the party in possession of any of the property moved pursuant to this contract shall be liable for any loss thereof or damage thereto except as hereafter provided. **1)** BILLS OF LADING OTHER THAN CARLILE. When Carlile or its authorized agent signs for receipt on any shipper's or carrier's bill of lading, (or any other document presented), other than a Carlile bill of lading, Carlile shall only be acknowledging receipt of the shipment and shall not be accepting the terms or conditions as described on the shipper's or interlining carrier's bill of lading. When a shipment is received on a bill of lading other than Carlile bill of lading, (or any other document presented), all contract terms and conditions for carriage, as stated in Carlile's bill of lading, shall remain applicable. (Item continued on following page)	355

ITEM NO.

BILL OF LADING (Continued)

355 (Continued)

2) Limits of Liability. Unless previously agreed in writing and supported by freight value declaration submitted by the Shipper, the Carrier's liability shall be limited as specified in Carrier's Tariffs, which are available upon request, but in no event shall Carrier's liability exceed the lesser of: (1) the Shipper's invoice value of the goods. (2) $20.00 per pound of the weight of any new goods lost or damaged or (3) a maximum of $200,000 per trailer or container. In no event shall carrier's liability exceed the goods' invoice value plus transportation paid. Household goods, used goods, and MyConnect will have a maximum liability of $0.10 per pound up to a maximum of $5,000.00 per shipment.

3) Liability Exceptions. Carrier will not be liable for any delay, loss or damage to a shipment caused by an act of God; act of the public enemy; act or omission of the shipper, of public authority, of another party; or the inherent vice or nature of the goods. In no instance shall Carrier be liable for any indirect, consequential, loss of profit, special, exemplary or punitive damages. Carrier will not be liable for shipments which require special temperature handling or weather protection unless such information is conveyed in writing on Carrier's Bill of Lading. Every party, whether principal or agent, who ships explosives or hazardous goods, without previous full written disclosure to carrier of their nature, shall be liable for, defend and indemnify the carrier against all loss or damage caused by such goods. Such goods may be warehoused at owner's risk and expense and destroyed without reimbursement for their value. All shipments delivered to Carrier for further shipment are subject to the lesser of another carrier's or CARLILE limitation of liability, whichever is less. Unless agreed in writing prior to shipment, Carrier is not bound to transport shipment by a particular schedule, but is responsible to transport with reasonable dispatch. In no case will the carrier be liable for a claim amount which exceeds the replacement value of the goods. Different liability limits are available if a shipment has a declared value or in exchange for higher freight rates. See 49 USC Sec. 14706 (c) (1) (A and B).

4) Time Limits for Claims. Claims should be filed promptly once loss or damage is discovered. Time limit for filing on interstate shipments is nine (9) months from date of delivery and in the case of non-delivery nine (9) months following the date the shipment would have delivered. Time limit for filing on intrastate shipments is two (2) months and in the case of non-delivery two (2) months following the date the shipment would have delivered. Claims for concealed damages shall be filed within 15 days of receipt. Failure to timely file claims shall forever bar recovery of the claim. Lawsuits for loss, damage, injury or delay shall be instituted against any carrier no later than two years and one day from delivery or the day when written notice is given by the carrier to the claimant that the carrier has disallowed any part of the claim or from delivery, whichever is later. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no Carrier shall be liable, and such claims will not be paid.

(Item concluded on following page)

ITEM NO.

BILL OF LADING (Concluded)

355 (Concluded)

6) Prohibited or restricted items. Include the following property and will not be accepted for shipment: Currency, Jewelry, Museum Exhibits or Antiques, Artwork, Postage Stamps, or other articles of extraordinary value or inherently fragile items. In the event these articles are inadvertently accepted, our limit of liability will be $0.10 per pound per lost or damaged shipment to a limit of $1000.00. No carrier hereunder will carry or be liable for any documents, coin, money, or for any articles of extraordinary value not specifically rated unless a special agreement to do so and a stipulated value of the articles are endorsed on this Bill of Lading.

7) Undeliverable or refused shipments. (a) If the consignee refuses the shipment tendered for delivery by carrier or if carrier is unable to deliver the shipment, or if the cargo is not picked up within 15 days, the carrier's liability shall then become that of a warehouseman. Carrier shall promptly attempt to provide notice, by telephonic or electronic communication; if so indicated, to the shipper or the Party, if any, designated to receive notice on this Bill of Lading. Storage charges, based on carrier's tariff, shall start no sooner than the next business day following the attempted notification. Storage may be, at the carrier's option, in any location that provides reasonable protection against loss or damage. The carrier may place the shipment in public storage at the owner's expense and without liability to the carrier. (b) If the carrier does not receive disposition instructions within 48 hours of the time of carrier's attempted first notification, carrier will attempt to issue a second and final confirmed notification. Such notice shall advise that if carrier does not receive disposition instructions within 10 days of that notification, carrier may offer the shipment for sale at a public auction. The amount of sale will be applied to the carrier's invoice for transportation, storage and other lawful charges. The owner will be responsible for the balance of charges not covered by the sale of the goods. If there is a balance remaining after all charges and expenses are paid, such balance will be paid to the owner of the property sold hereunder, upon claim and proof of ownership.

8) Insurance. Any Carrier or party liable for loss of 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 void the policies or contracts of insurance, PROVIDED, that the carrier receiving the benefit of such insurance will reimburse the claimant for the premium paid on the insurance policy or contract.

9) Water Carriage. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the terms and provisions and limitations of liability specified by the "Carriage of Goods By Sea Act" and any other pertinent laws applicable to water carriers.

10) Payment. The shipper, consignor, and consignee shall be liable for freight and other lawful charges, except that collect shipments may move without recourse to the consignor when the consignor so stipulates by signature endorsement in the space provided on the face of this Bill of Lading. Nevertheless, consignor and consignee shall remain liable for transportation charges where there has been an erroneous determination of the assessed freight charges based on incomplete or incorrect information provided or for additional charges as specified by 49 U.S.C. Sec. 13706. Nothing shall limit the Carrier's right to require prepayment at the time of shipment or prior to delivery. If the description of articles or other information on this Bill of Lading is found to be incorrect or incomplete, the freight charges must be paid based on the articles actually shipped. Claims made against Carrier (whether filed or unfiled) may not be offset by shipper, consignee or payor against freight charges otherwise owed to Carrier.

11) Website. For more information, see our website at http://www.carlile.biz.

	ITEM NO.
CROSS BORDER PROCESSING All shipments moving between the United States and Canada will be subject to a charge for driver time spent processing shipper provided documentation at border crossing; security enhancements; border delays (up to maximum allowable stop off free time, after which, additional detention charges will apply); inspections/ and technology improvements required for cross border transport (CSA, C-TPAT, FAST, etc.).	440
CUSTOMS OR IN-BOND FREIGHT Customs Obligations: A. It is Shipper's obligation to furnish carrier with the proper export or Custom's documentation as required. B. Shipper and Consignee jointly and severally shall indemnify and hold harmless the Carrier from any losses, damages, expenses, liabilities, fines and penalties incurred as a result of Shipper's or Consignee's breach of their obligation to submit all required documentation to United States Customs for goods shipped, to obtain proper Customs notification of arrival, to obtain United States Customs authorization or clearance of goods shipped prior to delivery, to advise the Carrier in a timely fashion of the bonded status of goods shipped prior to departure, and of any hold requirements related to such bonded goods. C. A fee will apply to all shipments moving under a US Customs Bond for customs clearance.	480
DECLARED VALUE Shipments where shipper wishes to declare a value in excess of Carlile's standard bill of lading limits of liability, may do so by purchasing excess liability for the excess value, above said standard limits, up to, but not exceeding the fair market value of the items being declared. A surcharge in the form of a rate per $100.00 of excess value will be applied to invoice in addition to all other charges. Shipper must notate "Declared Value" on the face of the bill of lading, and the dollar amount of the total value being declared (including standard amounts, which will be deducted prior to calculating surcharge). Declared values over $200,000.00 must have prior written approval from Carlile's Claims and Pricing departments.	485
DELIVERY, INFORMATION FOR Shipper is required to provide carrier with sufficient information to accomplish delivery at destination. If information provided by shipper is not sufficient, carrier will endeavor to secure delivery instructions prior to arrival at destination terminal. If this information is not available at time of arrival at destination terminal, carrier will hold cargo at it's terminal, or a public warehouse where no Carlile or Carlile's agent terminal is convenient, until information is forthcoming. Shipper will be responsible for all handling and storage charges. When the bill of lading provides for delivery at field locations, the bill of lading shall be so endorsed. If there is no one present to sign the delivery receipt the carrier shall complete delivery at designated location and carrier's responsibility ceases upon delivery being made.	491

ITEM NO.

DRIVER DELAY CHARGES – FREE TIME

500

Except as otherwise provided rates include the following:

I. Delays Loading and Unloading:

1. When Carrier's equipment (s) are delayed by Consignor/Consignee for loading or unloading on or near the premises of Consignor/Consignee, driver delay charges shall begin upon expiration of the applicable free time allowed, and will end when the equipment(s) are loaded or unloaded and available for movement.

2. Subject to the provisions of Paragraph (1.) above, and except as otherwise provided, rates in this tariff include the following free time for loading, unloading or waiting to load or unload:

Total Weight Loaded or Unloaded (In Pounds)		Free Time (Hours)	Total Weight Loaded or Unloaded (In Pounds)		Free Time (Hours)
Over	Not Over	①	Over	Not Over	①
0	2,000	¼	5,000	10,000	¾
2,000	5,000	½	10,000 & Higher		1

3. Delays beyond the times showing in Paragraph (2) in loading or waiting to load at point of origin or unloading or waiting to unload at destination applicable to each operation separately, when caused by the shipper, consignee or representative of the shipper or consignee, will be charges to the party responsible for the freight charges in accordance with Paragraph II of this item.

4. One hour waiting time at international, state or provincial border crossings

5. Truck load free time in state of Washington is 30 minutes maximum.

II. Computation of free time and fees:

1. Free time is determined separately for loading and unloading. Time commences at the time Carrier or its authorized agent arrives at Shipper's premises for loading and terminates upon departure from Shipper's premises immediately after loading, and time commences again when Carrier or its authorized agent arrives at Consignee's premises for unloading and terminates immediately after unloading and completion of all respective documentation pertaining to shipment as may be required by Carrier, Shipper or Consignee.

2. Fees associated with this item shall be calculated per one quarter (1/4) hour, or fraction thereof.

① In disposing of fractions under this item, the following chargeable times in minutes will apply:

1 to 15 Min -- 1/4 Hour. 16 to 30 Min -- .5 hours. 31 to 45 Min -- .75 hours. 46 to 60 Min -- 1 hour.

ITEM NO.

DETENTION – DROP AND PICK SERVICE

501

Trailers moving under or subject to the provisions of this tariff may be detained for loading or unloading subject to the provisions of this item.

I. Free Time

Customer shall release the trailer back to carrier's agent prior to the expiration of free time or shall be subject to detention charges as described in this item. Release shall be in the form of telephonic notification, electronic mail, facsimile transmission, or in person to carrier.

Free time will commence the first 12:01 a.m. after trailer is dispatched or removed from Carrier's nearest terminal, and will exclude Saturdays, Sundays or holidays, except as provided for in paragraph III (B) below. (See Item 120, Definition of Terms)

After the expiration of free time, Saturdays, Sundays and holidays will be used in the computation of detention charges.

Free time will be allowed as follows:

EQUIPMENT TYPE	FREE TIME
Bulk Tank Vehicles	24 hours
Dry trailers and all other vehicles	24 hours
Insulated Vehicles (during KFF season)	24 hours
Refrigerated Vehicles (Live or Dry-Loaded)	24 hours
Special Equipment (See Item 888 “Special Equipment”)	24 hours

EXCEPTION 1:

When carrier’s vehicle contains more than one shipment, or more than one part-lot of a split delivery shipment, the first such delivery in that trailer will be subject to the free time as shown in this item.

All subsequent deliveries in that trailer which are provided placement service will each be allowed 24 hours free time from the first 12:01 a.m. after placement for unloading of that shipment or part lot. If any shipment or part lot in the trailer cannot be provided placement service when offered by the carrier, through no fault of the carrier, then a maximum of 24 hours free time will be allowed, calculated from the first 12:01 a. m. after constructive placement is given.

II. The detention charges described in this item will apply per day or fraction thereof will apply on each Trailer.

EXCEPTION 2:

Insulated trailers when transported outside the provisions of Item 810 shall be considered as non- insulated trailers for purpose of this item.

(Item concluded on following page)

ITEM NO.

DETENTION – DROP AND PICK SERVICE (Concluded)

501 (Concluded)

EXCEPTION 3:

After the expiration of free time, as defined in this Item, chargeable days will be rated as stated in this item per day or fraction thereof.

III. Detention of trailers picked up or returned by shipper or consignee or their agents.

Trailers may be removed from carrier's terminal by consignor, consignee or their agents subject to the following conditions:

A. Carlile's Equipment Interchange Receipt (EIR) must be executed by the party prior to removing trailer from carrier's terminal.

B. Trailers may be removed and returned to Carlile's terminal between the hours of 8:00 a.m. to 8:00 p.m., Monday through Friday. No removal or return on Saturdays, Sundays or holidays.

C. Except as may otherwise be provided herein, carrier's liability for cargo loaded in its trailer for transportation shall not commence until such trailer(s) is returned to carrier's terminal, accepted and a receipt given therefore.

D. The shipper or consignee in possession of trailer having been removed from carrier's terminal or in whose name another has taken possession of or removed will be responsible for any and all losses, damages, claims, demands, judgments, suits, actions or causes of action, for physical damage or personal injury, including those resulting in death which may arise while said trailer is not in carrier's possession in accordance with the relevant provision of carrier's standard form Trailer Interchange Agreement.

IV. Detention of trailers picked up or returned by shipper or consignee or their agents.

A. Trailers removed from carrier's terminals for loading but returned to carrier without cargo loaded thereon shall be assessed charges in this item.

B. Shipments loaded by shipper under the provisions of this item shall move under a "shipper's seal, load, stow and count" bill of lading.

NOTE 1: After the expiration of free time, the carrier at its option may have the freight delivered to a commercial warehouse and all warehouse drayage and related charges will be for the account of the cargo.

NOTE 2: For the purpose of calculating free time, should arrival notice be given to the consignee in advance of actual availability of a trailer for placement, such calculation of free time will start when that trailer is actually available for placement.

① When placement of equipment for loading or unloading of cargo at shipper's, consignor's, or their agent's facility occurs a fee shall apply in additional to all other applicable charges published herein.

ITEM NO.

DETENTION – DROP AND PICK SERVICE ON INTER-MODAL EQUIPMENT 503

Inter-modal Equipment (as defined in the definitions below) moving under or subject to the provisions of this tariff, may be detained for loading or unloading, subject to the provisions of this Item 503. Inter- modal equipment (as defined in the definitions below) is not subject to the provisions of Item 501.

I. Free Time:

Inter-modal equipment, as defined in this item, for which placement services have been provided under the provisions of this tariff, shall be allowed 24 hours free time.

II. Saturdays, Sundays and Holidays:

Equipment tendered by Carrier to Shipper or Consignee either through actual placement or constructive placement for loading or unloading on Saturdays or Sundays will be subject to the above free time provisions at 12:01 a.m. the Monday immediately following.

Free time on equipment tendered on legal holidays will commence the first 12:01 a.m. following either actual or constructive placement.

III. Placement Definitions:

Actual Placement - "Actual Placement" is defined as the physical placing of carrier's equipment at the shipper's or consignee's place of business, or such other place as instructed by the shipper or consignee.

Constructive Placement - "Constructive Placement" is defined as notification to shipper or consignee that carrier's equipment is available for actual placement, but the carrier has insufficient information to provide actual placement, and carrier is not immediately requested to make placement.

IV. Inter-modal Equipment Definition:

Inter-modal Equipment - Equipment meets the definition of "Inter-modal Equipment" provided it meets the requirements of Paragraph A and B below:

A. Equipment is tendered for shipment(s) tendered to CARLILE, and the shipment is loaded or unloaded by shipper or consignee outside the local terminal area of a Carlile terminal.

B. Equipment is owned or leased by either a railroad or an ocean water carrier.
Item 501shall not apply to all equipment meeting the definition of "Inter-modal Equipment".

NOTE 1: Upon expiration of free time, weekends and holidays shall be chargeable days.

NOTE 2: On vessel movement of Inter-modal equipment southbound, free time shall start upon equipment availability.

ITEM NO.

TERMINATION OF INTERCHANGED EQUIPMENT AND RAIL TRAILERS

505

A. Termination of Interchanged Trailers or Interchanged Containers on Chassis

Northbound

Carlile's liability for per diem and/or transportation charges beyond Seattle or Tacoma, Washington with respect to interchanged trailers or interchanged containers on chassis concludes with the return of such trailers or containers to Carlile's inbound Seattle or Tacoma, Washington terminal or return to a designated location within the Seattle Rate Zone.

Southbound

Carlile's liability for per diem and/or transportation charges beyond Anchorage, Fairbanks, or Kenai, Alaska with respect to interchanged trailers or interchanged containers on chassis concludes upon delivery to a designated location within the Seattle Rate Zone or within the return of such trailers or containers on chassis to Carlile's inbound Alaska terminal.

B. Termination of Rail Trailers

Where shipper performs the drayage of rail trailers to carrier's Tacoma, WA terminal for a northbound movement, the shipper must, likewise, perform drayage of empty rail trailers from carrier's Tacoma, WA terminal after the return southbound to terminate their usage. Free time of 24 hours will be allowed after notification of trailer availability for termination. If rail trailers are not picked up within 24 hours from time of notification, carrier will provide termination drayage of trailers and shipper shall be subject to the applicable one-way arbitrary charges named in Item 340 for this service.

EXCEPTION 1 TO TERMINATION OF RAIL TRAILERS:

When shipper requests carrier to terminate rail trailers in which shipper performed drayage to carriers terminal on the northbound movement, carrier shall provide termination drayage and shipper shall be subject to the applicable one-way arbitrary charges named in Item 340 for this service.

EXCEPTION 2 TO TERMINATION OF RAIL TRAILERS:

When carrier has performed the drayage of rail trailers from points listed in Item 340 on northbound movements, carrier will terminate empty rail trailers after their southbound return at no additional charge to shipper provided that round-trip charges named in Item 340 have been applied or shipment has been rated pursuant to rates that include placement at points listed in Item 340.

	ITEM NO.
DUAL TEMPERATURE EQUIPMENT When requested by shipper and subject to equipment availability, Carlile will provide refrigerated equipment capable of maintaining separate chill and frozen temperature settings. In the event a specialized trailer was ordered by shipper and provided by Carlile, but is not utilized to maintain two separate temperature settings, the surcharge will be fully assessed. Such request and temperature settings to be noted on the Bill of Lading. When Carlile provides a specialized trailer per the provisions of this paragraph, a fee shall apply in addition to all other applicable charges as published herein.	510
EXCESS USE OF CARLILE'S REFRIGERATED TRAILERS Each refrigerated trailer used beyond 100 hours while in performance of transportation services for a shipment shall be subject to a minimum excess charge. Excess time shall be calculated based upon refer unit's running time counter.	525
C.O.D. SHIPMENTS C.O.D. shipments will be accepted for a fee equal to 5.0% of the C.O.D. amount. Subject to minimum accessorial charge.	535
DRIVER COLLECT FEE When Carlile, or carrier's agent, collects funds for transportation services during delivery of cargo in the form of personal or business check, money order, or cashier's check a fee shall apply in addition to all other applicable charges as published herein. EXCEPTION: If payment arrangements are established with Carlile prior to delivery of cargo via credit card or Carlile credit account the fee shall be waived.	538

ITEM NO.

EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE 540

A. SHIPMENTS OF DANGEROUS ARTICLES AND EXPLOSIVES

This tariff is subject to the requirements of 49 CFR Parts 171-180 and applicable parts of 33 CFR and 40 CFR and other dangerous and hazardous materials subject to regulation by the Department of Transportation, Environmental Protection Agency and other state, local or federal regulatory agencies. All shipments tendered must meet the requirements contained therein.

Carlile reserves the right to refuse to load any cargo which in Carlile's bona fide estimation may present risk of damage or injury to the vessel and appurtenances thereto, equipment, other cargo, ship's crew, or the employees of Carlile, its contractors, or the public.

B. SHIPMENTS OF RADIOACTIVE MATERIALS, HAZARDOUS WASTES AND SHIPMENTS IN BULK TANK TRAILERS OR CONTAINERS

It is incumbent upon the shipper to state, with respect to any cargo tendered for transportation, (no matter how described or classified in this tariff or the governing classification) if the same shall be explosive, flammable, corrosive, oxidizing agent, poisonous, or consist of material which would otherwise be classified and reported as a hazardous material under applicable state, local or federal regulations, the following:

The "Proper Shipping Description" as defined in 49 CFR 172.202.

Upon receipt and review of the paperwork and, if deemed necessary, an inspection of the shipment, Carlile will decide whether or not it will be loaded to Carlile's equipment for transportation. Carlile will be the sole final arbiter of whether or not a particular shipment is safe for transportation on board its vessels.

The flash point of all chemicals shipped in bulk tank trailers or marine containers must be specified on the bill of lading at time of shipment. Bulk shipments in tank trailers or marine containers with a flash point of below 100 degrees Fahrenheit will be shipped only with the express prior approval of Carlile's Operations Department of the product and the shipping container which will be used for transportation. Tank trailers and tank containers on chassis must be loaded so as to not exceed legal highway weight limitations, depending on trailer/container lengths and tare weights. Gross weight must not exceed gross vehicle weight limits of the trailer or chassis. Bulk shipment of chemicals with a flash point below 60 degrees Fahrenheit will not be approved for transportation on ocean vessels.

EXCEPTION TO TARIFF CEPH 100 Series:

Bulk shipments in tank trailers or tank containers with a flash point of below 100 degrees Fahrenheit which have been approved for transportation aboard ocean vessels, shall be subject to a minimum charge per individual unit:

(Item continued on following page)

ITEM NO.

EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

540 (Continued)

C. ALL SHIPMENTS ACCEPTED WILL BE SUBJECT TO THE FOLLOWING REQUIREMENTS:

1. A statement of certification, which is to be printed manually or mechanically on the shipping paper stating that the material offered for transportation meets the following requirement:

   This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and is in proper condition for transportation according to the applicable regulations of the Department of Transportation, and carrier may rely on the statements and descriptions made herein, any other representations notwithstanding.

2. Must meet the requirements of 49 CFR Parts 100-199 and coast guard regulations.

3. If the carrier transports Radioactive Materials and/or Hazardous Wastes without prior knowledge or approval because the commodities have been misdescribed or the rules contained in this item have not been obeyed, the shipper shall be responsible for an amount equal to all damages incurred by the carrier, plus 15%, in addition to all other applicable charges contained in this tariff or the governing classification.

   Damages shall be defined as including, but not limited to, the expense and cost of vessel or trailer rework and restowage, cleanup, removal and restoration of the property, premises and vessels or trailers owned, leased or for which Carlile is responsible, loss of use of same, including loss of anticipated revenue due to the unavailability of terminals, vessels, or trailers resulting from a spill of the material referred to herein, whether or not caused in whole or in part by the negligence of Carlile, its agents, their officers or employees, cost of disposal of unclaimed, rejected or damaged cargo which are incurred by the carrier, damage, destruction or contamination of cargo and equipment in Carlile's care, custody or control and personal injuries, including those resulting in death, as well as any fines, penalties, forfeitures or assessments made by state, federal or local agencies as a result of such a shipment.

4. If Radioactive Materials and/or Hazardous Wastes are not properly reported per the provisions of this item and all other rules which are contained herein are obeyed, then a surcharge as stated herein may also be assessed in addition to all other charges contained in this tariff.

(Item continued on following page)

ITEM NO.

EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

540 (Continued)

D. IMPROPERLY PLACARDED TRAILERS/CONTAINERS ARE SUBJECT TO THE FOLLOWING CHARGES:

1. A charge per trailer will be assessed if Carlile is required to provide placards to the inbound carrier for a vehicle arriving at Carlile's receiving gate which is in conformance with D.O.T. and U.S. Coast Guard Regulations, but is not properly placarded.

2. A charge per trailer will be assessed if Carlile is required to provide and to apply placards to a vehicle, either at shippers location or at Carlile's receiving gate, when said vehicle is in conformance with D.O.T. and U.S. Coast Guard Regulations, but is not properly placarded.

3. A charge per trailer will be assessed if the following conditions occur:

   a. Trailer is tendered to Carlile without proper paperwork indicating hazardous placards are required.
   b. After trailer has been processed at Carlile's receiving gate, proper paperwork or information is supplied to Carlile indicating placards are required and Carlile is required to placard vehicle in Carlile's yard.

E. SURCHARGE-HAZARDOUS MATERIALS/DANGEROUS ARTICLES

1. APPLICATION:
A surcharge for cargo moving under rates in this tariff will apply for hazardous materials or dangerous goods required to be listed and described as such on shipping papers prepared in accordance with 49 CFR Part 172, Subpart C (49 CFR, Section 172.200 and following) or on Dangerous Goods Manifests prepared in accordance with Section 9 of the IMDG Code (International Maritime Dangerous Goods Code). This surcharge does apply on limited quantities (as defined in CFR 49 subchapter c, part 171.8) of such cargo.

EXCEPTION: This surcharge shall not apply to self-propelled vehicles or machinery when the sole cause for hazardous designation is batteries and/or fuel in tanks used to power such vehicles or machinery, as long as the provisions of Item 101 of Totem Ocean Trailer Express' Tariff STB TOTE 600 are followed.

(Item continued on following page)

ITEM NO.

EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

540 (Continued)

F. HAZARDOUS MATERIAL ITEMS CARLILE ACCEPTS WITH CERTAIN CONDITIONS

	Hazardous Materials Items	Primary or Hazardous Subsidiary Class Number	Packing Group
a.	All Classes (a)	All Numbers	All Groups
b.	Explosives, Blasting Agent (b)	Class 1.5	PG II
c.	Flammable Gas (c)	Class 2.1	Not Applicable
d.	Poison Gas (d)	Class 2.3	All Groups
e.	Flammable Liquids (e)	Class 3	PG I or II
f.	Flammable Solid (f)	Class 4.1	All Groups
g.	Dangerous When Wet (g)	Class 4.3	All Groups
h.	Poison (h)	Class 6.1	All Groups
I.	Radioactive Material (i)	Class 7	Not Applicable
J.	Corrosive Liquids (j)	Class 8	PG I, II or III
k.	Vehicles (k)	Class 9	Not Applicable

a.	Will not ship hazardous materials requiring temperature control. Will not ship medical specimens or bio-specimens. Will not ship extremely flammable materials, as specified in 176.142 of CFR 49. Will not ship Polychlorinated Biphenyl (PCB) material. All materials designated as "inhalation hazards" must be stowed Main Deck aft and meet early vessel cutoff requirements if moving over ocean. All shipments designated as "waste materials" must be booked and cleared in advance, must meet special loading and other requirements.
b.	Must be booked and cleared in advance, must meet special loading requirements and pre-schedule delivery to the Carlile terminal.
c.	Will not ship with a proper shipping name of Propane, other than manufacture sealed packaging (unused and unopened).
d.	Shipments in bulk packaging must be booked and cleared in advance, must meet special loading requirements and pre-schedule delivery to the Carlile terminal. Shipments in non-bulk packaging must be stowed Main Deck aft and meet early vessel cutoffrequirements.
e.	Will not ship in bulk packaging, with a flash point less than 60 degrees Fahrenheit.
f.	Will not ship with a proper shipping name of Self Reactive materials.
g.	Must be water tight stowed on ocean vessel. Must meet early vessel cutoff requirements.
h.	Will not ship in bulk packaging as defined in CFR 49 171.8.
I.	Will not ship Yellow Label II or Yellow Label III.
J.	Will not ship in bulk packaging, with a ph less than 3 or greater than 12.
k.	Must have less than 1/4 tank of fuel (excludes diesel).
	(Item continued on following page)

ITEM NO.

EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Concluded)

540 (Concluded)

G. HAZARDOUS MATERIAL ITEMS CARLILE DOES NOT ACCEPT

Hazardous Materials Items	Primary or Hazardous Subsidiary Class Number	Packing Group
Explosives	Class 1.1 Class 1.2 Class 1.3	All Groups
Poison	Class 6.1	PG 1
Infectious Substances	Class 6.2	All Groups

NOTE 1: "Transfer Shipping Paper" refers to such papers as freight way bill, way bill, express way bill, vessel manifest, vessel cargo list or exchange bill of lading shipping order, under authority of which a shipment is moving by other than the initial carrier. Such transfer papers shall show thereon all the information required by this section and shall also contain information sufficient to identify the preceding shipping paper.

NOTE 2: Where transfer shipper paper (See NOTE 1) makes specific reference to "Certification Annotated on Original Bill of Lading", such will be accepted in lieu of duplication of certificate on transfer shipping paper, provided that a true and correct copy of the original bill of lading accompanies the shipment and is presented to Carlile when the trailer arrives at Carlile's terminal.

① If the carrier is requested to furnish the chassis for the shipment of a tank container, the applicable rate will be determined by the size of the chassis required at the time of booking. If the carrier substitutes a longer chassis than the size requested by the shipper for the purpose of compliance with governmental road regulations, the shipper will be charged based upon the applicable OAL of the unit furnished.

② Rates are stated in dollars per trailer or per container on chassis.

ITEM NO.

FLATBED LOADING

563

Cargo loaded on a flatbed shall be properly secured to the flatbed by the consignor for safe stowage on highway and aboard ship. Unless otherwise requested by consignor, carrier shall supply flatbeds with a minimum of eight sets of chains and binders or eight sets of straps and winches. When requested by consignor, flatbeds shall be supplied with extra loose chains and binders or loose straps and winches, provided such arrangement is approved in advance by carrier.

Unless other arrangements have been approved by the carrier in advance, flatbed loads shall be inspected at the point of tender to determine whether cargo has been properly secured to flatbed. Flatbed loads tendered at carrier's terminal shall be inspected at carrier's terminal. All flatbed loads tendered for ocean transport must be braced with the appropriate dunnage, cribbing, and/or any other securement materials required prior to acceptance by Carlile. Please reference the TOTE Maritime cargo securement guide for more information at the link below.

Ocean transport guide for steamship service:

https://www.totemaritime.com/wp-content/uploads/TMAK-Cargo-Securement.pdf

A. Minor and Major Securing Service will be provided at charges stated in this item.

B. Supply Protective Cover (Service available in Tacoma, WA only)

Upon request, protective covering, i.e., 6 mil. polyethylene or visqueen sheeting shall be furnished to consignor in sufficient quantity for consignor or subconsignor to cover cargo on flatbed at a charge as stated in this item.

C. Supply and Apply Protective Cover (Service available at Carlile facilities only)

Upon request, carrier shall supply and apply protective covering subject to the following:

1.	Furnish protective cover, i.e. 6 mil. polyethylene or visqueen sheeting
2.	Spread cover over cargo
3.	Fasten cover to cargo and/or flatbed
4.	a. Secure cargo to flatbed to the extent performable by one man with chains and binders or straps and winches. b. Should extra labor, materials and/or mechanical equipment be required, such will be charged for as provided in Item 891 of this tariff.
5.	Charge to supply and apply protective cover shall be as stated in this item except when extra labor, materials or mechanical equipment are necessary as in Paragraph C.4.b. above.

ITEM NO.

FLATBED LOADING (Continued)

563 (Continued)

D. Securing Equipment

1. Securing equipment shall include the following:
Chains, binders, straps, winches, load stakes and pipe racks.

2. At origin:

Carlile provided securing equipment which accompanies an empty or loaded flatbed shall be recorded by type and count by carrier's driver at time of empty placement to consignor or loaded tender to Carlile. Securing equipment not returned or returned damaged with the flatbed shall be charged to the payor of the freight as defined in Item 120 according to the charges in Paragraph D.4.

3. At destination:

a. Carlile provided securing equipment not returned or returned damaged with the flatbed upon which the securing equipment was originally utilized shall be charged to the payor of the freight according to charges as stated in Paragraph D.4.

b. Should carrier's driver determine that securing equipment is missing from the flatbed, he shall record the type and count of missing equipment and date.

4. Charges for Securing equipment not returned or returned damaged are as stated in paragraph D below.

NOTE 1: Carrier Preparation of Flatbed Loads

When chargeable carrier services must be performed on a flatbed at carrier's consolidation terminal, carrier will prepare such flatbed loads as stated below without charge: (See EXCEPTION to NOTE 1 below)

1. Securing provided hereunder is to make flatbed loads roadworthy for transport to carrier's consolidation terminal only.
2. Carrier's driver will secure cargo to flatbed at consignor's or subconsignor's location with chains and binders or straps and winches.
3. Securing time will be limited to one hour.

EXCEPTION TO NOTE 1:

If extra driver item, labor, materials or mechanical equipment is required to prepare flatbed loads for transport to carrier's consolidation terminal, beyond that provided in NOTE 1, such will be charged as provided in Item 891 of this tariff.

NOTE 2: Requests for Carrier Services

Requests for carrier services must be:

1. Made by consignor via telephone, e-mail or in person.
2. Made to carrier's customer service or dispatch department.
3. Made prior to arrival of loaded flatbed at Carlile's consolidation terminal.

(Item continued on following page)

	ITEM NO.
FLATBED LOADING (Concluded) NOTE 3: Authorization of Carrier Services: When no request for services has been received by carrier, carrier will obtain written or telephone authorization from consignor or subconsignor before performing required services on flatbed loads. If carrier cannot obtain written or electronic authorization to perform services on a flatbed load: 1. Carrier will not perform services on such flatbed loads. 2. Carrier will not transport such flatbed loads unless load is prepared by consignor or subconsignor and approved by carrier for transport. Carrier will transport such approved flatbed loads at charges as provided in Item 750 of this tariff. NOTE 4: Party Responsible for Payment of Charges Accruing in this Item: Unless otherwise arranged and approved by carrier, the payor of the freight shall be responsible for all charges herein accruing against a shipment.	563 (Concluded)
LIFTGATE SERVICE When the use of a mechanical liftgate is required to load or unload freight due to the lack of appropriate loading dock or facility at a consignor or consignee location, a surcharge will be added to account for the additional time and labor of the driver.	564

ITEM NO.

LIMITED ACCESS PICKUP OR DELIVERY, EXCLUDING RESIDENTIAL — 565

Where pickup or delivery services are performed at a site with limited access including, but not limited to, shopping malls, mini storage units, churches, construction sites, schools, prisons, airport facilities, and military bases, a fee will be added to the invoice for performance of this service.

INSIDE PICKUP OR DELIVERY, EXCLUDING RESIDENTIAL — 566

Inside delivery is defined as delivery of the shipping unit to the first threshold, be it a door or entranceway, it shall not include placement inside a building, nor shall it include the conveyance of a shipment up or down a stairway of any type, either inside or outside of the building. A fee will be added to the invoice for performance of this service.

OVER DIMENSIONAL FREIGHT — 568

The following provisions apply on trailers or ladings not described in Item 620 and/or exceeding 53'6" overall length, 8'6" overall width or 14' overall height.

Shipments will be handled at the carrier's option; Carlile reserves the right to refuse any shipment due to height, length, width, ground clearance, or inadequate/unsafe stowage conditions.

1. Roll-on/roll-off freight (not loaded to freight trailers/containers) in excess of 10' overall width, 40' overall length, 14' overall height, and/or 100,000 pounds must be approved by Carlile Operations prior to booking.
2. Trailers or ladings, including accompanying bracing, dunnage and securing equipment, which exceeds 14' in overall height, 10' in overall width and/or 53'6" in overall length, must be approved by Carlile's Operations department prior to booking.

A. OVERWEIGHT SHIPMENTS

Weight loaded to trailer which is in excess of maximum weight stated in this item will be charged a fee for the portion exceeding the maximum weights stated in this item in addition to all other fees published herein.

VEHICLE SIZE		MAXIMUM WEIGHT
Not exceeding	39'	32,000
Not exceeding	40'	38,000
Not exceeding	45'	44,000
Exceeding	45'	48,000

(Item continued on following page)

ITEM NO.

OVER DIMENSIONAL FREIGHT (Concluded)

568 (Concluded)

B. OVERHEIGHT SHIPMENTS: (Applies to Northbound and Southbound Cargo)

Base Charges shall be defined as: The applicable commodity charges including any applicable over length, over width, or excess weight. A surcharge will apply on the applicable base charges.

C. OVERLENGTH SHIPMENTS – TRUCKLOAD OR VOLUME:

The rates named in this tariff apply only on trailers or lading not exceeding forty feet six inches (40'6") in length. Trailers or ladings exceeding 40'6" in length will be subject to Item 620 of this tariff and the following additional charges, except as provided below:

1. Trailers/Ladings not described in Item 620:
Trailers/ladings at lengths other than those named in Item 620 of this tariff shall be rated at the conversion factor defined by the next larger equipment size.

EXCEPTION 1:
40' containers loaded to chassis not exceeding 41'6" shall be rated as if not exceeding 40'6" in overall length.

EXCEPTION 2: EXCEPTION TO ITEM 620 OF THIS TARIFF:
Flatbed trailers are allowed 6" of over length prior to application of Paragraph C.1. above.

a. When the length of the trailer or lading exceeds 53'6" the conversion factor will be applied subject to Paragraph II of item 620 of this tariff.

b. In addition to the charges stated in this item, trailers/ladings exceeding 53'6" shall be charged an additional charge as stated in letter C, Over length Surcharge on trailers/ lading exceeding 53’6”.

EXCEPTION 3:
The length of the nosemounted unit will be excluded from the calculation of overall length charges as described in Paragraph C of this item on refrigerated trailers that are equipped with such nosemounted refrigeration units.

D. OVERLENGTH SHIPMENTS –LTL:
Freight moving less than truckload in enclosed vans will be subject to over length charges to cover the extra handling labor required to load and unload this type of shipment.

E. OVERWIDTH SHIPMENTS
Except as otherwise provided, the rates named in this tariff apply only on trailers not exceeding eight feet six inches (8’6”) in overall width. Trailers or ladings, including accompanying bracing, dunnage and securing equipment, which exceed eight feet six inches (8’6”) in width will take one of the following base charges (whichever creates the greatest charge) plus the surcharges listed below according to the following table.

Base charges shall be defined as: The applicable commodity charge, including any applicable over length, overweight or excess weight charges.

On shipments exceeding 16’ in width, add an additional 12% surcharge to the surcharge for each incremental foot.

	ITEM NO.
IMPRACTICABLE OPERATIONS Nothing in this tariff shall be construed as making it binding on a carrier to pick up or deliver freight at locations from or to which it is impracticable to operate trucks or drays on account of condition of highways, roads, streets or alleys, because of riots or due to extreme weather.	570
IMPROPERLY DESCRIBED FREIGHT – ADDITIONAL FEE The carrier reserves the right to randomly weigh, inspect and measure prior to delivery, trailerload or less than trailerload shipments to assure proper weight, size, classification, and commodity descriptions of the freight loaded thereto. For ocean shipments between Washington and Alaska, TAG (The Adherence Group), as the ocean carrier's agent responsible for verification, will have the authority to review all commodity descriptions and master billing documents submitted to the carrier. TAG has the right to retain trailers for this purpose for up to 24 hours after receiving the trailer from the carrier. If, during the initial 24 hour inspection, the shipment has been misdescribed with respect to the commodity or commodities loaded to the trailer or the weights or measurements of commodities tendered therein, and if such misdescription or misdeclaration results in a reduction in the freight charges from what would otherwise be lawfully assessed for the trailer, the following provisions shall apply: 1. TAG will impound the trailer(s) and notify the shipper shown on the bill of lading. 2. The subject trailer(s) shall be rated separately, as a single-trailer shipment, per all applicable provisions of this tariff. 3. In addition to the applicable freight charges set forth in Paragraph 2 above, any cargo that has been misdescribed or misdeclared will be assessed an additional fee as stated in this item. 4. The trailer shall also be subject to the provisions of Item 910 until the provisions of this item have been met. 5. The carrier or the carrier's agent, TAG, shall not be liable for damages incurred as a result of any delay in delivery of freight loaded to trailers due to the application of the provisions of this item (whether or not misdescription and/or misdeclaration has actually occurred). 6. Carrier reserves the right to refer all evidence of misdescription or non-declaration of commodities tendered to the appropriate regulatory agencies for review. (Item continued on following page)	572

ITEM NO.

IMPROPERLY DESCRIBED FREIGHT – ADDITIONAL FEE (Continued)

572 (Continued)

NOTE 1: Any trailer seals that are removed for the purpose of cargo inspection shall be replaced and the new seals will be identified on the bill of lading. The removal and replacement of seals under the provisions of this item shall not invalidate the integrity of "Shipper Load and Count" provisions.

NOTE 2: When inspection confirms misdescription or misdeclaration and the corrected freight charges, based on the actual cargo loaded in the trailer, are higher, then the cost of the unloading/ reloading shall be assessed at the following rates per trailer in addition to all other charges:

TAG shall have sole discretion in determining which trailers require unloading and/or reloading as provided in this NOTE 2.

NOTE 3: When shipper loads carrier provided substituted trailers pursuant to the provisions of Item 915, and the cargo loaded to those substituted trailers exceeds the cubic maximums provided, the additional fee in this item shall apply in addition to all other charges, fees or provisions of this item:

NOTE 4: Trailers which have been impounded per the provisions of this item will not be released by TAG until full payment of all applicable tariff charges have been received by TAG. Payment must be in the form of cash, certified check or wire draft only. (See EXCEPTION 2)

EXCEPTION 1: CONCERNING HAZARDOUS CARGO and NON-COMPATIBLE CARGO Hazardous

Materials Not Meeting the Lawful Requirements of Title 49 CFR Parts 100 - 199
In addition to the applicable freight charges set forth in Paragraph No. 2 of this item, the following shall apply to Non-declared or Misdescribed Hazardous Cargo:

Non-declared or misdescribed hazardous cargo will be assessed an additional fee of 150 percent of the applicable rate or charge for the hazardous cargo subject to the following minimum charges:

The minimum charges shall be applied and monitored by TAG. Hazardous cargo shall also be subject to the provisions of Item 540. The additional fees as set forth in this paragraph will be assessed in addition to any other fees as set forth in this item.

NON-COMPATIBLE CARGO:
When cargo does not meet the segregation requirements found in 49 CFR Part 176, Subpart D, a charge as stated herein will be assessed in addition to fees as specified in this item.

EXCEPTION 2:
Provided the party responsible for payment of charges as specified in this rule is currently extended credit by Carlile, payment of these charges may be accepted in the form of a company check. Credit will not be extended by TAG in any case for charges assessed under this item.

(Item continued on following page)

	ITEM NO.
IMPROPERLY DESCRIBED FREIGHT – ADDITIONAL FEE (Concluded) A. Any cargo that has been misdescribed or misdeclared will be assessed an additional fee of 70% against the difference between the charges based upon the description(s) and/or declaration(s) as shown on the original shipping documents and the new charges derived from the correct description(s) and/or declaration(s), (to include excess weight), subject to a minimum administration charge per occurrence. B. When inspection confirms misdescription or misdeclaration and the corrected freight charges are higher than the cost of the unloading/reloading shall be assessed rates, per trailer, in addition to all other charges. C. When shipper loads carrier provided substituted trailers pursuant to the provisions of item 915 and the cargo loaded to these substituted trailers exceeds the cubic maximum provided, the additional fee below will apply for each trailer per each offense in addition to all other charges, fees or provisions of this item. D. Non-declared or misdescribed hazardous cargo will be assessed the following charge: When cargo does not meet the segregation found in 49 CFR Part 176, Subpart D, a charge will be assessed in addition to the fees specified in this Item 572.	572 (Concluded)
IMPROPERLY DESCRIBED FREIGHT – SHIPPER LIABILITY If explosives or dangerous goods (including hazardous materials and controlled substances as defined by any governmental authority) are improperly described, shipper shall be liable for and indemnify CARLILE against all loss or damage including, but not limited to indirect, incidental, and consequential damages; as well as fines, forfeitures, or any penalties imposed by any governmental authority arising out of or resulting from such improper description or caused by such goods.	573

ITEM NO.

CONVERSION TABLE

620

Unless stated otherwise, rates and charges listed in commodity items are considered to be a 40' long standard vehicles not in excess of 13'6" in overall height and 96" overall width. All other vehicle sizes are subject to the conversion factors below. For vehicle lengths not listed, the next largest trailer size shall be the conversion factor applied.

SIZES	DESCRIPTION	CONVERSION FACTOR
20'	Vehicles, including Containers on chassis not exceeding 24 feet overall length	.70
27' – 28"	Vehicles, including Refrigeration, with or without nose mounted unit	.72
29'- 30"	Vehicles	.76
30' 102"	Closed vehicles, or Open top vehicles	.805
37'	Vehicles	.90
40'	Standard vehicles up to 13' 6" high; Low-boys; Flatbeds; Refrigerated vehicles, or refrigerated vehicles with a nose-mount refrigeration unit, not exceeding 43'4" OAL, when the cargo is rated pursuant to carrier's tariffs for temperature controlled commodities; Open top vehicles; Vehicles, NOS; Containers loaded on chassis not exceeding 41'6" in length	1.00
40' 102"	Refrigerated vehicles	1.055
40'	Drop frame vehicles	1.125
45' 96"	Vehicles, other than refrigeration vehicles	1.125
45'	Fully insulated vehicles	1.125
45' 102"	Vehicles, including refrigeration and fully insulated closed	1.175
45'	Refrigeration vehicles	1.175
45'	Refrigeration vehicles with nose mounted refrigeration units	1.175
48'	Vehicles, not exceeding 102" OAW	1.285
53'	Vehicles, not exceeding 102" OAW	1.425

ITEM NO.

MINIMUM DENSITY REQUIREMENTS

625

LTL shipments consisting of commodities classified with LTL class ratings in the NMFC will be subject to the minimum densities shown in the following table:

NMFC LTL CLASS RATING	MINIMUM DENSITY LBS PER FT^3	NMFC LTL CLASS RATING	MINIMUM DENSITY LBS PER FT^3
50	30	110	6
55	20	125	6
60	20	150	6
65	15	175	4
70	15	200	4
77.5	12	250	4
85	12	300	3
92.5	8	400	2
100	8	500	1

NOTE 1: The billed weight of each LTL shipment will be the greater of (1) the actual weight of the shipment; or (2) the constructed weight of the shipment obtained by multiplying the minimum density corresponding to the class rating from the above table times the cubic footage of the shipment.

NOTE 2: In the event a shipment consists of multiple class ratings, the required minimum density will be computed by using the weighted average class rating of the entire shipment.

NOTE 3: Where the class is dependent on a released value, the density minimum will be determined by the lowest class rating applicable to the shipment.

NOTE 4: In computing the cubic footage of a shipment, the following rules will apply:

A. The cubic footage of a shipment will be computed by multiplying its length, width and height measurements.

B. The length used for computing the cubic footage of a shipment will be the greatest horizontal measurement of the piece or contiguous pieces making up the shipment parallel to the length of the trailer in or on which the shipment is loaded.

C. The width used for computing the cubic footage of a shipment will be the greatest horizontal measurement of the piece or contiguous pieces making up the shipment parallel to the width of the trailer in or on which the shipment is loaded. If the actual width of the shipment is found to exceed five feet, eight feet will be used as the width for purposes of computing the cubic footage for billing purposes.

D. The height used for computing the cubic footage of a shipment will be the greatest vertical measurement of the piece or contiguous pieces making up the shipment as loaded in or on a trailer. If the actual height of the shipment is found to exceed five feet, or if the actual height is less than five feet but because of the shipment's configuration or packaging other shipments cannot be loaded on top of the shipment being measured, eight feet will be used as the height for purposes of computing the cubic footage for billing purposes.

	ITEM NO.
ABSOLUTE FLOOR MINIMUM CHARGES When no other minimum charge is defined, any single shipment producing a base freight charge less than the stated rates herein will be subject to the absolute floor minimum charge. Shipments are subject to the fuel surcharge in effect at the time of shipping, as well as any applicable accessorial charges in addition to the stated minimum or absolute floor minimum charge.	630
MAXIMUM CHARGES Except as otherwise provided, in no case shall the charge for any shipment from and to the same points via the same route of movement, be greater than the charge for a greater quantity of the same commodity, subject to the same packaging provisions, at the rate and weight applicable to such greater quantity of freight.	635
MIXED SHIPMENTS - COMMODITIES EMBRACED IN THE SAME DESCRIPTIVE ITEM Except as otherwise provided in specific items and Notes 1 and 2 below, all articles embraced in the same descriptive or commodity item may be shipped in straight or mixed shipments. NOTE 1: Except as otherwise provided, shipments requiring temperature control (except protection from freezing, as provided in Item 810) may not be included in mixed shipments with commodities not requiring temperature control in or on the same vehicle(s). (See Note 2). NOTE 2: Where commodities requiring temperature control are specifically allowed to be mixed in the same vehicle with commodities not requiring temperature control, the rate applicable to the entire shipment shall be the temperature control service rate.	641
NON-APPLICATION OF NMFC RULES The following rules of the NMFC will not apply in connection with this Tariff: Item 170 - Application of Classes - Inadvertence Clause only to the extent that no adjustment in density will be allowed after shipment has been delivered. Item 171 - Application of Classes - Artificial Construction of Density to Obtain a Lower Class Rating (Bumping). Item 568 - Heavy or Bulky Freight. Item 595 - Maximum Charges. Item 995 - Gross Weights and Dunnage.	650

	ITEM NO.
NOTIFICATION PRIOR TO PICKUP OR DELIVERY Each shipment requiring Carlile or it's agent(s) to contact shipper, consignee or third party to notify of impending, or to schedule, a pickup or delivery, will be subject to a service fee, for each occurrence.	660
PAYMENT OF FREIGHT CHARGES - TERMS A. Freight Payment 1. Full freight to the point of delivery named on the bill of lading and all advance charges against the goods shall be considered completely earned and due on receipt of goods by Carrier, even though the vehicle or goods are damaged or lost. 2. All sums payable to the Carrier are due when incurred and shall be paid, in full, in United States Currency, unless otherwise specified in writing by Carrier. 3. The shipper, consignee, holder of the bill of lading, owner of the goods and principals of said liable parties shall be jointly and severally liable to Carrier for the payment of all freight, demurrage, and other charges. Carrier notes that its bill of lading terms also make said parties jointly and severally liable for expenses incurred by Carrier in collecting sums due Carrier, including by not limited to collection fees, reasonable attorney fees, dispute resolution costs, and court, up to and including the appellate, fees if litigation becomes necessary. 4. Payment of ocean freight and related charges to a freight forwarder, broker or anyone other than Carrier or its authorized agent, shall not be deemed payment to the Carrier and shall be made at payer's sole risk. 5. The parties submit to the exclusive jurisdiction of the United States District Court of Anchorage District of Alaska at Anchorage, Alaska with respect to any litigation arising out of the agreement or performance hereunder. 6. Carrier will accept approved credit card payment, viz.: MasterCard, Discover, American Express or Visa. Payment by credit card will only be accepted at Carrier's terminals. All payments may via credit card are subject to a credit card transaction fee. 7. Payment is due upon receipt of cargo or when service is rendered from parties that do not have established credit with Carrier. 8. Parties who have established credit with carrier have thirty (30) days after invoice date to make payment. (Item continued on following page)	720

ITEM NO.

PAYMENT OF FREIGHT CHARGES – TERMS (Continued)

720 (Continued)

A. Freight Payment (Concluded)

9. Payment in the form of company check for cash shipments may be accepted upon approval by the Carrier's Finance Department. A returned check fee will be assessed in the amount as stated in this item per check returned by the applicable financial institution due to non- sufficient funds, closed account notifications and/or stop payment. Carrier reserves the right, at its sole discretion, to refuse acceptance of company checks as payment from any company which has previously had a check returned for non-sufficient funds, closed account notification and/or stop payment.

B. Credit Application and Agreement

1. Carrier may extend credit privileges upon the receipt of a completed, signed Credit Application and Agreement, and approval by the Carrier's Finance Department based on the applicant's creditworthiness. The complete Credit Application and Agreement may be obtained by contacting the Carrier, or at this web location,
Click here to apply
2. Carrier, in its sole discretion based on creditworthiness or Applicant and/or the payment history of the Applicants established account, reserves the right to modify or discontinue, in part or in whole, the availability of credit privileges, terms and agreements at any time, with or without notice.

3. The credit agreement shall replace and supersede any agreements between Carrier and applicant that deal with the same subject matter as referenced therein.

4. Full freight to the point of delivery named on the bill of lading or invoice and all advance charges against the goods shall be considered completely earned and due on receipt of the goods by Carrier, even though the goods are damaged or lost. All sums payable by applicant to Carrier shall be paid in full in United States Currency, unless otherwise stated in writing.

5. If the applicant engages or utilizes the services of an Ocean Freight Forwarder, Logistics Broker, Customs House Broker or other agent in connection with the payment of ocean freight and/or other related charges to Carrier on applicant's behalf, applicant acknowledges and agrees that such party acts as applicant's agent and not as the agent of the Carrier.

(Item continued on following page)

ITEM NO.

PAYMENT OF FREIGHT CHARGES – TERMS (Continued)

720 (Continued)

B. Credit Application and Agreement (Continued)

6. Applicant unconditionally guarantees to Carrier payment of all freight and related charges due regardless of whether applicant has advanced funds for payment to applicant's Ocean Freight Forwarder, Logistics Broker, Customs House Broker or any other agent of applicant. Further, applicant remains absolutely responsible and unconditionally liable and guarantees payment if Applicant's Ocean Freight Forwarder, Logistics Broker, Customs House Broker or any other of the applicant's agent's fails, for any reason, to make such payments to Carrier.

7. Applicant agrees to remit payment on all invoices within credit terms specified in Carrier's tariff(s), service contracts, or, in absence of such rules, within thirty (30) days from the shipment tender date or invoice date, whichever occurs earlier.

8. Nothing contained herein shall preclude Carrier from exercising absolute discretion based on creditworthiness of the Applicant to refuse to extend credit or its right, where credit has been extended, to demand and collect payment of all freight and related charges prior to cargo's arrival at of delivery.

9. If freight and related charges are not paid when due, Carrier reserves the right to collect such freight and related charges from the applicant or its agents, and any expenses incurred in collecting such freight and related charges due Carrier, including but not limited to collection agency fees, reasonable attorney's fees, and court costs at the mediation, arbitration, trial and appellate levels.

10. Receipts issued by Carrier for all documents received by Carrier will be signed by Carrier or on Carrier's behalf by the Agent Carrier may designate.

11. The applicant agrees that all shipping documents will indicate the correct address to which freight invoices are to be mailed.

12. Carrier reserves the right not to forward, deliver or release shipments or payment in its possession until all outstanding freight and related charges on delivered/completed shipments is made to Carrier.

13. The terms of the applicable Carrier's tariff(s) or service contracts are incorporated, by reference and made a part of the credit agreement. If there is any conflict between the terms of the credit agreement and the terms of the Carrier's tariff(s) or service contract, the terms of the tariff(s) or service contract shall prevail over the terms of the credit agreement.

(Item continued on following page)

	ITEM NO.
PAYMENT OF FREIGHT CHARGES – TERMS (Concluded) B. Credit Application and Agreement (Concluded) 14. The credit agreement shall become effective on the date it is signed by both Carrier and applicant, and shall remain in full force and effect unless suspended or cancelled pursuant to the terms of the agreement except as noted in paragraph 10 of this item. 15. Suspension or cancellation of the credit agreement shall not terminate or otherwise affect any accrued obligations of one party to the other under the agreement which have arisen prior to such suspension or cancellation. Notwithstanding any other provisions of the agreement, either party may cancel the agreement on thirty (30) calendar day's written notice to the other party; provided, however, that Carrier, in its sole discretion, may suspend or cancel the agreement and all credit privileges extended thereunder effective immediately for applicant's non-compliance with the terms of the agreement. 16. The credit agreement may not be assigned by applicant without the prior written consent of Carrier. 17. Carrier reserves the right based upon a change in the applicant's credit history/performance, to adjust applicant's credit limit accordingly. 18. Applicant authorizes Carrier to check the provided references and credit reporting companies pertaining to applicant's credit responsibility, and authorizes said reference and credit reporting companies to release appropriate credit information to Carrier. 19. As a condition to the re-establishment of credit once suspended, Carrier may require surety bond(s), irrevocable standby letter(s) of credit or any other form of security deemed necessary to help ensure future compliance with the credit terms. 20. A returned check fee per check returned by the applicable financial institution due to non- sufficient funds, closed account notifications and/or stop payment will be added to all effected invoices. C. For Non-Recourse clause reference ITEM 230.	720 (Concluded)
THIRD PARTY PORTAL CHARGE When Carrier or Carrier's agent is required to enter into a third party system or portal on behalf of the payer, consignor, or consignee, or agent thereof, a fee shall apply in addition to all other fees as published herein.	735

ITEM NO.

PICKUP OR DELIVERY SERVICE

750

I. Application of Placement Service

A. Bobtail

The charge for a bobtail will apply as stated in this item in addition to all other applicable charges.

1. Bobtail charges apply when carrier is requested by shipper to pick up a trailer from shipper's facility and shipper will not allow carrier to concurrently place an empty, dunnage or loaded trailer at shipper's facility.

2. Bobtail charges apply when carrier is requested by shipper to spot a trailer to shipper's facility and shipper does not concurrently provide a loaded trailer for pick up from shipper's facility.

3. Respots are not subject to the bobtail charge as defined in this tariff.

B. Application of Rates

Except as otherwise provided in individual rate items, truckload or volume rates, as defined in Item 620, shall include placement service within the limits of the Alaskan cities or towns named in this tariff subject to the following conditions:
(For placement service in Washington, apply provisions of Item 340)

1. TL or volume rates include placement of carrier's vehicle at one address within the limits of the Alaskan cities or towns named in this tariff (See Item 980) for loading by consignor or unloading by the consignee. (See EXCEPTION 2)

EXCEPTION 1 TO PARAGRAPH B.1:
When placement in Alaska, as specified in this item, is performed by carrier from, or to, Carlile's Anchorage facility on a Sunday or holiday as defined in Item 120, Definition of Terms, a surcharge for this service as stated in this tariff shall apply per spot, or pickup, shall be assessed in addition to any other applicable charges.

EXCEPTION 2:
Except as otherwise provided, shipments to or from Big Lake, Healy, Jonesville, Moose Pass, Nenana, Sutton, and points not named in this tariff shall not be entitled to placement or respot service, but shall be subject to driver stand-by for loading or unloading. Two hours free time will be allowed for loading or at points referred to in this exception. Delays beyond two hours will be charged according to Item 500.

(Item continued on following page)

ITEM NO.

PICKUP OR DELIVERY SERVICE (Continued)

750 (Continued)

B. Application of Rates (Concluded)

2. Respot or Additional Placement
Should a respot or more than one placement (per trailer) be requested by shipper or consignee at either origin or destination, the charge for each such respot or additional placement shall be as follows:

a. Northbound: At origin, each respot or additional placement will be charged at rates provided in Item 340. At destination, within the limits of the cities or towns in Alaska that are named in this tariff, the charge for each respot or additional placement shall be as stated in this tariff.

b. Southbound: At origin, within the limits of the cities or towns in Alaska that are named in this tariff, the charge for each respot or additional placement shall be as stated in this item. At destination, each respot or additional placement shall be charged at rates provided in Item 340.

EXCEPTION 2 TO PARAGRAPH B.2.a. and b.:

(In Anchorage Only) When a trailer is dispatched under load, and the driver performs a respot, the charge for the respot shall be as stated in this item.

EXCEPTION 1: If carrier must again attempt a pickup or delivery after first pickup or delivery has either failed or been partially completed, the charge for this service is as stated in this item.

EXCEPTION 2: "Placement" does not include **"**no charge**"** bobtail tractor movement as defined in Item 120 - Definition of Terms.

NOTE 1: Where rates in this tariff include pickup and delivery service as specified herein, such service will be performed only when shipments are compatible with carrier's equipment and comply with government authorized legal load and size limits. All expenses due to the necessity of securing special equipment, additional carrier assistance or any other charges not normally incurred in the regular course of pickup and delivery, will be for the account of the party responsible for the freight charges.

(Item continued on following page)

ITEM NO.

PICKUP OR DELIVERY SERVICE (Continued)

750 (Continued)

II. Split Pickup Service

Split pickup service as defined in the Definitions rule will be governed by the following provisions:

A. Consignee or consignor desiring to avail themselves to split pickup service must furnish the carrier with the points of origin of each location where the additional loads of cargo will be loaded to the single vehicle. The provisions of paragraph I above shall govern these moves.

B. The initial placement (spot) pursuant to paragraph I. above will be free. Subsequent placements (respots) will be performed at charges as specified herein.

C. Split pickup service subject to this rule is limited to the following zones: Anchorage, Palmer, Wasilla, Kenai, Homer, Seward and Fairbanks.

D. After an initial attempt has failed and it becomes necessary for the carrier to attempt again to complete a split delivery, the rules pursuant to paragraph I. above, shall apply. Charges for this service are as specified herein.

E. Pickup/delivery of cargo by a single vehicle within the same pickup limits of Item 340 and Item 342 will be subject to the charges as specified in Items 340 and 342.

F. When a split pickup shipment contains freight which is tendered to carrier at addresses located within the pickup limits of a city or town in this tariff in which there is a Carlile terminal, and part at that Carlile terminal, each delivery to Carlile's terminal shall be considered a separate split pickup.

G. Charges must be paid by shipper or consignee requesting split pickup service.

H. The charges as specified in this item and/or Items 340 and 342 may jointly apply.

I. Terms stated above are not applicable to "Order Notify" or to shipments which are stopped in transit under the provisions of Item 900.

III. Split Delivery Service

Split delivery service as detailed in Item 120 will be governed by the following provisions:

A. The initial placement (spot) pursuant to paragraph I. above will be free. Subsequent placements/repots will be performed at charges as specified herein.

B. Split Delivery is defined as the delivery of multiple loads in a single vehicle within the same delivery limits of the city or town of the final delivery. Stopoffs means the receiving or delivery of multiple loads in a single shipment, loaded to the same trailer/container. The stopoff point must lie directly intermediate between origin point and final destination via the regular route over which operations are generally conducted.

(Item concluded on following page)

	ITEM NO.
PICKUP OR DELIVERY SERVICE (Concluded) III. Split Delivery Service (continued) C. Split delivery service subject to this rule is limited to the following zones: 1. Anchorage to include Joint Base Elmendorf – Richardson. 2. Fairbanks to include Eielson AFB, Fort Greely and Fort Wainwright. 3. Palmer and Wasilla 4. Kenai and Soldotna 5. Homer 6. Moose Pass and Seward D. After an initial attempt has failed and it becomes necessary for the carrier to again attempt to complete a split delivery, the rules pursuant to paragraph I. above shall apply. E. Consignor or consignee desiring to avail themselves of split delivery service must furnish carrier at the time of presenting a memo bill of lading a manifest showing the goods being delivered to each destination. F. (Applicable only to shipments loaded in whole or in part to carrier's vehicle by consignor). 1. Each vehicle which is consignor loaded must be accompanied by a vehicle loading diagram showing each split delivery location. 2. Should shipments be loaded out of sequence and not deliverable at each delivery location, will result in an additional respot as specified in paragraph I. above, and charged pursuant to charges herein. G. Should any one of the provisions in this item not be complied with, each delivery location shall be billed as a separate delivery. H. The charges shown herein will also apply to an additional delivery or placement (spot) if arrangements have not yet been made prior to tendering of shipment at carrier or carrier's agent.	750 (Concluded)
PORT CHARGE / TERMINAL CHARGE / PAMP FEE When Carlile utilizes ocean service provided by ocean carriers to move shipments to or from Alaska, such shipments will be subject to the current Ocean Charges via Steamship or Barge in effect at time shipment is tendered to carriers dockside facility. Ocean charges will include Port Charges, Terminal Charges and PAMP (Port of Alaska Modernization Program) fees. NOTE 1: Ocean Charges will be based on the actual Trailer, Container or Lading size tendered (except when Item 915 is used) and applies on a per unit basis. NOTE 2: Container chassis size shall be used where chassis is longer than actual loaded container.	760 / 540 / 965

	ITEM NO.
PREPAYMENT Livestock, emigrant movables, personal effects, privately owned motor vehicles (other than those ex-interline carriers), household goods (See NOTE 1), samples of ore and other goods which in the opinion of the carrier are of doubtful value, must be fully prepaid. (See NOTE 2) NOTE 1: When transportation charges are to be paid by a third ("Bill To") party who has previously secured credit with carrier, and such information is clearly annotated on the bill of lading, shipping order or receipt, then such privately owned motor vehicles or household goods may be forwarded on a collect basis. NOTE 2: Payment must be made at the time shipment is tendered to carrier by the use of U.S. currency (cash), traveler's checks, insured money order or certified check, but not by means of a personal check.	770
PROHIBITED OR RESTRICTED ITEMS The following property will not be accepted for shipment by Carlile. Artwork Currency Handguns (shotguns and rifles accepted) Human corpse or remains Inherently fragile items Jewelry Live animals or insects Musical instruments (unless pre-approved by Claims Dept. and meeting minimum packaging requirements) Museum exhibits or antiques Other articles of extraordinary value Postage stamps Route controlled radioactive materials	780
DOCUMENTATION REQUEST Itemized information as a prerequisite for payment will be subject to a charge for each document or copy, including third party documents.	790

	ITEM NO.
PROTECTIVE SERVICE A. KEEP FROM FREEZING SERVICE (KFF SERVICE): PROVISIONS OF INSULATED TRAILERS: Carlile shall have no liability for freezing of cargo unless the following provisions are met: 1. Shipper must request insulated trailer at time of booking. 2. Shipper must load insulated equipment. 3. Shipper must note on the Bill of Lading that KFF service is requested. NOTE 1: Carlile may substitute non-insulated equipment at its discretion. Carlile shall remain liable for freezing of cargo and KFF charges shall apply. NOTE 2: KFF includes plug-in service as provided for in this item. NOTE 3: Trailers requiring protective service pursuant to carrier's terminal for electric power (to insure Keep From Freezing protection) will be subject to an additional placement charge as stated in Item 750, if the trailer must be returned for further loading or unloading to the same origin point from which it was returned. NOTE 4: When the shipper requests KFF services pursuant to Paragraph A, the shipment must be loaded in such a manner that sufficient air space is provided on the sides, top, bottom and ends to allow sufficient air circulation necessary to prevent freezing. NOTE 5: Trailers requiring protective service (keep from freezing (KFF)) pursuant to the Provisions of this item and which must be returned to carrier's terminal for electric power (to ensure KFF protection) will be subject to an additional placement charge as stated in Item 750. NOTE 6: When shipper utilizes an insulated trailer northbound under the provisions of paragraph A above and immediately reloads (at the point of the Northbound destination site) the same insulated trailer with southbound non-KFF freight, the charges in this item will not apply to the southbound insulated trailer. Shipper electing to ship southbound under the provisions of this note agrees to specify on Bill of Lading "Shipment moving under the provisions of NOTE 6 Carrier held harmless from any damage caused by freezing." If the provisions of this note are not met, otherwise applicable charges in this item shall apply. NOTE 7: Keep from freezing service applies to cargo for carriage via steamship service only. ① For carriage via surface transportation see item 830 for temperature control.	810

ITEM NO.

PROVISIONS OF WATERTIGHT STOWAGE

Rates and charges outlined in this tariff do not assure watertight stowage. Subject to prior approval of either Carlile's Tacoma or Anchorage operations manager or Carlile's terminal manager and subject to availability of vessel space, when the shipper requires watertight protection, apply the following:

811

1. At the time of cargo booking with Carlile, the shipper must specify that watertight stowage is required.
2. Watertight Deck stowage (third and fourth deck stowage on a Totem ship) shall be provided subject to payment of the charges stated herein.
3. Bookings requiring watertight protection must enter Carrier's Tacoma, WA or Anchorage, AK terminal gate no later than four hours prior to gate cut-off time.

If cargo not requiring watertight stowage is mixed in or on the same vehicle with cargo requiring watertight protection, all freight in that vehicle will be charged according to the charges stated here in.

Carlile operations must approve dimensions greater than 48' in length or 8'6" in width or 13'6" in height in advance of shipping.

RATE CHANGE EFFECTIVE DATE

815

I. General Rate Increases

(A general rate increase shall be issued by supplement and be identified as being a general rate increase applicable to all commodities throughout the tariff, unless otherwise excepted.)

A. Except as provided in Paragraph I.B. below, shipments are governed by the rates and rules in effect on the date(s) the freight(s) is received by Carlile.

B. Each trailer/vehicle which is part of a shipment (as defined in Item 120) received on more than one day, shall be governed by the following:

The trailers(s)/vehicle(s) received by Carlile prior to a rate change effective date are entitled to be rated at the prevailing rate. The trailers received by Carlile subsequent to the rate change effective date will be considered subject to the new rate/rule change effective date.

II. Specific Commodity Rate/Class Rate/Rule Change

(A specific commodity rate change, class rate change, or a specific rule change designates that only that particular rate/rule specified is subject to change, with each such change generally issued directly within the confines of the particular rate/rule affected.)

The rules and charges in effect on the day Carlile takes possession of the shipment apply. Shipments with split pickups shall be charged based on the day Carlile takes possession of the first part of the shipment.

	ITEM NO.
RECONSIGNMENT AND DIVERSION AND CORRECTED BILLING I. Request for reconsignment or diversion will be subject to the following provisions: A. Request for reconsignment or diversion must be made or confirmed in writing and the carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests for reconsignment or diversion will not be accepted. B. A shipment which has been tendered for delivery may not thereafter be reconsigned or diverted, but may be reshipped. A shipment may not be reconsigned, diverted or reshipped in violation of an embargo. C. Only entire shipments (not portions of shipments) may be reconsigned or diverted. D. Carrier will make diligent efforts to execute valid reconsignment or diversion orders, but will not be responsible, if, despite such efforts, reconsignment or diversion is not affected. E. Calculation of additional charges 1. Diversion or reconsignment effected prior to departure of shipment from carrier's origin terminal: Applicable when reconsignment or diversion is accomplished by delivering shipment to shipper's place of business at origin or by relinquishing shipment to shipper or carrier designated by shipper. Charges for diversion or reconsignment will be assessed as stated in this item. All additional charges for drayage back to shipper's place of business, or manhours expended by the carrier in accomplishing the diversion or reconsignment shall also be assessed as applicable, according to provisions found elsewhere in this tariff. 2. Diversion or reconsignment effected after departure of shipment from carrier's origin terminal: Charges as stated in this item, in addition to all other applicable charges, will be made for reconsignment or diversion after shipment has departed from carrier's origin terminal. The linehaul rate from point of origin to final destination will be applied if reconsignment or diversion is effected at a point directly intermediate between the point of origin and final destination; otherwise, the sum of the line-haul rates to and from the point of reconsignment or diversion will be applied. II. Corrected or Updated Bill of Lading or Invoice If a bill of lading or invoice is requested to be corrected, updated or changed for reasons outside of Carlile's control, this fee will be added to each new invoice(s) created, to cover the cost associated with reprocessing.	820

ITEM NO.

TEMPERATURE CONTROL SERVICE

830

A. Carrier Provided Equipment

1. Shipper/Consignee (or the agents thereof) Responsibilities

a. Provide written notice of requested temperature setting of the thermostatic controls before receipt of the goods by the carrier.

b. All maintenance and repair of the refrigeration unit while the unit is in the control of the shipper or consignee.

c. Ensuring the perishable goods is at proper temperature before loading to the trailer.

d. Proper stowage of the goods within the trailer.

e. Setting the temperature of the trailer while in the unit is in control of the shipper or consignee.

2. Carrier's Responsibilities

a. The carrier will verify thermostatic controls are set to maintain trailer temperature as requested.

b. Air temperature at the unit sensor will be maintained within a range of plus or minus 5 degrees Fahrenheit of the temperature requested by the shipper on the face of the bill of lading or shipping document.

c. The carrier is not responsible for temperature fluctuations that do not exceed 4 hours duration.

d. The carrier is not liable for product loss or deterioration due to the inherent nature or vice of the cargo, defects in the merchandise, or transit times in excess of the product's normal shelf life.

B. Shipper Provided Equipment

1. Shipper/Consignee (or the agents thereof) Responsibilities

a. Responsible for the condition in which the equipment arrives in, and for seeing that the equipment is capable of housing the goods, and maintaining the proper temperature for the particular commodity to be shipped.

b. The shipper, or his agent, is responsible for bringing the goods to the proper temperature before loading the goods into the trailer.

c. The shipper is responsible for the proper stowage of the goods within the trailer.

d. The shipper is responsible for setting the temperature (including maintenance and repair), during all times before the trailer is delivered to the carrier (or tendered to carrier for pickup when rates include that service).

e. Shipper will give written notice of requested temperature setting of the thermostatic controls before receipt of the goods by the carrier.

(Item concluded on following page)

	ITEM NO.
TEMPERATURE CONTROL SERVICE (Concluded) 2. Carrier's Responsibilities a. The carrier will verify that the thermostatic controls are set to maintain trailer temperature as requested. b. In the event of a mechanical breakdown, malfunction or derangement to shipper provided refrigerated or heated equipment, the carrier will, after it discovers same, attempt such repairs as it deems capable of performing or if repair by the carrier is determined in carrier's sole judgment to not be possible, Shipper will promptly be requested to immediately remove same from Carrier's yard and to unload and protect the cargo therein. ① Any fees defined herein for temperature control service apply on carriage via surface transport within the state of Alaska only. For all other locations please contact the Pricing Department.	830 (Concluded)
REFERENCE TO TARIFFS OR PORTIONS THEREOF Where reference is made to classifications, tariffs, or portions thereof, such reference will include amendments to or successive issues of such classifications, tariffs, or portions thereof.	845
RELEASE OF CARGO TO OTHER THAN CONSIGNEE Freight moving under rates published herein and consigned to an individual will be released at destination only to the consignee designated on the bill of lading. EXCEPTION – Carrier may release freight to a person other than the designated consignee upon receipt of written authorization establishing proof that such person is a designated agent for said consignee.	847
RESIDENTIAL PICKUP AND DELIVERY When pickup or delivery service is required at a residence or non-commercial location without appropriate loading dock or facilities, a fee in addition to all other charges billed will be added to the invoice for providing this service. When required, a liftgate service shall be included within the scope of the pickup or delivery service without an additional charge for that separate accessorial service. No inside pickups or deliveries will be contemplated as a part of residential pickup or delivery service, and said service shall be considered 'curbside' only. Shipments must be tendered packaged in appropriate shipping units able to be moved on and off the vehicle with a pallet jack. No driver assistance will be provided in non-unitized shipments, and pickup and delivery service will be subject to Item 500 and any additional charges as may become due as outlined in that rule.	850

ITEM NO.

RETURNED, UNDELIVERED SHIPMENTS

860

Shipments which reach destination and are refused and/or are to be returned to origin via Carlile will be accorded the return move (southbound or northbound) as provided for below:

1. The return move will be rated at one half the applicable rate or charge as indicated on the original freight bill. Applicable over dimension and accessorial charges, including arbitrary charges, fuel surcharges shall be in addition to all other charges.
2. The applicable rate or rates to be used shall be those that are in effect on the date the returned shipment is tendered to the carrier.

C E R T I F I C A T E

Terminal		Date
This is to certify that there was delivered to		
as shipment of	In Trailer Number applicable	, if
Covered by Freight Bill Number	And that all or portion of the shipment	
Has been returned ☐	Has been refused ☐	See NOTE 3, by said consignee
Date:	Signature	
Party Authorized to Return Freight		
Date:	Signature	
Representative of Carrier Authorizing Return		

NOTE 1: Time limit for application of this item will be 6 months from sailing date of the inbound freight bill.
NOTE 2: Item 620 not applicable in connection with this item.
NOTE 3: Where a shipment has been unloaded from the original inbound vehicles, the returned or refused freight must be reloaded as heavily as loading conditions permit or to full visible capacity. Check applicable descriptive word.

RETURN OF SHIPMENTS TO SHIPPER OR AUTHORIZED AGENT

870

Shipments in whole or in part may be returned to shipper at origin Carlile terminal (See NOTE 1) upon request confirmed in writing, and will be considered as a diversion or reconsignment and charged for accordingly (See Item 820) in addition to all other applicable charges.

NOTE 1: Shipments which have departed Carlile's terminal and loaded aboard vessel will be subject to Items 820 and 860 in addition to all other applicable provisions of this tariff.

ITEM NO.

SHIPPER FURNISHED EQUIPMENT

884

Shipments may be transported under the provisions of this tariff in shipper equipment subject to the following conditions, charges and allowances:

I. Shipper furnished trailers/chassis shall be equipped with all necessary equipment including brakes, lights, reflectors, mud flaps, tires of proper size and type, placards and other equipment as required by applicable federal, state and local jurisdiction including city, county, borough or municipal laws. Such trailers/chassis and equipment shall be in proper working condition at the time the trailers are tendered to Carlile.

Carlile reserves the right to refuse acceptance of trailers that are not properly equipped or are not in proper working condition. Shipper furnished equipment must have a current Federal Motor Carrier Safety Administration inspection displayed on equipment prior to receipt by Carlile.

Carlile will not be liable for damage to Shipper-furnished trailers when said damage involves streamlining equipment including, but not limited to, nose/front fairings, axel fairings, side fairings, rear diffusers, aerodynamic rain gutters, and trailer side skirts.

NOTE 1: Where shipper furnished vehicle is inadvertently accepted by Carlile, such acceptance does not constitute waiver of tariff provisions. All penalties levied under authority of law while trailer/freight is in the possession of Carlile due to failure of trailer's equipment or lack of legally required equipment shall be for the account of the shipper.

Trailer Specification Limits for Shipper Owned Equipment: Carlile reserves the right to refuse shipper owned equipment that is not compatible with Totem's vessel constraints (summarized in Paragraph A below) and/or does not satisfy the specification limits stated in Paragraph B. Recommended options have been included in Paragraph C. for informational purposes.

A. Vessel Constraints

Deck Height	Minimum 16''
Buttons	Designed for 30', 40' 45' 48' and 53' long and 102" wide with 36" king pin and no overhang
Electrical	460/230 volt three phase plugs available on main and second deck. Contact Operations for electrical connector specifications.
Roloc Box	50 1/2 "high. A 13'6" trailer with a 48" coupler height becomes 13' 8-1/2" mounted on the roloc box

(Trailer Specification Limits concluded on following page)

ITEM NO.

SHIPPER FURNISHED EQUIPMENT (Continued)

884 (Continued)

B. Specification Limits (excludes over-dimensional loads) – Mandatory

1.	Running Gear	Must meet DOT regulations
2.	Overall Width	102” except specialized equipment up to 12’ OAW
3.	Overall Height	14’ based on 48” coupler height
4.	Lights	Recessed within outer limits of trailer rails
5.	Heating & Cooling	Non-flammable electric or generator; propane prohibited
6.	Fuel Tanks	Diesel only units must operate 70 hours without refueling
7.	Lashing Points	Each corner of trailer (40,000 pound rating) a. Front corners recessed in upper coupler b. Rear located as far outboard as possible on frame
8.	Brake Cans	Two per axle
9.	Ground Clearance	Adequate ground clearance to clear ramps
10.	Door Tie Backs	Must be chain tie backs
#11.	#Rub Rails	Flatbed trailers must have outer rail for the entire length of the trailer.

C. Recommended Options

1.	Flatbed Winches	Designed to allow straps to thread inside outer rail
2.	Exterior Sidewall	Smooth exterior side wall (excluding containers)
3.	Lift Pads	Full length to minimize potential damage to bottom rail
4.	Refrigeration Unit	Diesel with electric stand-by or electric hybrid a. 32 AMP 480 VAC 3P4W Male Plug b. Front impact protection
5.	Door Hinges	Recessed hinges that don’t extend beyond side of trailer
6.	Pintle Hook	Tandem trailers allowed in AK up to 95’ on certain routes

NOTE: Carrier may, at its sole discretion and convenience, arrange for the installation of lashing points on shipper owned equipment at shipper’s expense.

(Item concluded on following page)

	ITEM NO.
SHIPPER FURNISHED EQUIPMENT (Concluded) II. Trailers for Refrigeration or Protection From Freezing Service to be in good operating conditions: A. Insulated or refrigerated trailers that are furnished by the shipper to transport cargo requiring protection from freezing (as provided in Item 810) or refrigerated/temperature control service shall be in proper operating condition when tendered to Carlile. Shipper furnished trailers that require fuel to operate heating, refrigerating or temperature control mechanisms, shall be tendered to Carlile with fuel tanks filled to capacity, when such trailers are being utilized to transport cargo requiring protection from freezing or refrigerated/temperature control service. B. If insulated or refrigerated trailers should malfunction while in carrier's possession, carrier shall make reasonable efforts to repair the equipment. The cost of fuel, repair parts and labor shall be billed to the shipper furnishing the trailer according to the following terms and conditions: The charges for this service are as stated herein. C. Carlile and/or it's agent shall perform fueling and repairs on a routine basis while trailers are in Carlile's possession unless the shipper directs, in writing, prior to shipment that no fueling or repairs are to be performed. Carlile shall not be liable for loss or damage to shipper furnished trailers or their contents should the trailer malfunction or fail to operate properly (for any reason including lack of fuel) while in Carlile's possession.	884 (Concluded)
SMALL PARCEL HANDLING Shipments received by Carrier from small parcel service providers (UPS, FedEx, USPS, etc.) will be assessed a small parcel handling fee in addition to all other transportation and accessorial service charges required for movement.	886
SPECIAL EQUIPMENT Except as otherwise provided in individual rate items, special flatbed equipment or air ride trailers, i.e., lowboys and lowboy trailers equipped for ISO containers, stretch flatbeds, single or double drop flatbed trailers, or air ride trailers, will be provided by the carrier at an additional charge, per piece of equipment. (applies to both northbound and southbound shipments) NOTE 1: Subject to availability of equipment.	888

	ITEM NO.
HOT STOW – NORTHBOUND ONLY Hot Stow Service will be provided upon request at the charge in this item, per booking, subject to the following provisions. Hot Stow Service: Cargo booked as "Hot Stow Service Requested" will be available for delivery or pickup from Carrier's Anchorage, AK terminal within two hours of gate opening as defined by Carrier. EXCEPTION: When vessel cargo operations commence later than 0700 local time, gate opening is defined as vessel cargo start plus one hour. NOTE 1: Bookings must be requested at least eight hours prior to the gate cut-off time in the Carrier's Tacoma, WA terminal. NOTE 2: Bookings requiring Tacoma, WA area drayage provided by Carrier must be called in for pick up at least five hours prior to the gate cut-off time. NOTE 3: Bookings utilizing shipper-provided drayage must enter Carrier's Tacoma, WA terminal gate no later than three hours prior to gate cut-off time. NOTE 4: Hot Stow Service will be provided subject to availability of vessel space. NOTE 5: Hot Stow Service will not be available for over-dimensional flatbed cargo or hazardous materials shipments.	889
LOADING OR UNLOADING Except where otherwise provided, freight subject to this tariff will move on shipper load and count basis. Where rates provide for placement service or where rates require shipper to load or consignee to unload, the services of the truck driver are not included. Loading and unloading shall be performed by the consignor or consignee. The truck driver will not assist the consignor or consignee in loading or unloading. Wherever additional help is required, such help shall be furnished by the shipper or consignee. Carrier will not undertake on behalf of the shipper or consignee, to employ additional help. NMFC Item 568 shall be non-applicable by this item. However, if truck driver provides such service despite the above provisions, the service will be billed as follows: If truck driver provides loading or unloading service, the service will be billed at cost plus 15%	890
EXTRA LABOR CHARGE AND MATERIALS Except where otherwise provided, shipper must install and furnish any temporary materials required to protect and secure freight for transportation. Subject to availability and at the request of the shipper, Carlile will provide labor and material to facilitate the movement of cargo. Charges for labor and material will be billed as follows: ① Additional labor has a two (2) hour chargeable minimum with charges accruing for each additional one half (1/2) hour, or fraction thereof. ② Additional materials purchased will be billed at cost plus 10%.	891

ITEM NO.

SHIPMENTS REQUIRING SPECIAL PERMITS, SPECIAL FEES OR PILOT CARS — 892

Rates named herein only cover the transportation of cargo in accordance with the applicable state, borough, city or other permitting authority that would authorize legal load and size limits.

Special permits, pilot cargo or additional fees may be required on shipments which due to their size, shape, weight or nature exceed legal limits. Rates do not include the cost of any special permits, pilot cargo, additional fees, or time required to obtain them. Charges to cover these costs shall be to the account of the party responsible for the freight charges and will be charged according to the following schedule:

Permits	Cost plus 15%
Pilot Car (s)	Cost plus 15%
Tolls or Fees for the use of bridges, ferries, tunnels or highway	Cost plus 15%

SPECIAL SERVICE UNCLEANED TRAILER — 893

Should Carrier be required to clean out equipment or clean out an empty open top trailer, labor charges shall apply pursuant to this Item. Charges will be billed on a man hour basis, with a ½ man hour minimum charge.

SORTING AND SEGREGATING OF FREIGHT — 895

Should Carrier be requested or required to sort and/or segregate lading tendered to it in order to properly facilitate the delivery services, a fee shall apply. Materials and additional labor or services shall be subject to separate accessorial charges where required, as provided for within this tariff.

STOPOFFS — 900

1. Stopping for Partial Loading or Unloading: (See EXCEPTION 1) Stops, in addition to the initial pickup or delivery will be permitted for the purpose of picking up or unloading the component parts of a single shipment, loaded to the same trailer/container. The stopoff point must lie directly intermediate between origin point and final destination via the regular route over which operations are generally conducted.
2. Limitations:
   A. Stopoff will only be permitted on truckload shipments.
   B. The provisions of this item are not applicable when the stop in transit occurs within the same pickup or delivery limits of the city or town of the initial pickup or final destination (See Item 750).

(this item concluded on next page)

	ITEM NO.
STOPOFFS (Concluded) C. Stopoffs are not allowed between rail hubs. D. Service is provided on driver standby basis with 1 hour free, subject to the terms of Item 500. E. If drop and pick service is provided, an additional inland drayage charge will apply. The drop will be charged as an additional inland dray based on the stopping point. Applicable drayage charges will be per Items 340, 341 and 342 of this tariff. 3. Stopoff Charges: Shipments stopped for partial loading or for partial unloading, will, be assessed charges as stated herein for each stop exclusive of the original point of origin and the final point of destination.	900 (Concluded)
STORAGE Cargo remaining at any Carlile terminal or designated agent's terminal after expiration of free time shall be assessed storage charges subject to the following: A. Free Time Free time for shipments will commence with the first midnight following notification of availability to consignee or the designated agent's terminal of availability of cargo and shall extend as follows: 1. Shipments, except as otherwise provided below: 48 hours per unit 2. Passenger vehicles, pickup trucks, motor homes, campers, trucks, boats on trailers, buses: 72 hours per vehicle. Saturdays, Sundays and holidays will be excluded in the computation of free time. Except as provided below, after expiration of free time, Saturdays, Sundays and holidays will be used in the computation of storage charges. Storage charges will commence on a Saturday or holiday if free time has expired at 12:00 midnight immediately preceding that Saturday or holiday. NOTE 1: For the purpose of calculating free time, should arrival notice be given to the consignee in advance of actual availability of a trailer for placement, such calculation of free time will start when that trailer is actually available for placement. B. Storage Charges Upon expiration of free time, storage charges commence per calendar day; storage charges will terminate only after one of the following conditions has been met: 1. The shipment (vehicles) has been dispatched to point of delivery by carrier or its agent. (See NOTE 1) 2. The shipment (trailer(s) have been placed into public storage (refer to Par.C of this item). 3. Carlile is instructed via e-mail (or written instruction) that shipment (vehicles) will be accepted at a specific date/location, the date of actual acceptance to serve as the date of storage termination (if cargo is accepted). The provisions of this Paragraph B.3. are subject to the prior approval of Carlile. 4. The date of dispatch from storage will be excluded from the calculation of storage charges, except as outlined in Paragraph D of this item. Thereafter, free time will commence the first midnight after trailers have been afforded placement or delivery service. (The provisions of free time and detention charges, Items 500, and 501 will apply.)	910

ITEM NO.

STORAGE (Concluded)

910 (Concluded)

C. Carrier may, at its option, place the cargo in public storage in which event all charges including transportation and handling charges incidental to the placing of goods into or out of public storage, shall be for the account of the cargo, including the cost of public storage. The storage charges outlined herein will terminate the first midnight following placement of the goods into public storage. The carrier retains all lien rights in the cargo while the same is stored in a public warehouse under the conditions set forth in this paragraph.

NOTE 2: In the event the cargo is placed in public storage, carrier's liability for risk of loss shall terminate upon the placement of the cargo into public storage.

D. When cargo is physically available for delivery (See NOTE 1) but not released by Carlile to consignee because of:

1. Nonpayment of cash collect freight charges.
2. Indication of inability to fulfill statutory payment of freight charges.
3. Non-receipt of proper shipping documents.

Storage charges will accrue after the expiration of free time once the cargo has been made available (See NOTE 1) for delivery up to but excluding the day that freight and storage charges are paid or shipping documents are received. Storage charges will be assessed against the cargo at the charges specified herein.

E. Nothing in this item shall require carrier to deliver or make available for delivery any cargo at times other than normal business hours on normal business days.

EXCEPTION TO 355:

Carrier shall not be responsible for the condition of perishable cargo after the expiration of free time.

NOTE 3: Notification of availability as defined herein shall mean giving notice to consignor, consignee or subconsignee by either e-mail, facsimile machine or certified mail that cargo will be physically available for delivery on a specific date to consignee or subconsignee. The date of postmark or e-mail shall establish the date of availability.

NOTE 4: In the event split delivery service is provided per Item 750 of this tariff and, after placement, the consignee at a subsequent delivery point cannot receive the freight, Carlile will, at the request of the subconsignee, return the freight to its terminal until such placement or delivery can be afforded. When such service is provided, the provisions of Item 750 will apply in addition to all other applicable charges. This note will not apply to refrigerated trailers and insulated trailers transported under the provisions of Item 810 and item 830.

	ITEM NO.
SEVERE CONGESTION OR LIMITED CAPACITY When severe congestion, weather related limitations, seasonal restrictions, or other unforeseen and uncontrollable circumstances result in additional cost to the Carrier a fee will temporarily apply until shipping patterns return to standard operating capacity. This fee will be applied in addition to all other applicable rates and charges, and will be added to the freight bill as a separate line item. The fee will apply to shipments originating from, destine to, or traveling through the affected geographic area where such conditions exist.	913
BACKHAUL SERVICE Carrier will perform carriage within standard traffic lanes in Alaska as a backhaul when cargo is tendered to carrier in conjunction with an active headhaul delivery. Shipments must be of equal carriage requirements as the headhaul cargo to qualify for backhaul movement. Backhaul shipments must reference a qualified headhaul shipment on the bill of lading at the time of shipment tender to the carrier. Backhaul shipments are subject to all applicable fees for carriage published herein. NOTE 1: Carriage of a qualified headhaul shipment must have been performed within thirty (30) days of the backhaul shipment. One backhaul shipment per qualified headhaul shipment will be allowed.	914

ITEM NO.

SUBSTITUTION OF EQUIPMENT

915

A. At carrier's option, a larger trailer may be substituted when a smaller size trailer has been ordered by the shipper. Provided that the conditions of this item are complied with, the charges will be the same as would have applied had the smaller size trailer been furnished and loaded. Otherwise, higher charges will be incurred as specified in Paragraph E.

B. Shipper must include the following information on the bill of lading:

"(Actual trailer size) substituted for (requested trailer size) at carrier convenience."

C. Where the size of the trailer ordered by the shipper, the size of trailer furnished by the carrier, and the amount of cargo actually loaded by shipper meet the following conditions below, then all shipment charges shall be assessed based on the size of the trailer ordered:

SHIPPER ORDERED TRAILER			CARGO LOADING MAXIMUM IN CUBIC FEET
LENGTH	TRAILER SIZE	WIDTH	
30' OAL	Standard	96" OAW	1905
30' OAL	Insulated	96" OAW	1720
30' OAL	Insulated	102" OAW	1806
30' OAL	Refrigerated	102" OAW	2079
30' OAL	Standard Dry	96" OAW	1905
30' OAL	High Cube	102" OAW	2014
40' OAL	Insulated	96" OAW	2317
40' OAL	Refrigerated	96" OAW	2240
40' OAL	Refrigerated	102" OAW	2428
40' OAL	Standard Dry	----------	2670
45' OAL	Insulated	102" OAW	2850
45' OAL	Dry	96" OAW	3046
45' OAL	Dry	102" OAW	3429
48' OAL	Insulated	102" OAW	3138
48' OAL	Dry Container	102" OAW	3489

(Item concluded on following page)

	ITEM NO.
SUBSTITUTION OF EQUIPMENT (Concluded) D. For the purposes of determining measurements of this item, overall measurement of the three greatest outside dimensions of each piece, package, unitized bundle, or other freight unit as tendered by shipper shall apply. EXCEPT in the case of cylindrical cargo in which case the square of the diameter shall be multiplied by the length to determine the cube. E. When the shipper loads the substituted trailer with cargo in excess of the cubic maximum provided for in Paragraph C, then all shipment charges shall be assessed based on the size of the trailer actually furnished and loaded, in addition to the penalty as provided in Item 572.	915 (Concluded)
SUBSTITUTION OF SERVICE – MOTOR CARRIER FOR RAIL CARRIER SERVICE Unless the shipper directs that motor carrier service shall not be performed, Carlile may at its option substitute motor carrier service for rail carrier service.	920
TANDEM TRAILERS – ANCHORAGE TO FAIRBANKS AND FAIRBANKS TO VALDEZ 1. Except as specifically provided for within other items of this tariff, when rates are designated only to tandem trailer shipments, such rates will apply only to two trailers in tandem. 2. The maximum overall trailer length cannot exceed 95'. 3. Shipments in tandem must also comply with the legal allowable weight over the axles based on the gross vehicle weight on Alaskan highways or as determined by the appropriate state, borough, and city laws. 4. Trailers tendered in tandem that exceed the allowable gross vehicle weights will not be transported in tandem. These trailers will be separated and moved independently of each other. Trailers not moving in tandem (single trailers) will move at rates pursuant to tariffs published by Carlile. 5. All tandem moves must originate from the same origin address.	925
TANK CLEANING Upon completion of transportation and delivery of any bulk commodity in a tanker, tank trailer, ISO or similar bulk carrying piece of equipment, a service fee will be charged to facilitate the commercial cleaning of the tank to remove all residue of goods transported, to prepare it for re-use. Should the tank be dispatched to reload with the same commodity as that which was last emptied from it, under paid routing by and for the same consignor, consignee or third party as the previous load, the tank cleaning fee may be waived, at carrier's sole discretion.	930

ITEM NO.

MYCONNECT SERVICE

931

MyConnect service may be used by any shipping entity transporting goods from the Carlile facility in Tacoma, WA to any Carlile facility in Alaska. To qualify for MyConnect service shipments must meet the following criteria:

1) Shipment must be tendered for carriage at Carlile's facility in Tacoma, Washington.
2) Shipment must be clearly marked on the bill of lading as requesting "MyConnect" service.
3) In Alaska, shipments must be received by consignor as "will call" at a Carlile facility in Alaska. No delivery services will be performed in conjunction with MyConnect service at any time.
4) A single shipment may not exceed eight (8) feet in any direction.

Note 1: If all of the criteria for MyConnect service is not met by a shipment then carriage shall be performed at Carlile's standard service for the designated cargo destination.

Note 2: MyConnect pricing will only apply to qualifying shipments. Any shipments not meeting the requirements for MyConnect service will default to Carlile's standard tariff rates.

Note 3: If a shipment meets all requirements for MyConnect service, bill of lading changes are not permitted once cargo is tendered for carriage at Carlile's Tacoma, Washington facility.

Note 4: Household goods, personal effects, cargo requiring any additional protective services, or any hazardous or regulated materials of any kind are prohibited.

Note 5: All qualifying shipments for MyConnect service are subject to a released value not to exceed ten cents ($0.10) per pound.

Note 6: Any refusal of cargo or refusal of payment will result in disqualification from the use of MyConnect service.

Note 7: Shipments are exempt from standard fuel surcharge application.

Note 8: Carlie reserves the right to change carriage service and/or pricing without notice.

ITEM NO.

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	ITEM NO.
TRANSFER OF LADING Except as otherwise provided, rates named in this tariff do not include transfer of cargo to or from Carlile equipment. On behalf of the shipper or consignee Carlile will transfer freight to or from Carlile equipment subject to the following terms and conditions: Transfer service is performed at a Carlile terminal facility or carrier's agent facility. A. Standard Transfer of Cargo: Transfer of cargo will be accomplished on a direct trailer to trailer basis. The shipment must be properly palletized, bundled and secured to facilitate mechanical handling with a single forklift truck. B. Non-Standard Transfer of Cargo: Transfer of Cargo that cannot be accomplished using a single forklift truck and one man will be subject to additional charges. C. Deconsolidation Service as Component of Transfer of Cargo: When, as part of the transfer service, a deconsolidation is required, charges as indicated in Item 895 shall apply, in addition to all other applicable charges herein. Rates named in this item do not include material required to perform the services provided. Item 891 will apply for material(s) required to perform the services. Rates named in this item include securing, but do not include protective covering on cargo moving on carrier's flatbed equipment. Applicable charges contained in Item 563 will apply in addition to those published herein. Carrier will load freight in a manner which will utilize vehicle weight and space capacity to the greatest extent possible. Freight charges will be calculated on the post-transfer load configuration and cargo characteristics. NOTE 1: Shipments requiring special permits, special fees or pilot cars are additional and are charged in accordance with Item 892. NOTE 2: Any additional dunnage will be charged at cost plus 15% in addition to all other charges.	959
TRANSPORTATION SUBJECT TO RULES OF COAST GUARD The transportation of freight by vessel is at all times subject to the rules and regulations prescribed by the United States Coast Guard, merchant marine inspection.	975

ISSUED: NOVEMBER 23, 2015 EFFECTIVE: JUNE 19TH, 2026

ISSUED BY: CHRIS PERETTI, DIRECTOR OF PRICING
1800 E. 1ST AVENUE, ANCHORAGE, AK 99501

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

	ITEM NO.
TRANSPORTATION OF MODULAR BUILDINGS AND HOUSE TRAILERS A. Carrier will not be liable for mechanical, frame and/or structural deficiencies. Carrier will not be liable for damage to frame or structure caused by overload of contents inside the trailer or modular building. B. Carlile will not be held liable for any deficiencies to the interior of any modules or trailers or for personal effects as contained therein. C. The carrier reserves the right to purchase damaged units at a price not to exceed the market value at time of acceptance in lieu of repairing said item. The value will be determined by current market price at port of loading. D. The carrier's liability is limited to a released value of $5,849.00 per unit, or the cost of repair, whichever is lower. E. Personal effects contained therein are not covered by the liability stated in D above, but subject to a released valuation of ten ($0.10) cents per pound. F. Carlile reserves the right to determine the number of units it will move on any given voyage.	977
UNCRATING AND DEBRIS REMOVAL When uncrating and packaging debris removal and disposal is requested at delivery, a charge will apply for the labor to uncrate the shipment, per crate. In addition, should consignee request that crate and packaging debris be removed by carrier for disposal, a fee will apply based on the total CWT of the shipment for said service. The total weight will be that of the delivered weight, including crate and package materials, not the crate and debris weight.	978
UNNAMED POINTS – ORIGIN AND DESTINATIONS Except as otherwise provided, rates, rules and regulations provided in this tariff will apply from and to points named and points and places within the corporate limits of the municipality and additionally to and from the following points, places and area (if within the U.S.): Unnamed Points 1. Origin Shipments originating from points not published in this tariff will be rated from the closest intermediate point that is published provided the normal truck highway route would being at the intermediate point and pass through the unpublished point to reach carrier's terminal. 2. Destination Shipments destined to points not named in this tariff will be given the rate to the next published intermediate point provided normal truck highway route would be to pass through the unpublished point to reach the published intermediate point. The provisions of this item are not applicable in establishing rates from or to points for which rates are specifically published in this tariff.	980

ITEM NO.

STATEMENT OF VALUATION

982

Statement of valuation when required must be written on the face of the shipping order and bill of lading. Shipper must sign such documents at the time of tendering shipment to Carrier, the provisions of which are reprinted as Item 355, of this tariff.

CANCELLATION OF BOOKING

985

1. Carrier, at its sole discretion, may require a deposit from customer of no less than 50% of the total of any quote or estimation of charges prior to dispatch of trailer(s). Amounts so deposited against canceled bookings that subsequently move on Carrier's vessel, will be credited towards the invoice amount for the bookings that move on Carrier's vessel. Amount so deposited for bookings that do not move on Carrier's vessel will be refunded not later than 30 days from original collection date.

2. When a booking order is placed with the Carrier for a trailer(s) to pick up a shipment and, due to no fault on the part of the Carrier such trailer(s) are not utilized, cancellation of the booking order must be made prior to dispatch of trailer(s). If cancellation of the booking order is not made prior to the dispatch of trailer(s), the following charges may be assessed against the customer:

a.	Drayage	Cost of drayage (including bobtails) plus 15% or arbitrary charges as outlined in Items 340, 341 or 342 (whichever results in a greater charge).
b.	Equipment	Cost of equipment (including any lease cost) plus 15% or detention and storage charges as outlined in Items 501 or 910 (whichever results in a greater charge).
c.	Other Costs	All other applicable costs, including but not limited to, driver delay, labor, trailer cleaning and /or trailer repair will be billed at cost plus 15%.

TRUCK ORDERED NOT USED

986

When a shipment which has been scheduled and is subsequently cancelled, due to no part of the carrier, charges shall be billed to recover the actual costs for services performed up until the time of cancellation.

A. When shipment is cancelled less than 24 hours prior to scheduled pickup, a flat fee as defined by the Pricing Department shall be assessed if the vehicle has not been dispatched or arrived at the consignor location.

B. When a shipment is cancelled after dispatch has been made by either carrier or carrier's agent, a charge, per mile driven towards attempted shipment pickup, and back to the original dispatch terminal location will be assessed as defined by the Pricing Department. The minimum mileage charge for this item shall not be lower than the standard flat fee listed in the previous paragraph, whichever fee is higher will apply.

NOTE 1: Mileage rates listed in this item will be subject to fuel surcharge listed in Item 346 of this tariff in addition to all other charges.

ITEM NO.

VEHICLES IMPROPERLY LOADED

990

I. NORTHBOUND SHIPMENTS (See NOTE 1)

When a vehicle is tendered to Carlile which is improperly loaded and/or secured or does not comply with the loading requirements of:

1. The U.S. Coast Guard as specified in 49 CFR 100 - 199
2. The Department of Transportation
3. Carrier specifications as set forth in this tariff, Carlile's governing classification or Carlile's Operations Department, one of the following will apply:

A. The Shipper, or his designated agent, may return the trailer to the point of origin or another location for reloading.

B. Shipper may instruct Carlile to return the trailer to the point of origin or another location for reloading. Such service shall be provided pursuant to the charges as set forth in Item 340.

C. Shippers tendering trailers to Carrier during business hours, defined as hours between 8:00 a.m. and 3:30 p.m. Monday through Friday, except Sundays and holidays, may be instructed to reload the trailer (removing articles as required) to allow the trailer to conform with the requirements as stated above. This service shall be provided pursuant to the charges set forth in Items 890, 891, and 959 this tariff.

D. Trailer(s) tendered to Carrier during non-business hours (hours other than those defined in Paragraph 3.c. above), which are improperly loaded, but meet all DOT loading requirements, may be instructed by Carlile to provide storage of the trailer(s) pursuant to Item 910 of this tariff until such time that the trailer(s) can be reloaded to conform to the loading requirements as stated above.

E. If Carlile is unable to contact the shipper for instructions, after determining that the tendered trailer(s) will not meet the requirements as stated above, then one of the following will apply:

1. If Carlile provided the drayage to the Tacoma, Washington terminal, then Carlile will return the trailer to the point at which such drayage originated, subject to charges set forth in Items 340, 341 or 342 of this tariff.
2. If the shipper or his designated agent provided drayage to the Tacoma, Washington terminal, then Carlile will instruct the shipper or his designated agent to return the trailer to the point of origin for reloading. In either case the shipper will be notified.

(Item concluded on following page)

ITEM NO.

VEHICLES IMPROPERLY LOADED (Concluded)

NOTE 1: When Carlile provides reloading service per Items 890 or 959, the shipper must arrange with Carlile to pick up the material which was removed from the original trailer. This pick- up must be performed before 120 hours free time has expired, commencing at such time as the trailer is reloaded, or storage charges shall apply.

990 (Concluded)

II. SOUTHBOUND SHIPMENTS (See NOTES 2 AND 3)

When a vehicle has been provided placement service within the pickup limits of Anchorage, Fairbanks or Kenai, Alaska, (See Item 980) and is improperly loaded or secured by shipper, Carlile may return the vehicle to point of origin for correction or unloading by shipper for subject to charges set forth in Item 342 of this tariff.

NOTE 2: Apply provisions of Items 890 and 959 of this tariff in addition to all other applicable charges.

NOTE 3: Where trailer is inadvertently accepted by Carlile, such acceptance does not constitute waiver of tariff provisions. All penalties levied under authority of law while freight is in the possession of Carlile due to improper loading shall be for the account of the shipper.

NOTE 4: Freight returned under provisions of this item shall not be subject to Item 820 of this tariff.

A. Shipper shall be liable for and indemnify Carlile against all loss or damage (including fines, forfeitures or penalties imposed by any governmental authority) arising out of or resulting from Shipper's tender to Carlile of an improperly loaded and/or secured trailer or other vehicle.

	ITEM NO.
WEIGHT VERFICATION NOTE 1: All scale weights shall be certified as being true and accurate. NOTE 2: Authorization for obtaining certified scale weights shall be the responsibility of Carlile, or its designated agent. A fee shall apply to shipments with verified weights which result in a difference of fifty (50) pounds or ten percent of the stated weight on the bill of lading, whichever is greater. NOTE 3: In Alaska, when requested by shipper or consignee or when required by law (see EXCEPTION 1), carrier or its agent will dray and scale weigh trailers at a charge as stated herein per scale weight requested or required. If the results of such certified scale weight necessitates carrier reworking the load, apply provisions of Item 890. NOTE 4: In U.S. Points outside Alaska, when requested by shipper or consignee (see EXCEPTION 1), carrier will dray and scale weigh trailers subject to a charge as stated herein in addition to otherwise applicable arbitrary charges. (See EXCEPTION 2) EXCEPTION 1: Charges shall not apply on mandatory stops at State Highway Scales unless cited in violation under applicable State or Federal Statutes. EXCEPTION 2: This charge does not apply to loads scale weighed at Carlile's Tacoma, Washington, terminal when scale weighed at Carlile's request.	992
WEIGHTS – GROSS WEIGHTS AND DUNNAGE EXCEPTION TO NMFC Item 995 A. Dunnage Allowance: The maximum allowance for dunnage articles as described in this rule shall be the lesser of: 1,200 pounds or 5% of the total weight of the lading excluding dunnage. This allowance applies for each individual trailer in the shipment. Such weight may not be used to make up the required minimum weight of the trailer. If shipper has excess dunnage then the excess dunnage will be rated at the lowest applicable commodity in trailer. Shipper must declare dunnage on bill of lading or no allowance will be provided. B. Pallets: Shipper must declare number and/or weight of pallets on the bill of lading. If the weight of pallets is unknown, then pallets will be estimated at 25 pounds each. If shipper fails to declare pallets on the bill of lading then no allowance will be given. Maximum allowance is 1,200 pounds or 5% total weight excluding dunnage, whichever is less. C. Dunnage not picked up will be subject to charges as shown in Item 910. (this item concluded on next page)	995

ITEM NO.

WEIGHTS – GROSS WEIGHTS AND DUNNAGE (Concluded)

D. Dunnage Articles

995 (Concluded)

Bags, bulk container, empty, horticultural growing
Bales of Cardboard
Baskets
Bins, necessary for the transportation of groceries, foodstuffs, and/or department store merchandise
Blankets, furniture
Boxes, fiberboard, paper or pulp board, used, collapsed
Bread Trays
Cans, aluminum, empty, used
Containers, bulk flour
Containers, bulk ink
Containers, bulk liquid (porta-feeds) used for transporting chemicals or paint in bulk, capacity not to exceed 500 gallons each
Cradles, boat, wood
Cribbing
Cribs
Cylinders
Dunnage, rubber inflatable
Dunnage, wooden
Hampers, garment
Hangers, garment
Kegs, not exceeding 55 gallon capacity
Lift vans, empty, wooden
Load locks
Material, not a part of the pallets, platform, skid or shipping container used to protect top of lading or to secure the load to the pallet, platform or shipping container
Milk baskets, milk crates
Pads, packing, shipping, cotton or jute, old, used furniture pads, NOS
Pallets
Pallets, platforms or skids with or without standing or collapsible sides or ends, with or without top, and includes plastic or rubber liners used in conjunction therewith
Platforms, Partitions or Dividers
Racks
Rack, shoe
Reels
Skids
Spools
Tarpaulin
Totes

ITEM NO.

997

HIGH COST PICK UP OR DELIVERY CHARGE Item 997

Section 1
DEFINITION – A High Cost Pick Up or Delivery surcharge will apply to shipments to/from select s AK Zip codes.

APPLICATION - All shipments, both prepaid and collect, picked up from or delivered to the zip codes referenced below will be assessed these charges along with all other applicable charges and are payable by the payer of the linehaul charges.
STATE OF ALASKA – the following 5-digit zip codes:

ITEM NO.

998

OVERSIZE PALLET FEE Item 998

For purposes of determining pallet rate application, unless otherwise stated in the Pricing Agreement, the maximum weight per pallet shall be 2,500 lbs., the maximum length, width and height dimensions shall be 48 x 48 x 84 inches. If the dimension of the pallet surpasses the max length and/or width and/or height, a surcharge will apply each time the max dimension is surpassed. When the total weight of a pallet rate shipment is more than the max pallet weight, the shipment will be charged at the applicable rate per hundred pound pricing for the entire shipment. Should a loose piece be tendered with a pallet, the shipment will be charged at the applicable rate per hundred pound pricing for the entire shipment.

ITEM NO.

965

Port of Alaska Modernization Surcharge Item 965

Applies on all commodities shipped through the port of Anchorage on a per unit basis.

ITEM NO.

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ITEM NO.

WEIGHT RESTRICTION – ALASKAN HIGHWAYS

996

During that period of time when under authority of state, borough or city law, the allowable gross vehicle weights are reduced on Alaska highways and/or streets to a point requiring a single trailer shipment to be reduced due to weight, the following provisions will apply:

I. Northbound Shipments:

A. Shipments destined for points defined in Item 342 of this tariff.

1. Upon written request from shipper or consignee, carrier shall transload lading into additional trailers at Anchorage, Alaska.

2. Charges for transloading shall be assessed in accordance with Item 959 and shall be for the account of the party requesting the service.

i. The entire shipment shall be rated to the appropriate point named in Item 342 (See EXCEPTION 1).

ii. Each trailer required for movement beyond Anchorage shall be assessed at the appropriate arbitrary charge in Item 342. (See EXCEPTION 1)

iii. Shipments destined to points not named in this tariff or to points for which no Anchorage based arbitraries are named in Item 342 shall be rated to the nearest point for which an arbitrary is named only. The shipper or consignee shall be responsible for all transportation beyond nearest point.

EXCEPTION 1:
Shipments destined to points for which specific rates are provided in this tariff shall be rated as follows:

a. The shipment(s) shall be rated as if it (the entire shipment) moved from point of origin to destination without transloading at Anchorage, Alaska to meet highway restrictions.

b. Upon request from shipper or consignee, carrier shall transload lading into additional trailers at Anchorage, Alaska.

c. Each trailer from which carrier must transfer lading in order to comply with highway weight restrictions will be subject to transfer charges named in Item 959.

d. Each additional trailer, beyond those included in the original shipment shall be subject to an arbitrary charge as provided in Item 342.

(Item concludes on following page)

ITEM NO.

WEIGHT RESTRICTION – ALASKAN HIGHWAYS (Concluded) 996 (Concluded)

B. If shipper or consignee does not request transloading, as provided in Paragraph I.A.1. of this item; the carrier shall provide storage at origin or destination until weight restrictions have been removed. Provisions of Items 910 will apply when such storage is provided.

II. Southbound Shipments

A. Vehicles loaded by shipper which exceed weight restrictions may be held at origin (by shipper) until weight restrictions have been removed.

1. If carrier has provided placement (as provided in Item 750) for loading and free time (as provided in Item 501) has not expired prior to implementation of weight restrictions, detention charges as provided in Item 501 shall not apply until weight restrictions have been removed.
2. If carrier has provided placement (as provided in Item 750) for loading and free time (as provided in Item 501) has expired prior to the implementation of weight restrictions, the detention charges as provided in Item 501 will apply.

B. Shipper or consignee may load trailers light at origin and request carrier to transload lading at Anchorage.

1. Charges for transloading shall be assessed in accordance with Item 959 and shall be for the account of the party requesting the service.
2. Shipments moving under provisions of Paragraph II.B. of this item shall be rated as follows:
   a. The entire shipment shall be rated from the appropriate Alaska basing point.
   b. Each trailer required for movement from origin to Anchorage, Alaska shall be assessed at the appropriate arbitrary charge in Item 342.

C. Shipments originating at points not named in this tariff or at points for which no Anchorage based arbitraries are named in Item 342, shall be rated from Anchorage, Alaska only. The shipper or consignee shall be responsible for all transportation from such points to carrier's Anchorage terminal.

EXPLANATION OF ABBREVIATIONS

AK	Alaska
KD	Knocked Down
KFF	Keep From Freezing
NMFC	National Motor Freight Classification
NO (s)	Number(s)
NOI	Not otherwise more specifically described in the governing classification
NOS	Not otherwise specified in this tariff
OAL	Overall Length
STB	Surface Transportation Board
SU	Set Up
VIZ	Namely
WA	Washington

EXPLANATION OF SYMBOLS AND REFERENCE MARKS

The following symbols and reference marks will be used for the purpose indicated only and will not be used for any other purpose in this tariff:

%	Percent
F	Or degrees Fahrenheit – degrees Fahrenheit
“	Inch or Inches
‘	Foot or Feet
#	To denote new or added matter
(A)	To denote increases
(C)	To denote changes which result in neither increases nor reductions in rates and charges
(D)	To cancel or eliminate
(R)	To denote reductions
(NB)	Rates apply northbound only
(SB)	Rates apply southbound only
BOLD TYPE	To denote a material change

ADDENDUM A – ACCESSORIAL CHARGES

DESCRIPTION	TARIFF ITEM#	CHARGE	PER (UNIT)	MINIMUM CHARGE	MAXIMUM CHARGE
Credit Card Transaction Fee	720	3.0%	Collected Amount		
Absolute Floor Minimum Charge	630	$92.94	Shipment	-	-
Collect on Delivery (COD) Charge	535	5.0%	Collected Amount	$75.28	-
Cross Border Processing Fee	440	$41.27	Shipment	-	-
Customs or In-Bond Freight	480	$348.20	Shipment	-	-
Declared Value Shipments (up to $200,000 max value)	485	$1.06	$100.00 value	$87.06	-
Detention – Drop and Pick Service Equipment Type: Non-refrigerated or temperature control vehicles Bulk tank vehicles	501 …… ……	 $184.54 $395.38	24 hour period, or fraction thereof, after expiration of free time	-	-
Detention –Drop and Pick Service, Intermodal Equipment Equipment Type A – 20’, 40’, 45’ dry containers: Equipment Type B – 45’, 48’, 53’ rail or ocean containers (leased or owned): Equipment Type C – 48’, 53’ dry containers:	503 ……..... ……. …….	 $198.67 $198.67 $198.67	 24 hour period, or fraction thereof, after expiration of free time	 - - -	 - - -
Port of Alaska Modernization Surcharge Northbound- Trailers, Flatbeds: Northbound- LTL & RO-RO: Southbound- Trailers, Flatbeds: Southbound- LTL& RO-RO:	965 ……. ……. ……. …….	 $389 $1.79 $272.87 $0.91	 Shipment CWT Shipment CWT	 $16.93 $8.58	 $389 $272.87

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ADDENDUM A – ACCESSORIAL CHARGES

DESCRIPTION	TARIFF ITEM#	CHARGE	PER (UNIT)	MINIMUM CHARGE	MAXIMUM CHARGE
Documentation Request	790	$9.52	Document	-	-
Driver Collect Fee	538	$133.15	Occurrence	-	-
Driver Delay - with Power/Driver	500	$59.25	1/4 hour, or fraction thereof after free time	$59.25	-
Dual Temperature Vehicle	510	$65.8.79	Trailer	-	-
Excess Use of Refrigerated Equipment	525	$5.65	Hour, or fraction thereof	$743.14	-
Extra Labor and Materials	891				
Labor:					
During normal business hours	…….	$184.54	Man hour	$369.07	-
During normal business hours, with Forklift	…….	$266.16	Man hour	$532.31	-
Evenings and Sundays	…….	$232.60	Man hour	$465.21	-
Holidays	…….	$304.69	Man hour	$609.38	-
Materials: Any material or equipment purchased for or not returned by consignor and/or consignee	…….	Cost plus 10%	Each	-	-
Flatbed Loading	563				
Minor Securing Service	…….	$258.00	Flatbed	-	-
Tarping Service	…….	$1.90	CWT	$71.09	$699.09
Tarps (plastic or poly)	…….	$299.24	Each	-	-
Straps or Winches	…….	$111.55	Each	-	-
Chains or Binders	…….	$124.25	Each	-	-
Load Stakes	…….	$178.66	Each	-	-
Pipe Racks	…….	$2,398.83	Each	-	-
Hazardous Materials	540				
Typical Hazardous Material	…….	$4.51	CWT	$126.99	$453.24
High Hazardous Material and Waste	…….	$557.92	Shipment	-	-
Carlile provided placard, only	…….	$66.33	Each	-	-
Carlile provided placard, applied	…….	$201.50	Each	-	-
Carlile provided placard, applied, after shipment tendered	…….	$336.28	Each	-	-
High Cost Pick Up or Delivery Area	997	$8.97	CWT	$89.67	$196.59
Hot Stow	889	$526.28	Booking	-	-

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ADDENDUM A – ACCESSORIAL CHARGES

DESCRIPTION	TARIFF ITEM#	CHARGE	PER (UNIT)	MINIMUM CHARGE	MAXIMUM CHARGE
Improperly Described Freight – Additional Fee	572				
Minimum Administrative Charge	…….	$444.42	Each	-	-
Load/Unload of Trailer due to Confirmed Misdescription	…….	$3,553.65	Each	-	-
Exceeding Allowable Cube on Substitute Equipment	…….	$799.77	Each	-	-
Non-declared or Misdescribed Hazardous Cargo	…….	150%	Of Base	$1,802.78	-
Inside Pickup or Delivery, Excluding Residential	566	$6.12	CWT	$60.30	$453.24
Liftgate Service	564	$6.12	CWT	$49.88	$332.34
Limited Access Pickup or Delivery, Excluding Residential	565	$5.94	Occurrence	$59.79	$193.19
Notification Prior to Pickup or Delivery	660	$27.67	Occurrence	-	-
Over Dimensional Freight – Truckload or Volume	568				
Exceeding Maximum Weight – up to legal vehicle limit	…….	$10.10	CWT	-	-
Exceeding Standard Height Limits, applied as % of base					
Over 14’ but not over 15’	…….	10%	Of base	-	-
Over 15’ but not over 16’	…….	20%	Of base	-	-
Over 16’	…….	30%	Of base	-	-
Exceeding Standard Length Limits, applied as % of base (% surcharge listed as NB% / SB%)					
Over 8’6” but not over 9’	……..	12 / 12	Of base	-	-
Over 9’ but not over 10’	……..	24 / 12	Of base	-	-
Over 10’ but not over 11’	……....	36 / 18	Of base	-	-
Over 11’ but not over 12’	……..	48 / 24	Of base	-	-
Over 12’ but not over 13’	……..	60 / 30	Of base	-	-
Over 13’ but not over 14’	……..	72 / 36	Of base	-	-
Over 14’ but not over 15’	……..	84 / 42	Of base	-	-
Over 15’ but not over 16’	……..	96 / 48	Of base	-	-
Over Dimensional Freight – LTL	568				
Single shipping units measuring:					
Over 8’ but not over 12’	…….	$107.46	Shipment	-	-
Over 12’ but not over 16’	…….	$160.95	Shipment	-	-
Over 16’ but not over 18’	…….	$214.92	Shipment	-	-
*Over 18’ by quote only				-	-
Permits, Fees and Pilot Cars	892				
Special Permits	…….	Cost plus 15%		-	-
Pilot Car (s)	…….	Cost plus 15%		-	-
Tolls, Fees (bridge, ferry, tunnel, highway, etc.)	…….	Cost plus 10%		-	-

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ADDENDUM A – ACCESSORIAL CHARGES

DESCRIPTION	TARIFF ITEM#	CHARGE	PER (UNIT)	MINIMUM CHARGE	MAXIMUM CHARGE
Pickup and Delivery Services	750				
Re-pickup Attempt, Redelivery Attempt	…….		Occurrence	$141.01	
Sunday Delivery Surcharge	…….	$219.65	Hour	$438.43	-
Holiday Delivery Surcharge	…….	$287.73	Hour	$577.77	-
Additional Stop (after first free)	…….	$184.54	Each	-	-
Port Charge	760				
Northbound:					
Trailer, Container or Lading Less than 40’	…….	$591.38	Booking		
Trailer, Container or Lading 40’ but less than 48’	…….	$733.32	Booking		
Trailer Container or Lading 48’ and greater	…….	$875.26	Booking		
Passenger Vehicles (RO/RO)	…….	$272.95	Booking		
LTL:	…….	$4.14	CWT	$37.31	$875.26
Southbound:					
Trailer, Container or Lading Less than	…….	$367.56	Booking		
40’ Trailer, Container or Lading 40’ but less than	…….	$367.56	Booking		
48’ Trailer Container or Lading 48’ and greater	…….	$367.56	Booking		
Passenger Vehicles (RO/RO)	…….	$203.79	Booking		
LTL:	…….	$1.73	CWT	$15.61	$367.56
Terminal Charge	940……	$1.82			
Northbound: Dry Cargo	…	$2.00	CWT	$16.96	$385.69
Northbound: Refrigerated Cargo Southbound:	……	$1.34	CWT	$18.65	$423.94
Dry Cargo	……	$1.82	CWT	$8.16	$114.75
Southbound: Refrigerated Cargo	……		CWT	$11.10	$156.18
Protective Service (KFF)	810				
Via Ocean From Tacoma Dock to:					
Anchorage	…….	$6.61	CWT	$62.90	$603.96
Fairbanks/North Pole/Valdez	…….	$12.37	CWT	$117.01	$1047.68
Homer/Anchor Point	…….	$10.30	CWT	$80.76	$1014.18
Kenai/Soldotna/Seward/Glennallen	…….	$10.30	CWT	$74.33	$997.23
Kodiak	…….	$14.26	CWT	$175.31	$1186.29
Palmer/Wasilla/Eagle River	…….	$9.43	CWT	$66.52	$969.22
Prudhoe Bay/Deadhorse	…….	$13.79	CWT	$169.33	$1159.67
Southeast Alaska	…….	$1.22	CWT	$31.21	$407.51
Reconsignment or Diversion, Rebill, Corrected Bill	820				
Prior to Loading at Origin Terminal After Loading or	…….	$84.80	Invoice	-	-
Dispatch from Origin Terminal	…….	$8.56	CWT	$86.16	$613.47
Residential Pickup and Delivery	850	$163.22	Drop	-	-
Small Parcel Handling	886	$7.54	Per Parcel	-	-
Sorting And Segregating Service	895	$2.89	CWT	$126.96	-

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ADDENDUM A – ACCESSORIAL CHARGES

DESCRIPTION	TARIFF ITEM#	CHARGE	PER (UNIT)	MINIMUM CHARGE	MAXIMUM CHARGE
Special Equipment	888				
4 axle Chassis	…….	$799.77			
4 axle Tractor	…….	$266.32			
40’ 50 ton 3 axle Lowboy	…….	$1,599.14			
45’ to 65’ 2 or 3 axle stretch Flatbed	…….	$1,066.09	Shipment	-	-
45’ 50 ton 3 axle Lowboy	…….	$1,599.14			
48’ 2 axle Stepdeck	…….	$1,421.46			
48’ stretch Stepdeck	…….	$1,599.14			
48’ 2 axle Double-Drop	…….	$1,599.14			
48’ to 75’ 2 axle stretch Flatbed	…….	$1,421.46			
Spot Charge (Placement)	501	Please contact the Carlile Pricing Departmen t for a rate quote.			
Stop-off Charge	900	$602.89	Occurrence	-	-
Storage (Per Calendar Day)	910	$4.43	CWT	$51.69	-
Tank Cleaning	930	$1360.24	Tank	-	-
Temperature Control Service	830	25.0% of applicable linehaul charges		$47.15	$1693.49
Third Party Portal Charge	735	$37.29	Shipment	-	-
Transloading	959	Up to 40’ load Greater than 40’ load		$376.34 $699.60	- -
Uncleaned Trailer	893	$92.03	½ Manhour	$92.03	-
Uncrating and Debris Removal	978				
Uncrating	…….	$126.96	Crate	-	-
Removal of Crate, Packing and/or Shipping Debris (based on delivered weight, not debris weight)	…….	$1.76	CWT	$73.21	$460.25
Watertight Stowage	811	$619.44	Booking	-	-
Weights Verification	992	$26.75	Scale Ticket	-	-
Over Size Pallet	998				
Exceeding Maximum Size of Length or width, applied as % of base	…….				
Exceeding 48 inches in one direction	…….	30%	Of base		
Exceeding 48 inches in two directions	…….	60%	Of base		
Exceeding 60 inches in either direction	…….		CWT		

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