**TARIFF CLNI 100**





**FF permit #9226**

**NAMING**

**RULES, REGULATIONS, RATES**

**AND CHARGES FOR**

**ACCESSORIAL SERVICES**

**APPLIES ON INTERSTATE, INTRASTATE, AND FOREIGN COMMERCE**

**EFFECTIVE November 15, 2021**

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**ISSUED BY**

**CLEAR LANE FREIGHT SYSTEMS, LLC. 6100 N. KEYSTONE AVE, SUITE 448 INDIANAPOLIS, IN 46220**

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**GOVERNING PUBLICATIONS ITEM 100**

This tariff is governed, except as otherwise provided herein, by the following described tariffs and by revisions and/or supplements thereto or successive issues thereof:

**CLASSIFICATION:**

**(1)** National Motor Freight Classification STB NMF 100 Series

National Motor Freight Traffic Association, Inc., Agent, STB NMF 100 Series

**(2)** The classes, rules and regulations, estimated and minimum truckload or volume weights,shipping and packing requirements, allowances and privileges, or other provision or conditions published in this tariff abrogate and supersede those in the NMF 100 Series which conflict herewith.

1. When the rates or classes published in this tariff are silent as to rules, regulations, estimated weights, shipping and packing requirements, allowances and privileges or other provisions or conditions, the rates or classes shall be subject to terms, including estimated weights, shipping and packing requirements and other provision and conditions, prescribed therefore in connection with the classes in the NMF 100 Series.
2. Descriptive headings or individual listings published in this tariff corresponding to the descriptive headings or individual listings used in NMF 100 series will be understood to include all notes or other qualifying statements which appear in connection with such corresponding descriptive headings or listings in NMF 100 series. Where notes or other qualifying statements in NMF 100 series refer only to ‘classes” such reference will also be taken to refer to “rates” in this tariff.
3. The ratings or classes in connection with truckload (TL) do not apply.
4. Claims for overcharge or undercharge shall be handled according to the provisions of the current edition of the Freight Claim Rule Book, published by the National Motor Freight Claim Council and found in the National Motor Freight Classification. Overcharge claims will be assumed by each carrier on the same basis as was used to determine the division of revenue on the same shipment and must be received within 180 days. Overcharge claims of less than $10.00 per shipment will not be accepted.

**HAZARDOUS MATERIALS REGULATIONS:**

U. S. D.O.T. CFR Title 49 Series.

**ZIP CODE DIRECTORY:**

US Postal Service Zip Code Directory issued by The United States Postal Service.

**National Motor freight Traffic Association has assigned the Standard Carrier Alpha Code (SCAC) CLNI to Clear Lane Freight Systems, LLC**

**DEFINITIONS** **ITEM 110**

1. Unless otherwise provided in carrier’s specific tariffs, a “**Shipment**” consists of a quantity of freight tendered to a carrier by one consignor (shipper) at one place at one time for delivery to one consignee at one place on one bill of lading.
2. A “**Prepaid Shipment**” is one for which the charges for transportation services rendered at the request of the consignor, including charges for any accessorial services performed at the request of the consignor, are to be paid by the consignor. Notwithstanding the consignor’s primary payment responsibility, both consignor and consignee are liable for payment of the carrier’s freight charges under the theory that both the consignor and consignee receive the benefit of the carrier’s services. Thus, if the consignor does not pay the charges within carrier’s payment terms for any reason, including insolvency, the charges may be reversed to the consignee and become the consignee’s responsibility for payment. Carrier may at its discretion cancel or reduce all applicable discounts applied to all shipments that have not been paid according to carrier payment terms.
3. A “**Collect Shipment**” is one for which the charges for transportation services, including accessorial services rendered at the request of the consignee, or requested by the consignor for the consignee, are to be paid for by the consignee. Notwithstanding the consignee’s primary payment responsibility, both consignor and consignee are liable for payment of the carrier’s freight charges under the theory that both the consignor and consignee receive the benefit of the carrier’s services. Thus, if the consignee does not pay the charges within carrier’s payment terms for any reason, including insolvency, the charges may be reversed to the consignor and become the consignor’s responsibility for payment. . Carrier may at its discretion cancel or reduce all applicable discounts applied to all shipments that have not been paid according to carrier payment terms.
4. A “**Third Party Payor Shipment**” is one for which the charges for transportation services, including accessorial charges rendered at the request of the consignor and/or consignee are to be paid for by a third party. Third parties are often firms such as logistics companies (3PL’s), brokers or other intermediaries who provide services for/to consignors and/or consignees.

Notwithstanding a third party’s primary payment responsibility, both consignor and consignee remain liable for payment of the carrier’s freight charges under the theory that all parties receive the benefit of the carrier’s services. Thus, if the third party does not pay the charges within carrier’s payment terms for any reason, including insolvency, the charges may be reversed to the consignor or consignee or both in succession if either fails to pay. It is a recognized risk to consignors and consignees dealing with third parties that, should the third party fail to pay a valid freight bill, the consignors and consignees remain liable for payment to the carrier. This is the case even if the consignor or consignee has already forwarded payment to the third party and third party fails to pay carrier. Carrier may at its discretion cancel or reduce all applicable discounts applied to all shipments that have not been paid according to carrier payment terms.

2) **"Holiday"** or **"Legal Holiday"** as used herein shall be:

New Year's Day (January 1) Thanksgiving Day

Memorial Day Day after Thanksgiving

Independence Day (July 4) Christmas Eve

Labor Day Christmas Day

or any other day generally observed as a holiday by the carrier at the point where service is performed. When the holiday falls on a Sunday, the following Monday will be observed as the holiday.

1. **"Business Day" or "Business Hours"** means that time during which the carrier generally conductsoperations (9:00 a.m. – 5:00 p.m.) where the service is performed. These terms do not include Weekends or Holidays.
2. **"Interstate Traffic"** means traffic between any place in a state and any place in another state, orbetween places in the same state through another state, whether such traffic moves wholly by motor vehicle or partly by motor vehicle and partly by rail, express or water
3. **"Intrastate Traffic"** means traffic, moving from point of origin in one state to another point in thesame state that does not move outside the state while in transit.

**DISCLAIMER REGARDING UNWRITTEN CONTRACTS** **ITEM 155**

The rates and provisions named in this tariff and tariffs making reference to this tariff shall be applicable to all shipments and may not be negated or superseded by any claimed contract that is written or unwritten, promise, representation or indicated understanding between the parties unless such is in writing and signed by an authorized management representative of Clear Lane Freight Systems (CLNI) Sales representatives are not authorized to amend or supersede this tariff without approval of an authorized management representative.

Rates, rules and regulations negotiated with CLNI which are not contained in any applicable tariff, pricing confirmation page or written contract will become effective only upon the effective date of such tariff, pricing confirmation page or written contract between CLNI and its customer, once such document is created. Retroactive publication of provisions shall not be made to reflect any claimed unwritten contract or agreement.

Note: This item has no application in connection with Clear Lane Freight System’s assessment of charges for providing additional services in the normal course of business. For example, if Clear Lane Freight Systems performs a residential delivery service, then it has the right to bill and will bill the normal, published accessorial charge for providing the service. Clear Lane Freight Systems is entitled to receive compensation for providing special services requested or required by shipper or consignee and will bill its published charges for such services whether or not shipper or consignee has authorized such charges in writing. Written authorizations for such charges are not required.

**APPLICATION OF EXCEPTION CLASSES** **ITEM 160**

Exceptions to the class ratings of the NMF 100 as shown in tariffs making reference to this tariff, will remove the application of the classes of the NMF 100, but the exception class rating will apply only from, to or between the points specifically provided by each such item or page upon which the exception appears. The exception to the class rating alters the rating only and will in no way remove or change the packing requirements, released values (except as provided in Item 190 herein) or other restrictions applicable for the article(s) excepted.

**BUMPING CLAUSE – APPLICATION OF CLASSES** **ITEM 171**

(EXCEPTION TO ITEM 171 OF STB NMF 100 SERIES)

**“Bumping”** is the declaration on the original Bill-of-Lading of an artificially higher weight for the purposeof causing a higher density that allows the article, piece or shipment being “bumped” to qualify for a lower classification rating. **Clear Lane Freight Systems does not allow the bumping clause to be applied.**

**BILL OF LADING – APPLICATION OF CLASSES ITEM 172 (N)**

On any shipment tendered to Clear Lane Freight Systems that does not list freight class on the bill of lading or on the shipment tender, the NMFC Item number and description will be subject to be a rate class based on density. If no dimensions are provided, the shipment will be rated at a density freight class based on a skid size of 40” x 48” x 96” with the number of skids divided by the total weight of the shipment.

**APPLICATION OF RATES FROM OR TO UNNAMED POINTS** **ITEM 175**

1. Shipments will not be accepted with the destination point shown as a Post Office Box (P.O. Box) on the bill of lading. The destination must be shown as a physical location to which the shipment can be delivered in normal truck service.
2. When a shipment originates at a location in an unincorporated area or is destined to a location in an unincorporated area, rates from or to such points will be determined as follows:
   1. When the origin location is on a highway, street, or road between two named points, apply the higher of the rates from such named points.
   2. When the destination location is on a highway, street, or road between two named points, apply the higher of the rates to such named points.

1. In each case above, the named points must be the two nearest named points for which rates are provided.

**ARKANSAS ARBITRARY CHARGE ITEM 176**

Shipments delivered to the state of Arkansas will be assessed an additional charge of **$50.00** per shipment. This is in addition to all other freight charges. In the event this item conflicts with Item 835 “Remote Access Areas Pickup or Delivery Service” the rule that produces the highest rate will prevail.

**LIMITATION OF CARRIER’S LIABILITY ITEM 190**

Except as otherwise provided herein, carrier’s maximum liability for goods lost or damaged in transit shall be limited to the actual value of the goods, not to exceed the maximum value per pound as outlined herein. The maximum value per pound shall be determined by the actual Class of the articles tendered for transportation, as published in the NMFC 100 series, or at an exception class, whichever is less, and will apply to the weight of the lost or damaged articles. In no case shall Clear Lane Freight Systems liability for loss or damage to articles be greater than the amounts referenced below. The maximum liability shall never exceed $100,000 per occurrence.

|  |  |  |
| --- | --- | --- |
| **Class** |  | **Maximum Value Per Pound** |
| 50 |  | $ 1.00 |
| 55 |  | $ 1.00 |
| 60 |  | $ 1.00 |
| 65 |  | $ 1.00 |
| 70 |  | $ 2.00 |
| 77.5 |  | $ 2.00 |
| 85 |  | $ 3.00 |
| 92.5 |  | $ 3.00 |
| 100 |  | $ 4.00 |
| 110 |  | $ 4.00 |
| 125 |  | $ 4.00 |
| 150 |  | $ 4.00 |
| 175 |  | $ 4.00 |
| 200 |  | $ 5.00 |
| 250 |  | $ 5.00 |
| 300 |  | $ 5.00 |
| 400 |  | $ 5.00 |
| 500 |  | $ 5.00 |

NOTE: This item does not apply on those commodities named in the NMFC that are subject to specific released value provisions which are lower than the maximum value per pound outlined in this ITEM, nor as provided in Item 196 of this Tariff.

1. If the shipper does not properly describe the freight on the Bill of lading or uses a description of

“FAK” or “Freight All Kinds” or other language that does not properly identify the commodities shipped, subsequent claims for shortage or damage will be based on the lowest value of any commodity contained in the shipment.

1. Liability for loss, damage or destruction to any shipment of whirlpools, spas, tubs, consumer electronics, electronic components, appliances, glass or articles containing glass,s, alcoholic beverages, motorized vehicles such as motorcycles, scooters, dune buggies, vending machines, coin operated machines, arcade games, kayaks, canoes, statuary, kiosks, building material, such as but not limited to tile, bricks, slabs, flooring and fiber optic cable shall be limited to be a maximum of $1.00 per pound per distribution package. Labor charges will be a maximum of $25.00 per hour.
2. Liability for loss, damage or destruction to any shipment of furniture or cabinets shall be

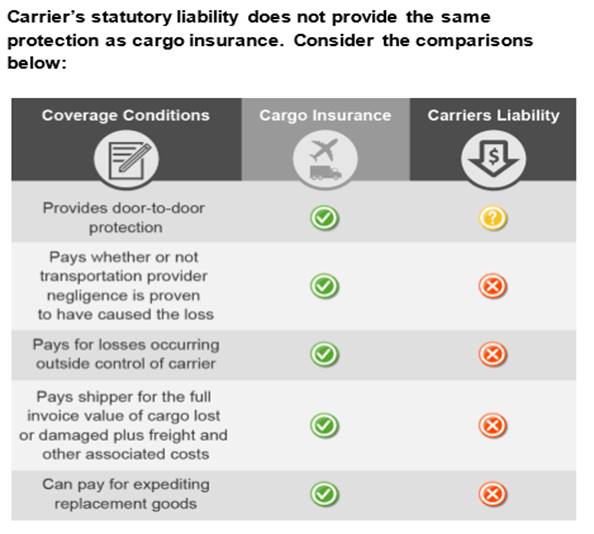
limited to be a maximum of $.50 cents per pound per distribution package. Labor charges will be a maximum of $25.00 per hour.

1. Liability for loss, damage or destruction to any shipment or part thereof in connection with Spot Quote or Quote pricing shall be limited to the following:
   1. Actual invoice cost of the shipment
   2. Applicable limit of liability provided in the NMFC
   3. $1.00 per pound per package, subject to a maximum of $10,000 per shipment.
2. Liability for loss, damage or destruction to any shipment or part thereof on shipments to or from Canada will be $2.00 per pound.
3. Carrier is fully exempt from any liability in cases where cargo loss or damage is caused by acts of local, state or federal governments, extreme weather conditions, or any Acts of God.

**ADDITIONAL CARGO INSURANCE ITEM 192**

Although great deal of care is taken in handling shipments in a safe manner there is a potential for loss or damage. If the value of a shipment exceeds the limited liability offered by Clear Lane, additional insurance coverage is offered by Clear Lane under a policy by Roanoke Trade Insurance Company.

For quote email [cargoinsurance@clearlanefreight.com](mailto:cargoinsurance@clearlanefreight.com). Please state commodity, size of shipment and value. Clear Lane representative will return a quote within the same business day.



**LIABILITY ON REFURBISHED, USED ARTICLES & NEW UNCRATED EQPT ITEM 196 ®**

Shipments of any used or refurbished articles or new uncrated equipment, machinery or other new commodities will be accepted by Clear Lane Freight Systems only when the entire shipment is released to a value not exceeding **$0.10** per pound per article. If the shipper fails or declines to execute the released valuation statement or designates a value exceeding **$0.10** per pound per article, the shipment will not be accepted. If the shipment is inadvertently accepted by Clear Lane Freight Systems, the released valuation shall be **$0.10** per pound per article and the shipment shall move from origin to destination at that released value. Definition of “used” shall include: rebuilt, refurbished, reconditioned, demonstrators or displays units. Definition of “crated” shall include original manufacturer’s box.

For the purposes of limitations of liability, applying to **USED** cargo, the following definition applies:

1. If cargo has been reconditioned, refurbished, rebuilt, remanufactured, and it is considered **USED** for the purpose of the applicable rates and liability limits, even if such is shipped in its original packaging or similar to its original packaging; OR
2. **USED** cargo includes all commodities other than new, including but not limited to internet auctions, interplant moves, articles of household goods, personal effects, antiques, and display or demonstration models, whether listed as such on the Bill of Lading or not. These articles will only be accepted for transportation as **USED** cargo.

**FOOD SAFETY POLICY ITEM 199**

The **FDA Food Safety Modernization Act (FSMA)** rule on **Sanitary Transportation of Human** **and Animal Food** took effect in 2017. With this in mind, Clear Lane Freight Systems has reviewed the company procedures to ensure full compliance to this program.

Under this final rule, transportation of food that is completely enclosed by a container – except food that requires temperature control for safety – is exempt.

**Since Clear Lane does not offer refrigerated service and all shipments are enclosed in containers such as cans, bags, boxes and like, Clear Lane is exempt from these sections of this new rule.**

As always, we will continue to maintain the same quality of service by providing clean, dry and well-maintained vans and by loading food products in accordance to all applicable Federal guidelines. Clear Lane already has policies and procedures designated to maintain compliance with **49 CFR 177.841(a)** which restricts the loading of consumable products with DOT-regulated Poison/Toxic materials.

As a company Clear Lane is very security conscious. We maintain many security protocols in place for both local and linehaul operations and for shipments that are at our agent’s terminal locations. These protocols include applications of seals, bolt seals and padlocks (when deemed necessary) as well as uniformed guards and video surveillance at some locations.

Our most important asset is our staff and agent network who strive every day to meet and exceed our customer’s expectations while operating within the framework of all applicable Federal, State and Local regulations.

**Application of Rates and Minimum Charge - Cubic Capacity and Density ITEM 210 ©**

**ELIGIBLE SHIPMENTS:**

1. Any shipment which is greater than 400 cubic feet and has an average density of the shipment of less than six pounds per cubic foot.
2. Two or more shipments tendered on the same day from the same shipper consigned to the same consignee at the same address will be considered a single shipment for the application of this rule.

**RATES AND MINIMUM CHARGE:**

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

When the shipment is greater than 400 cubic feet and density is less than 6 pounds per cubic foot, the class will be adjusted per the Commodity Classification Standards Board Density Guidelines Conversion Chart. This will be subject to the customers published Minimum Charge from the applicable class tariff.

**CONDITIONS - AVERAGE DENSITY:**

The average density is based on the total cubic feet of each packaged unit in the shipment. Cartons and/or pieces shrink-wrapped onto a pallet or banded to a pallet when tendered, will be considered a single packaged unit. The density is figured according to NMF 100 series, Item 110, Sections 8(a) and 8(b). An exception is packaged units described in paragraph below entitled 'packaging'. Trailer space for carrier or shipper loading of the carrier's trailer will not be used to determine the cube of the shipment.

**MAXIMUM CHARGE AND NON-APPLICATION OF THIS ITEM:**

The charge for a shipment subject to the provisions of this item shall not be greater than the Minimum Charge for Capacity Loads as provided in Item 610 of this tariff, nor greater than the Trailer Load (TL) rates and charges per vehicle or trailer used.

**PACKAGING - (FOR THE PURPOSE OF DETERMINING THE CUBIC FEET):**

Any unit which is packaged in such a way so that other freight cannot be stowed on top of it in the carrier's vehicle, nor if the unit itself is suitable to be stacked on other freight in the carrier’s vehicle, will be considered as being not less than 96 inches in height, if the actual height is less. This includes units which due to their irregular shape on top (i.e., machines, etc.); packaged units such as pallets, skids or cartons banded or shrink- wrapped into a single unit which are 'pyramided' or 'rounded' on top; and packaged units which are marked with instructions that no freight is to be loaded on top; or any other circumstances, all of which prohibit the stowing of additional freight on top of the considered unit.

**ARRIVAL NOTICE AND UNDELIVERED FREIGHT** **ITEM 345**

**ARRIVAL NOTICE:**

1. Actual tender of delivery at consignee's place of business constitutes notice of the arrival of a shipment. All other notices of arrival shall be given in the manner described in paragraph (2), unless prior delivery arrangements have been noted on the bill of lading by the consignor.
2. If the shipment is not actually tendered for delivery, notice of arrival will be given to the consignee not later than the next business day following the arrival of the shipment at the destination terminal:
   1. Notice will be given by telephone, if convenient and practical; otherwise by mail or telegraph. The notice, however transmitted, will specify the point of origin, the consignor and the commodity and weight of shipment.
   2. If the consignee's address is unknown to the carrier, the notice will be mailed to consignee the post office serving the point of destination shown on the B/L.
   3. In case of notification by mail, the notice will be deemed to have been given (that is, received by the addressee) at 8:00 A.M. on the 2nd business day after it is mailed.

**UNDELIVERED FREIGHT:**

1. If freight cannot be delivered because of the consignee's refusal or inability to accept it, or because the carrier is unable to locate the consignee, or if the delivery cannot be accomplished because of an error or omission on the part of the consignor, the carrier will make a diligent effort to notify the consignor promptly that the freight is in storage and the reason.
2. Undelivered shipments will be subject to the applicable storage or detention charges.

**BILLS OF LADING, FREIGHT BILL AND STATEMENT OF CHARGES** **ITEM 360**

**REQUESTS FOR COPIES OF DOCUMENTS**

1. Except as otherwise provided, carriers shall not furnish:
   1. Bill-of-Lading sets that consist of more than an “Original”, a “Shipping Order”, and a “Memorandum” per shipment.
   2. More than one original freight bill on its own standard form and one duplicate thereof, exclusive of the consignee’s memo copy, per shipment.
   3. More than one original and one copy of its statement of transportation charges on its own standard form.
2. When payor of freight or other lawful charges requires or requests, as a prerequisite to payment (any of the following): (See notes 5 and 6)
   1. The return of any part of Bill-of-Lading sets or copies thereof, other than one shipper furnished copy (See Note 4), a charge **of $4** for each such document or copy will be made or:
   2. Copies of freight bills or statements of transportation charges in excess of the number specified in Paragraph 1 (b) and 1 (c) a charge of **$4** for each such document or copy will be made or:
   3. The preparation by the carrier of any forms requiring itemization, listing or description of single or multiple freight bills, for submittal with freight bills or statements of charges, a charge of 35 cents per line of itemization, listing or description (or portion thereof) subject to a minimum charge of **$4** per page, per copy, will be made or:
   4. Any forms or copies of forms, other than those described in Paragraphs 2 (a) and 2 (b) to be submitted with freight bills or statements of charges, a charge of **$4** for each such form or copy will be made or:
   5. That information now shown on the shipping order at time of shipment be shown on freight bills or statements of charges, a charge of **$4** per shipment will be made.
   6. That proof of delivery furnished in any form, a charge of **$4** for each such document or copy will be made.
3. Bills-of-Lading issued by carrier are subject to the following:
   1. All rates, terms and conditions of the transportation service are subject to and governed by the carrier’s rules, unless a written agreement separate from the Bill-of-Lading is signed by an authorized representative of carrier and by an authorized representative of customer.
   2. Drivers and other non-authorized personnel are not authorized to negotiate rates and terms of service, including alterations to the Bill-of-Lading and its terms and conditions.
   3. Bills-of-Lading other than the carrier’s bill-of-lading, Uniform Straight Bill-of-Lading (as published in NMF 100 series), or shipper supplied Bill-of-Lading referring to classifications and tariffs applicable at the time of shipment, shall not be accepted. If carrier inadvertently accepts such Bill of Lading, the Bill of Lading shall serve the purpose of receipt for commodities and identification of delivery location only and shall not serve as a contract for carriage. The terms and conditions of the Uniform Straight Bill-of-Lading as published in NMF 100 series shall govern the movement of shipment.

(d) Shipments are Collect unless otherwise marked. If neither “Prepaid” nor “Collect” is marked by consignor on the original BOL, shipment will be Collect.

(e) The BOL contains Liability Limitation Election choices to allow consignor to request higher than standard levels of liability assumption by carrier in exchange for payment of an additional or higher than normal fee.

(f) Carrier BOL does not contain “Section 7” language and does not allow “Section 7”

**NOTE 1:** Carriers are not obligated to furnish Bills-of-Lading containing information beyond that shown inthe examples set forth in the NMFC.

**NOTE 2:** Consignors may elect to have printed their own Bills-of-Lading, in which case, all requirementsof Paragraphs 1 and 2 of this item must be observed. These forms may also contain such information as:

(1) identification or location of consignor or consignee; (2) commodity description; (3) rates or classes; or

(4) other information pertinent to the shipment.

**NOTE 3:** On Bill-of-Lading furnished by carriers, freight bills and statements of charges issued by carriers,the Standard Carrier Alpha Code (SCAC) of the issuing carrier must be shown immediately adjacent to the carrier’s named on the document heading. The SCAC designation must be printed in upper case boldface type.

**NOTE 4:** When as a prerequisite to payment, the shipper furnished copy of Bill-of-Lading is to bereturned, it must be clearly and prominently marked by the shipper with the specific instructions directing its return with freight bill.

**NOTE 5:** The charges set forth in Paragraph 2 will not apply to:

1. Bank Payment Plans when documentations is limited to (1) deposit ticket(s) supplied by the bank; (2) supporting freight bills not in excess of the number set forth in Paragraph 1 or Note 3, the return of a copy of the Bill of Lading furnished by shipper.
2. Sight Draft Plans when documentation is limited to (1) sight drafts which do not require the carrier to provide information pertaining to the rating of the shipments(s) on the sight draft; (2) supporting freight bill(s) and statement(s) of charges not in excess of number set forth in Paragraph 1(c); (3) the return of a copy of the Bill-of-Lading furnished by shipper.

**NOTE 6:** The provisions of Paragraphs 1 and 2 will not apply to shipments moving on United StatesGovernment Bills of Lading.

**NOTE 7:** Shipments moving on Uniform Order Bills-of-Lading (Order Notify) will not be accepted. An“Order Notify” shipment is one where procedures include surrender of the original Bill-of-Lading before freight is released; usually associated with a shipment covered under a letter of credit. Order Notify shipments are relatively uncommon in today’s LTL industry.

**NOTE 8:** When validation of Freight Bill is required as a prerequisite for payment of the freight chargesand consignee fails to validate the Freight Bill at time of delivery thus requiring the carriers to resubmit the Freight Bill for validation, a charge of **$13** will be assessed for that service, except on shipments moving on U.S. Government Bills-of-Lading.

**NOTE 9:** Corrected Bill-of-Lading to change the freight charge collection status from prepaid to collect willnot be accepted once the shipment has been delivered.

**NOTE 10:** A Corrected Bill-of-Lading to change the original transportation contract from prepaid to collectwill not be accepted if Section 7 (Recourse Clause) of the corrected Bill-of-Lading has been signed by the consignor. **If the corrected Bill-of-Lading is inadvertently accepted and Section 7 has been** **signed, the signature will be conside invalid. The party requesting a change in the collection status will guarantee payment of the freight charges should the new debtor fail to pay within the**

**prescribed** credit guidelines.

**BILLS OF LADING – CHANGE IN TERMS BY SHIPPER (CONSIGNOR)** **ITEM 364**

**A) CHANGES TO SHIPMENT TERMS (PREPAID TO COLLECT OR VICE VERSA**

When shipper (consignor) changes shipment terms from prepaid to collect or vice versa and a corrected bill of lading is issued **or** if a corrected Bill-of-Lading is issued for any other reason, a flat charge of **$28** will apply. Carrier will reserve right to change charges after delivery. Rates and charges as originally applied, unless applied in error of published rates, will not be changed as a result of changing and invoice from prepaid to collect

**B) CORRECTED BILLS-OF-LADING ─ THIRD-PARTY SHIPMENTS ─ COLLECTION OF CHARGES**

When a party other than the consignor or consignee is shown on the Bill-of-Lading and/or shipping order as the payor of the freight charges and such party is not a bank or freight payment plan, such party's name and address must be clearly shown in the body of the bill of lading and shipping order at the time of original tender. The consignor and consignee remain primarily liable for all freight charges.

**PREPAID:**

Shipments subject to the provisions of this item will be accepted only when the consignor and/or third party has established credit with the carrier and consignor guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under the credit regulations of the Surface Transportation Board. Shipments made subject to the provisions of this item must be billed as "Prepaid".

**COLLECT:**

Shipments subject to the provisions of this item will be accepted only when the consignee and/or third party has established credit with the carrier and consignee guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under the credit regulations of the Surface Transportation Board. The non-recourse provisions of Section 7 of the bill of lading contract will be null and void on shipments tendered under the provisions of this item. Shipments subject to the provisions of this item will be accepted only when the consignor has established credit with the carrier and guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under the credit regulations of the Surface Transportation Board.

**ALL THIRD PARTY SHIPMENTS:**

When consignor or consignee instructs the carrier to bill the freight charges to a third party and such information is not shown on the bill of lading at the time of shipment, an additional charge of **$28** will be assessed for a new billing in addition to all other applicable charges. Additionally, any discrepancy between the pickup request and the original bill of lading (including weight, piece or pallet count) will also result in additional charge above. The additional charges will be assessed against the party billed for the freight charges.

**Note: Section 7 (the non-recourse clause) of the Bill-of-Lading contract cannot be executed on shipments subject to provisions of this item. If the Section 7 portion of the Bill-of-Lading is signed, the signature will be invalid. Carrier no longer accepts Section 7 provisions under any circumstances and Carrier’s Bill-of-Lading no longer contains Section 7 language. In general and to further clarify, if consignor uses a Bill-of-Lading other than Carrier’s Bill-of-Lading and signs Section 7, the signature will be invalid.**

**BOSTON, MA ARBITRARY CHARGE ITEM 365**

All shipments to or from the Boston, MA Zip Codes below will be assessed a $15.00 surcharge per shipment. This charge will be in addition to all other lawful charges and will be billed to the party for whom the service was provided or applicable third-party.

01890,01905-01906,02026,02101,02108-02138,02143,02146,02149-02150,02155,02158,02163,

02167,02169,02172,02174,02178,02181,02196,02199,02201,02203-02206,02210-02212,02215,

02217,02222,02241,02266,02283-02284,02293,02297-02298

**BRITISH COLUMBIA CARBON TAX** **ITEM 386**

All shipments to or from the Province of British Columbia will be assessed 0.09% of net freight charges subject to a maximum charge of $6.75 per shipment. The charges provided in this item will be in addition to all other lawful charges and will be billed to the party for whom the service was provided or applicable third-party.

**CLAIMS, LOSS AND DAMAGE ITEM 385**

For principles and practices for the investigation and disposition of freight claims, see National Motor Freight Traffic Association, Inc., Agent NMF 100 series.

Claims should be filed promptly once loss or damage is discovered. The time limits for filing are as follows:

Nine (9) months from the day of delivery or, in the event of non-delivery.

Nine (9) months after a reasonable time for delivery has elapsed (usually two weeks)

If a claim is not received by carrier or a suit not filed within the time limit, payment is barred by law.

**COLLECT ON DELIVERY (COD) SHIPMENTS ITEM 430®**

Collect On Delivery shipments will NOT be accepted by Clear Lane Freight Systems. If a COD shipment is inadvertently tendered and accepted, Clear Lane Freight Systems is in no way responsible for performing the collection and is not responsible for any portion of the COD amount.

**COLLECTION OF CHARGES – THIRD PARTY BILLING** **ITEM 435**

When a party, other than the consignor or consignee on the bill of lading and shipping order, is responsible for paying the freight charges to the carrier, the name and address of such third party must be placed on the bill of lading and shipping order by the consignor at time of shipment.

Third party billing will be accepted only when the consignor has established credit with the originating carrier and guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under the credit regulations of the Interstate Commerce Commission.

**NOTE 1:** Shipments subject to the provisions of this item must be billed as 'prepaid'.

**NOTE 2:** Shipments subject to the provisions of this item will not be accepted if the consignorexecutes Section 7 of the bill of lading. If inadvertently accepted by carrier, shipment shall move subject to guarantee of freight charges by shipper.

**COLLECTION OF CHARGES – RETURNED CHECKS ITEM 436®**

When a check is issued for payment of a carrier’s freight bill, or to cover charges for any other lawfully applicable service performed by the carrier, and the check is returned unpaid due to insufficient funds, or stop payment order, or any other reason, an additional service charge will be assessed, as follows:

CHARGE PER RETURNED CHECK…………………………………………………$35.00

**CUSTOM HANDLING FEE** **ITEM 387**

All shipments to or from Canada will be assessed a flat fee of $12.00 handling charge. The charges in this item will be in addition to all other lawful charges and will be billed to the party for whom the service was provided or applicable third party.

**EXCLUSIVE USE OF VEHICLE** **ITEM 470**

**1**. Control of Vehicle: Except as provided in Paragraph 2 of this item, no shipment is entitled to theexclusive use of the vehicle in which it is to be transported and the carrier has the control of the vehicle with the unrestricted right to:

* 1. Select the vehicle for the transportation of a shipment
  2. Transfer the shipment to another vehicle
  3. Load other freight on the same vehicle
  4. Remove locks or seals applied to the vehicle

1. Exclusive Use of Vehicle: When the exclusive use of a vehicle is provided by the carrier at the request of consignor or consignee, the following provisions will apply:
   1. Charges will apply to each vehicle used to transport shipment.
   2. The request must be given in writing or placed on the bill of lading and shipping order, and when bill of lading and/or shipping instructions prohibit the breaking of locks or seals or the co-loading of additional freight, such instructions will be considered as a written request for exclusive use service.
   3. The vehicle will be devoted exclusively to the transportation of the shipment, without the breaking of locks or seals, except as provided below.
   4. In the event a lock or seal has been removed from a vehicle, the carrier will immediately relock or reseal the vehicle and will notate the accompanying papers with the new lock or seal number and the reason for removal of the original lock or seal. No freight will be added to the vehicle except at the instruction of the consignor or consignee.
   5. Charges will be computed at the rates and weight applicable to the shipment without reference to this item subject to a minimum charge based on 20,000 pounds at the 20,000-pound Class 100 rate.
   6. Charges are to be paid or guaranteed by the party requesting the services and non-recourse stipulation on the bill of lading may not be executed.
   7. When the consignor or consignee makes the request for exclusive use of vehicle after the shipment has been receipted for and is in possession of the carrier, the carrier will, if possible, intercept the shipment and convert it to exclusive use of vehicle service over as much of the route as possible. The party making the request must confirm in writing and must guarantee charges. Such written verification will be preserved by the carrier and be considered part of the bill of lading contract. Charges will be assessed as provided in Paragraph E from the point of origin to point of destination.
   8. Stop-off for partial loading or partial unloading will not be permitted on shipments transported under provisions of this item.

**CUSTOMS OR IN-BOND FREIGHT** **ITEM 480**

When shipments move under U.S. Customers Bond or when delivery by carrier is required to be made under U.S. Customs supervision, a charge per shipment will be as follows:

|  |  |
| --- | --- |
|  |  |
| Shipment Weight | Charge |
| Less than 1,000 pounds | **$47** |
| 1,000 lbs. to 4,999 pounds | **$75** |
| 5,000 lbs. or more | **$103** |

In addition to all other lawful charges, shipment(s) awaiting U.S. Customs clearance will be assessed storage charges as provided in Item 910 beginning at 7:00 AM of the third business day following the day in which U.S. Customs officials are notified.

**DETENTION – VEHICLES WITH POWER UNITS** **ITEM 500**

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

**GENERAL PROVISIONS:**

1. This item applies only to vehicles which have been ordered or used to transport shipments subject to LTL or VOL rates.
2. Freight remaining undelivered after the accrual of any detention charges may be placed in storage. Such freight shall be subject to accrued detention charges up the time it is placed in storage, and shall immediately become subject to the storage charges in Item 910. If the freight is later tendered for delivery, the charge for re-delivery in Item 830 will also apply.

**COMPUTATION OF TIME**

1. Computation of time shall begin upon notification by the driver to the responsible representative of the consignor or consignee of the arrival of the vehicle for loading or unloading. Computation of time shall end upon completion of loading or unloading and receipt by the driver of a signed bill of lading or receipt of delivery.

**FREE TIME**

(1) Free time per vehicle stop shall be up to 30 minutes.

**CHARGES**

1. When the loading or unloading is delayed, the charge per vehicle for each 15 minutes or fraction thereof, beyond free time, will be **$15** subject to a minimum charge of **$30.00**.
2. The amount due the carrier under the provisions of this rule shall be assessed against the consignor in the case of loading, and against the consignee in the case of unloading, irrespective of whether the line haul charges are prepaid or collect. In the case of import shipments, the consignee will be responsible for the charges, and in the case of export shipments, the consignor will be responsible for the charges.

**DETENTION – VEHICLES WITHOUT POWER UNITS** **ITEM 502**

This item applies when carrier's vehicle without power unit is delayed or detained either on the premises of consignor or consignee, or as close thereto as conditions will permit, subject to the following:

**GENERAL PROVISIONS**

1. This item applies only to vehicles, which have been ordered to transport shipments subject to LTL, VOL or TL rates.
2. Loading or unloading will be performed by consignor, consignee, or other party designated by them. When carrier employee assists in loading or unloading or checking the freight, detention charges governing vehicles with power units will apply. When spotted for loading, the bill of lading must show "Shipper Load and Count".

**COMPUTATION OF FREE TIME**

1. Commencement of spotting and free time.
   1. Spotted trailers will be allowed 24 consecutive hours of free time for loading or unloading. When trailers are spotted for unloading, such time shall commence at the time of placement of the trailer at the site designated by consignee. When trailers are spotted for loading, such time shall commence when the trailer is spotted at the site designated by the consignor.
   2. When a trailer is both unloaded and reloaded, each transaction will be treated independently of the other.
2. Termination of spotting and notification
   1. Consignor or consignee shall notify carrier when loading or unloading has been completed and trailer is available for pick-up. The trailer will be deemed spotted and detention charges will accrue until such time as carrier receives notification. Notification by telephone, telegraph, Fax or mail shall be given. If notification is by telephone, carrier may require written confirmation.
   2. When a spotted trailer is changed to a vehicle with a power unit at the request of the consignor or consignee the free time and detention charges will be applied as follows:
      1. If the change is requested before the expiration of free time for a spotted trailer, free time will cease immediately and detention charges for vehicles with power units will immediately commence with no further free time allowed.
      2. If the change is requested after the expiration of free time for a spotted trailer, detention charge will be computed on the basis of a spotted trailer up to the time the change was requested. In addition thereto, the vehicle will immediately be charged detention for a vehicle with power with no further free time allowed.

**CHARGES**

After the expiration of free time as provided in Section 2-A of this item, charges for detaining a trailer will be assessed as follows:

1. For each of the first and second 24 hour periods or fraction thereof (except Saturdays, Sundays and Holidays) Charge: **$41**
2. For each of the third and fourth 24 hour periods or fraction thereof (except Saturdays, Sundays and Holidays) Charge: **$57**



1. For the fifth and each succeeding 24 hour periods or fraction thereof (except Saturdays, Sundays and Holidays) Charge: **$81**

The amounts due the carrier under the provisions of this rule shall be assessed against the consignor in the case of loading and against the consignee in the case of unloading, irrespective of whether the line haul charges are prepaid or collect. In the case of import shipments, the consignee will be responsible for the charges. In the case of export shipments, the consignor will be responsible for the charges.

**FORK LIFT SERVICE** **ITEM 510**

On any shipment that requires a fork-lift service for the handling at loading or unloading site (other than at carrier's terminal) the carrier will endeavor to arrange for the furnishing of such fork-lift equipment and will charge **$90** per hour, or fraction thereof, for each fork-lift used. Charges shall be computed from the time the fork-lift equipment is put into actual use in loading or unloading, as the case may be, and shall run until us the fork-lift equipment is terminated. Charges accruing under the provisions of this item must be prepaid or guaranteed to the satisfaction of the carrier.

**LIFT GATE SERVICE ITEM 520®**

1. When, upon the request of the consignor or consignee, pickup or delivery service is performed with the use of a hydraulic lift gate, the following rates and charges shall be assessed in addition to all other applicable rates and charges.
2. Residential Pickups or Deliveries will automatically be assessed the charges below if shipment weights more than 150 pounds unless Clear Lane is provided with information that the shipper or consignee has forklift.
3. When Clear Lane Freight Systems or its agents have the equipment to provide this service, the charge will be:

**$3.00** per 100 pounds, **$50** Minimum Charge, **$150** Maximum Charge

1. When Clear Lane Freight Systems or its agents do not have this equipment available at the point where the service is requested, they will, at their option, endeavor to obtain the use of such equipment by rental or from an outside source at a fair and equitable charge.
2. The charges for this service shall be paid by the party for whom the service is performed or must be guaranteed by the shipper.
3. Carrier is not obligated to perform such service when suitable vehicles equipped with lift gate devices are not available and it shall become incumbent upon the consignee to provide the necessary equipment or accessories to affect delivery. Service will only be rendered at such locations that are safe and accessible to the vehicle.

**HAZARDOUS MATERIALS 540®**

Hazardous materials means a substance or material, including a hazardous substance, hazardous waste, marine pollutant, or elevated temperature material which has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designated and/or commodities described in the Hazardous Materials Regulations of the U.S. Federal

Government’s Department of Transportation and published in the Code of Federal Regulations (49 CFR).

When freight contains commodities described in the Hazardous Materials Regulations as Hazardous,

**Clear Lane Freight Systems does NOT handle Hazardous Materials; if such shipment is picked up advertently it will be returned back to the shipper and subject to a charge of $3.00 per 100 pounds subject to a Minimum Charge of $75.00.**

**If the shipment is not returned to the Shipper, Clear Lane will transport to the furthest in network point at which time another Carrier will complete final delivery. The payor of the freight charges will be liable for all additional charges incurred to execute delivery.**

**FREIGHT DISPOSAL CHARGES ITEM 559**

Upon written request from the owner of the goods, Clear Lane Freight Systems will dispose of a partial or whole shipment. The charge will be a Minimum Charge of $50.00 and a Maximum Charge of $300.00.

**EXTRA LABOR - LOADING OR UNLOADING ITEM 560**

Upon request, Clear Lane Freight Systems will provide extra labor for loading or unloading of freight. The charge for such extra labor shall be **$75** per hour subject to a minimum charge of **$195.**

**OVER SIZE RULE ITEM 561**

All shipments containing items with dimensions 180 cubic feet and over shall be subject to a rating of class 250 which will not be subject to any FAK or exception class, and carriers liability shall be limited to 10 cents per pound. This item is subject to Item 675 Linear Foot Rule.

**INSIDE PICKUP OR DELIVERY** **ITEM 566**

**HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE OR INSIDE DELIVERY**

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

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

Service provided under this item will be assessed a charge of **$4.50** per 100 pounds, subject to a minimum charge of **$45** per shipment and a maximum charge of **$350** per shipment. If request is to additional floors a flat fee of $35.00 per floor will be assessed in addition to rate above.

The service in this item will not apply nor be provided inside the house or building at private residences beyond the doors or doorways of said private residence. It will apply when the nearest accessible street curb or parking lot is sixty (60) feet or more from the nearest delivery door or doorways but not inside the house or building, or inside the garage or carport of the house or building.

The charges provided in this item will be in addition to all other lawful charges and will be billed to the party for whom the service was provided or applicable third-party.

**IMPRACTICABLE OPERATIONS** **ITEM 570**

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

1. The condition of roads, streets, driveways, alleys or approaches thereto;
2. Inadequate loading or unloading facilities;
3. Riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbances as tending to create reasonable apprehension of danger to persons or property.

**MARKING OR TAGGING FREIGHT** **ITEM 580**

Carrier will at the request of the shipper or consignee, change or alter, according to instructions, the markings or tags on any package or pieces of freight subject to a charge of **$2.25** per package or piece of freight on which the markings or tags are changed or altered, subject to a minimum of **$35** per shipment.

All charges accruing under the provisions of this item must either be paid by the party requesting the service or guaranteed to the satisfaction of the carrier before the service will be performed.

**MINIMUM CHARGE** **ITEM 610**

Except as otherwise specifically provided, the minimum charge for a shipment subject to class or commodity rates shall be as shown in the applicable tariff.

**MINIMUM CHARGE – CAPACITY LOADS** **ITEM 615**

1. When any straight or mixed shipment that is subject to LTL rates is tendered to the carrier and occupies the full visible capacity of a vehicle, the minimum charge for that quantity of freight loaded in or on each vehicle shall 36,000 pounds at the Class 50 10M scale rate and such minimum charge will not be subject to discount.
2. When a shipment is tendered which cannot be loaded in one vehicle the following will apply;
   1. Each vehicle loaded to capacity will be rated as a separate shipment and will be subject to the minimum charge provided in Paragraph (1) above.
   2. When the minimum charge in Paragraph (1) above is applicable to any vehicle in the tender, the charge for that portion of the shipment loaded into or on the last vehicle (not loaded to capacity) will be as a separate shipment.
3. The terms 'occupies the full visible capacity', 'loaded to capacity' or 'capacity load' refers to the extent each vehicle is loaded and means:
   1. That quantity of freight which, in the manner loaded so fills a vehicle that no additional article in the shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle; or
   2. The maximum quantity of freight that can be legally loaded in or on a vehicle because of the weight or size limitations of State or regulatory bodies.
4. The term 'vehicle' as used in this item means any vehicle or combination of vehicles handled as one unit of not less than 28 feet in length, propelled or drawn by a single power unit and used on the highways in the transportation of property. When the vehicle consists of a power unit and two or more trailers, the combined length of the trailers must not exceed 56 feet measured along the center longitudinal line of each trailer floor. On the request of the shipper, the carrier shall endeavor to furnish the largest vehicle available. The shipper will have the right to refuse the vehicle offered, but once loading has begun, provisions of this item will apply.

**Note 1:** Two or more shipments tendered on the same day from the same shipper, consigned to thesame consignee at the same address, will be considered a single shipment for the application of this rule.

**NON STACKABLE / NON STOWABLE ARTICLES ITEM 620**

Any unit which is packaged in such a way that other freight cannot be stowed on top of it, or if the unit itself is unsuitable to be stacked on top of other freight in the carrier’s vehicle, the height of 96 inches will be used to calculate density if the actual height of the article is less.

This includes units which due to their irregular shape on top (i.e., machines, etc.); packaged units such as pallets, skids or cartons banded or shrink- wrapped into a single unit which are 'pyramided' or 'rounded' on top; and packaged units which are marked with instructions that no freight is to be loaded on top; or any other circumstances, all of which prohibit the stowing of additional freight on top of the considered unit.

When one or more articles in a shipment are under 6 PCF, based on guidelines above, the class will be adjusted per the Commodity Classification Standards Board Density Guidelines Chart.

**NORTH and SOUTH DAKOTA ARBITRARY CHARGE ITEM 645**

Shipments picked up or delivered to the states of North Dakota and South Dakota will be assessed an additional charge of **$45.00** per shipment. This is in addition to all other freight charges. In the event this item conflicts with Item 835 “Remote Access Areas Pickup or Delivery Service” the rule that produces the highest rate will prevail.

**NEVADA ARBITRARY CHARGE ITEM 647 ©**

Shipments picked up or delivered to Mesquite, Nevada zip codes 89024, 89027, 89034 will be assessed an additional charge of **$100.00** per shipment. This is in addition to all other freight charges. In the event this item conflicts with Item 835 “Remote Access Areas Pickup or Delivery Service” the rule that produces the highest rate will prevail.

**NOTIFICATION PRIOR TO DELIVERY IT** **EM 646**

When it is necessary to make an appointment prior to delivery of a shipment, including private residences, a $15 charge will be assessed. Time specific appointments requiring less than a 4 hour time frame will be charged $50.00. If after second attempt is made and no one acknowledges the call, then the shipment will be placed on hand and legal notice will be sent. Once placed on hand, the freight will become subject to storage fees in accordance to item 900.

**OVER DIMENSION FREIGHT** **ITEM 670**

1. In assessing freight charges on shipments containing one or more articles which measures in excess of 40 feet in length, 8 feet in width, or 10 feet in height from the bed of the trailer, or 13 feet, 6 inches in height from the ground to the top of the article, after loaded, the shipment shall be subject to a minimum weight of 30,000 pounds per truck used times the lowest applicable class rating of the articles in the shipment.
2. The entire lading of each shipment on each vehicle shall be used in computing the weight on which freight charges are to be assessed.

1. When a shipment is tendered which exceeds the legal limits of height, width, or length, the shipper will be responsible for any extra charges, tolls, special permits or telephone calls in connection therewith.

**OVER LENGTH LTL FREIGHT ITEM 674**

Shipments consisting of article(s) with a length of at least 8 feet but less than 11 feet will be subject to a charge of $90.00 per shipment. Shipments consisting of article(s) with a length of at least 11 feet but less than 16 feet will be subject to a charge of $100.00 per shipment. Shipments consisting of article(s) with a length of at least 16 feet but less than 20 feet will be subject to a charge of $185.00 per shipment. Shipments consisting of article(s) with a length of 20 feet and greater will be subject to a charge of $400.00 per shipment. This is in addition to all other applicable charges. This item will not apply on shipments subject to Exclusive use, Linear Foot, Non Stack/Non Stowable or Oversize Rule.

**LINEAR FOOT RULE ITEM 675**

Shipments that consume more space than 10 linear feet of a trailer or 10,000 lbs will be assessed a rate based on the following: $.10 per lineal foot multiplied by the point to point mileage. The minimum charge is $350

Mileage to be determined by the most current version of the PC Miler using practical routes miles.

If any article(s) or unit(s) is 72” or wider it is considered to consume the full width of the trailer.

If a shipment exceeds 800/lbs per lineal foot, the resultant lineal footage will be determined by taking the weight of the shipment divided by 800. Example: A shipment weights 15,000 lbs but takes up only 8 lineal feet of the trailer. The resultant lineal footage is 15. (15,000 /800 = 18.75 feet)

**LINE HAUL SURCHARGE** **ITEM 676**

Clear Lane Freight Systems will assess a line haul surcharge on every shipment. The rate will be determined from the customer’s published pricing page. This charge will apply in addition to all other applicable charges.

**PAYMENT OF CHARGES** **ITEM 720**

All rates, charges and other amounts named in this tariff, or in tariffs made subject to this tariff, are stated in the United States currency and are to be paid in lawful money of the United States.

1. **Credit Period:** Unless otherwise provided, Clear Lane Freight Systems credit period is **15 days** andbegins on the day following presentation of the freight bill. It includes Saturdays, Sundays and legal holidays. Freight charges must be paid within the 15-day credit period. If payment is not made within the 15-day credit period, service charges will be applied.

#### **Extended Credit Periods (Beyond 15 days):** When the credit periods for specific customers areextended for more than 15 days (up to a maximum of 30 days) by published tariff rules as authorized by the Code of Federal Regulations (49 CFR § 377.203) and the payer of the freight charges fails to make payment within the authorized credit period, service charges will be applied.

1. **Remitting Payments:** When remitting freight charges, payer must enclose with remittance, astatement advising which pro(s) payment pertains. Notwithstanding this requirement, payments may be allocated pursuant to provisions of paragraph (4) of this Item (directly below).
2. **Allocation of Payments:** When you (hereinafter Shipper/Payer) tender freight to us (hereinafter Clear Lane Freight Systems) subject to provisions of this rules tariff, you authorize us to allocate your payments and credits in a way that is most favorable to or convenient for us. Your authorization is granted in consideration of credit terms extended by us and grants us full discretion as to how payments are applied. For example, you authorize us to apply your payments and credits to your oldest balances before we apply them to your more current balances.
3. **Notification to Customers Regarding Service Charges:** Pursuant to requirements in 49 CFR §377.203 associated with the establishment of service charges, Clear Lane Freight Systems does by this item establish service charges as described below and does hereby notify shippers of the following:
   1. The only purpose of the service charges is to prevent a shipper who does not pay on time from having free use of funds due to the carrier.
   2. Clear Lane Freight Systems does not sanction payment delays; and,
   3. Failure to pay within the authorized credit period will, despite this provision for service charges, continue to require Clear Lane Freight Systems, before again extending credit, to determine in good faith whether customer will comply with the credit regulations in the future.
4. **Service Charges:** When the payor of the freight charges fails to make payment within the applicablecredit period, the following will be assessed on the day following the last day of the authorized credit period, on each unpaid freight bill, in addition to all other lawful, freight and accessorial charges as provided in applicable tariffs.

**The greater of a charge of 50% of the unpaid balance or removal of the discount provided and subject to a minimum charge $123**

**NOTE 1:** This paragraph is only applicable to the nonpayment of original, separate andindependent freight bills and does not apply to the aggregate balance due claims sought for a collection on any past shipments by a bankruptcy trustee, or any other person or agent.

**NOTE 2:** This paragraph shall not apply to instances of clerical or ministerial error such as non-receipt of carrier's freight bill, or a shipper's payment check lost in the mail, or a carrier mailing the freight bill to the wrong address.

**NOTE 3:** This paragraph shall not apply in any way to a charge for transportation service if thecarrier's bill-of-lading independently provides that the shipper is liable for fees incurred by the carrier in collection of freight charges on that transportation service.

1. **Responsible Parties:** Shippers, Consignees, Third-parties and Agents for Shippers or Consignees,Holders of Bills-of-Lading and Owners of property moved by carrier are jointly and severally liable for freight charges and collection charges in accordance with the Rates, Classifications and Rules Tariffs that have been established by the carrier, each of which is available from the Carrier upon request. Such parties are responsible:
   1. For all unpaid charges on account of a shipment pursuant to the Bill-of-Lading Contract, tariff or other contract covering the shipment regardless of whether all parties are listed or “in privity” of the contract under which the shipment moved; and,
   2. To pay and/or indemnify carrier for all claims, fines, penalties, damages, costs and other sums, including attorneys' fees, which may be incurred by carrier by reason of any violation of the shipment contract/tariff or any other default of the shipper, consignee or their agents.

**Example:** Under this paragraph, carrier is entitled to recover all of his costs, including attorneys'fees, of collecting delinquent freight bills. Carrier is also entitled to seek payment from any of the parties listed above when the party initially responsible for payment fails to pay.

1. **Offsetting Charges Not Allowed:** Customer shall not offset from or delay the payment of lawfullyestablished transportation charges due Clear Lane Freight Systems as a result of any overcharge claim, charge-back, duplicate payment or loss and/or damage cargo claim. A formal claim shall be filed and processed separately.

**PICKUP OR DELIVERY SERVICE – GENERAL ITEM 750**

Except as otherwise provided, rates in this tariff include one pickup and loading, and one tender for delivery and unloading of a shipment by the carrier during normal operating hours of 8 a.m. to 5 p.m. Eastern Standard Time. If after these hours the charges will be **$75** per hour with 1 hour minimum. This will be for time to get to delivery or pickup and return to terminal.

(1) Placement of vehicle for loading or unloading:

At the request of the consignor or consignee, the carrier will furnish and place a vehicle at the loading site designated by the consignor for pickup of a shipment and at the destination site designated by the consignee for unloading of that shipment.

(2) Loading by carrier:

Freight tendered for loading shall be so situated by the consignor as to be directly accessible to the vehicle, or it shall be immediately adjacent to the vehicle. Loading includes stowing and counting of the freight in or on the carriers vehicle except where, by previous arrangement with the shipper, the freight is to be loaded and counted by the shipper and the bill of lading notated 'shipper's load and count'. (See Item 566 for handling freight at positions not immediately adjacent to vehicle).

(3) Unloading by carrier:

Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle. Unloading includes counting and removal of the freight from the position in which it is transported in or on the carrier's vehicle. (See Item 566 for handling freight at positions not immediately adjacent to vehicle).

(4) Restriction on loading or unloading by carrier:

Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating of freight or furnishing by the carrier of rigging or special loading or unloading equipment.

(5) Loading by consignor or unloading by the consignee:

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

(6) Waiver of delivery receipt:

When consignor or owner of a shipment has made written arrangements with the carrier, freight consigned to construction sites (or other places when no representatives of the consignee are present or available to acknowledge receipt of the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated.

**PICKUP OR DELIVERY AT CONVENTIONS, EXHIBITIONS, FAIRS OR SHOWS** **ITEM 752**

Pickup or delivery service at conventions, exhibitions, fairs or shows is not provided. If shipment is inadvertently accepted Clear Lane is not liable for damages caused by delay in transit

**RESIDENTIAL PICKUP OR DELIVERY ITEM 753 ®**

The provisions of this item apply only n the shipper or the consignee of a shipment is located at a private residence, apartment, camp (other than military), church, country club, estate, farm, hotel, inn, motel, ranch, fairs or carnivals, prisons, reservations, rectory or school, storage facilities, CFS Stations (Container Freight Station) and other non-commercial or limited access sites (requiring small truck) hereafter referred to collectively as 'residential'.

1. Shipments requiring residential pick up or delivery will be assessed a charge of **$50.00** per shipment. **CFS Stations (Container Freight Station**) will be assessed a charge **of $129.00** and an additional $15.00 per pallet if pallet exchange is required.
2. Inside Delivery Service for non-commercial / residential pickups or deliveries is not provided. If shipment is inadvertently accepted Clear Lane is not liable for damages caused by delay in transit.
3. The charges in this item will not include the service of Notification Prior to Delivery.
4. The charges in this item will be prepaid or guaranteed by the consignor to the satisfaction of the carrier and will be in addition to all other legal and lawful charges EXCEPT will not apply when charges in Item 752 are assessed.
5. When delivery or pickup requires the use of a step van there will be an additional fee of **$50.00** per shipment. This charge is in addition to all other freight charges. Any shipment over 3 pallets or 2,500 pounds requiring a step van will require a spot quote.
6. Limited Access is defined as any non-dock or business location that requires a specific type of truck to access. Limited access sites will be assessed a charge of $60.00 per shipment.
7. Clear Lane Freight Systems does not perform Inside Delivery for limited access or residential locations. If shipment is inadvertently accepted Clear Lane is not liable for damages caused by delay in transit.

**PICKUP AND DELIVERY – SUNDAYS AND HOLIDAYS** **ITEM 754**

1. The carrier is not obligated to furnish pickup or delivery service on Sundays or Holidays.
2. When the consignor or consignee requests carrier to pick up or deliver freight on Sundays or Holidays, and the carrier agrees to perform the requested service, such service will be subject to a charge of **$80** per man per hour, or fraction thereof, minimum charge of **$400** per man per day. Such charge shall be in addition to all other applicable charges.
3. Computation of the time shall commence upon notification by the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at the premises of consignor or consignee and shall end upon completion of loading or unloading and receipt by the driver of a signed bill of lading or delivery receipt.
4. Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made.

**PICKUP AND DELIVERY – SATURDAYS** **ITEM 755**

1. The provisions of this item shall not be construed as oblige carrier to furnish pickup or delivery service on Saturdays.
2. When consignor or consignee requests carrier to pickup or deliver freight on Saturday, and the carrier agrees to provide the requested service, such service will be subject to an additional charge of **$80** per hour subject to a minimum charge of **$240**. This will be calculated by time to get to delivery or pickup and return to terminal. Such charge shall be in addition to all other applicable charges.
3. Computation of time shall commence upon notification by the driver to responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at the premises of consignor or consignee, and shall end upon completion of loading and receipt by the driver of a signed bill of lading or delivery receipt.
4. Charges must either be paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made.

**PICKUP OR DELY AT CONSTRUCTION, MINE, UTILITY, GOVERNMENT SITES ITEM 756**

Shipments picked up or delivered to a construction, mine or utility site locations will be assessed an additional charge of **$5.00** per 100 pounds, subject to a Minimum Charge of **$50.00** and a Maximum Charge of **$350.00** per shipment.

When delivery or pickup requires the use of a step van there will be an additional fee of **$50.00** per shipment. This charge is in addition to all other freight charges. Any shipment over 3 pallets or 2,500 pounds requiring a step van will require a spot quote.

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

The term **Mine Site** shall be defined as the site of any mineral mine location, whether underground or open mining, including the entire property of the mine, when it is located outside the normal commercial pickup and delivery region of the carrier for a town, city or municipality

The term **Utility Site** shall be defined as the site of any power generation station, whether nuclear, thermal, hydro-electric or fossil fuel or pumping station located outside the normal commercial pickup and delivery region of the carrier for a town, city or municipality.

The term **Government Site** shall be defined as facilities of federal (including military bases), state, county and municipal governments.

**PICKUP OR DELIVERY SERVICE AT AIRPORTS, PIERS AND PORTS** **ITEM 757**

Except as otherwise specifically provided, shipments delivered to or picked up at airports, piers, and ports are subject to a terminal service charge of **$1.50** per 100 pounds, minimum charge of **$100.00** per shipment, in addition to all other applicable charges.

When delivery or pickup requires the use of a step van there will be an additional fee of **$50.00** per shipment. This charge is in addition to all other freight charges. Any shipment over 3 pallets or 2,500 pounds requiring a step van will require a spot quote.

**PICKUP OR DELIVERY SERVICE - ALCOHOL** **ITEM 758**

Except as otherwise specifically provided, shipments delivered to or picked up for movement of alcohol in states that require a permit will be charged a fee as required by the state. Clear Lane Freight Systems will pass on this charge to the debtor of the freight. This permit charge will be in addition to all other applicable charges.

**PICKUP OR DELIVERY AT AMAZON FACILITIES ITEM 759**

Except as otherwise specifically provided, shipments delivered to or picked up from an Amazon Facility will be charged a flat fee of $85.00. In addition, a $10.00 notification charge will apply. Clear Lane Freight Systems will pass on this charge to the debtor of the freight. This will be in addition to all other applicable charges including detention charges.

**PRECEDENCE OF DISCOUNTS, ALLOWANCES AND EXCEPTIONS (FAK RATINGS)** **ITEM 765**

1. The provisions of only one discount, allowance and/or exception, or FAK rating, whether named in this tariff, or any other tariff, or contract agreement, will be allowed per shipment.
2. If more than one discount, allowance and/or exception, or FAK rating is in effect for a particular shipment, the discount, allowance, exception or FAK rating or provision in effect for the account of the payer of the freight charges shall take precedence, providing the name of such payer is shown on the original bill of lading at the time of shipment.
3. If more than one discount item has been published for the same consignor, that item having the latest effective date will take precedence.

**PREPAYMENT OF CHARGES ON EXPORT SHIPMENTS** **ITEM 770**

All charges on shipments for export transported under rates named subject to this tariff must be prepaid, except where special arrangements have been made by shipper, owner, or consignee with the motor carrier to collect the motor freight charges at port of export. Motor carrier will not advance, collect nor be responsible for ocean charges. On all shipments, the full name and address of the shipper must be clearly shown on the applicable bill of lading and carried forward on the motor carrier freight bill for proper information to the ocean carrier.

**PROHIBITED OR RESTRICTED ARTICLES ITEM 780®**

**Property of extraordinary value**.

1. Unless otherwise provided, the following property will not be accepted for shipment nor as premiums accompanying other articles: If accepted inadvertently, the maximum liability of $1.00 per pound will apply.

Bank bills Pallets equal to or greater than 96 inches tall

Carbon Black Pool Tables (a)

Currency Postage stamps

Deeds Precious stones

Drafts Revenue stamps

Jewelry,other than Stamps or coupons having

Costume or novelty exchange value of any kind

Letters, with or without TWIC Card Shipments

Stamp affixed Valuable collections or Collector items

Loose Tires Valuable papers of any kind

Museum exhibits or Marble or marble products of

Articles of antiquity granite or slate

Notes Live Plants

Original works of art Kayaks ©

Pianos Rugs or Carpeting greater than 12 feet in length

Mattresses

Articles of extraordinary value will not be accepted for shipment or as premiums accompanying other articles.

1. Custom, single, limited manufacture, and one of a kind, including but not limited to electronic, mechanical or engineering apparatus, shall be deemed as having extraordinary value.
2. Plastic Pellets / Resin maximum liability will be $0.10 cents per pound.

**Freight liable to damage other freight or equipment**

Carrier is not obligated to receive freight liable to permeate or otherwise damage other freight or carrier's equipment. Such freight may be accepted and receipted for "subject to delay for suitable equipment", or may be refused for lack of suitable equipment.

**PROTECTIVE SERVICE** **ITEM 810**

Clear Lane Freight Systems does not provide protection from heat and/or cold. If shipment is inadvertently accepted, the maximum liability of $0.10 per pound will apply.

**RECONSIGNMENT OR DIVERSION ITEM 820**

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

If outside original delivery terminal service area the tariff or contract rate from origin point to consignment point plus tariff or contract rate from reconsignment point to ultimate destination will apply. If within original terminal delivery area prior to tender of delivery a fee of **$28.00** will be assessed. If within original terminal delivery area after tender of delivery a charge of **$3.50** per cwt. subject to a **$35.00** minimum will apply. If a change in consignee with no change in place of delivery a **$28.00** fee will be assessed as long as delivery was not attempted. In lieu of reconsignment the payor elects to have the shipment picked up or dropped off at a terminal, a **$50.00** dock pickup handling fee will be assessed. This is in addition to all other freight charges and freight charges are subject to a Minimum Charge of $150.00.

**REDELIVERY** **ITEM 830**

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

1. If one or more additional tenders, or final delivery of the shipment are made at consignee's place a charge of **$3.50** per 100 pounds subject to a minimum charge of **$50** and a maximum charge of **$250** per shipment or vehicle, will be made for each such tender and for final delivery.
2. If one or more additional tenders, or final delivery of the shipment is made to the New York area encompassing zip codes 100 through 119 a flat charge of **$250.00** will be charged for each such tender and for final delivery. This charge is in addition to the listed in Item 892.
3. If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at carrier's premises, a charge of **$2.50** per 100 pounds, subject to a minimum charge of **$25** and a maximum charge of **$100** will be made.
4. All charges accruing under this rule must be paid or guaranteed by the party requesting redelivery, to the satisfaction of carrier.

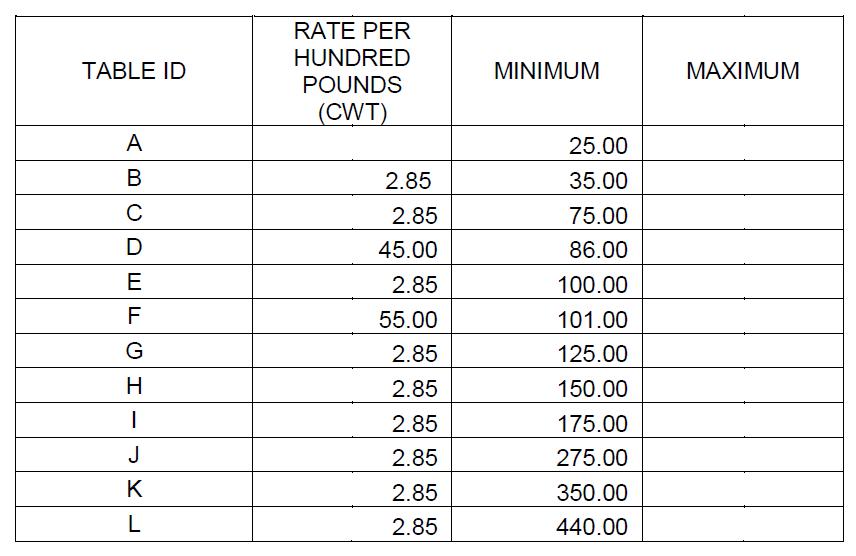
**NYC SHIPMENT SIZE RESTRICTION ITEM 832**

Due to the requirement of using smaller trucks in New York City (zip codes of 10001 to 10044) the maximum height for shipments is 88”. If taller shipments than 88” are received inadvertently, the shipper/consignee or 3PL will be notified and request will be made for permission to reconfigure the shipment in order to fit on the truck. If unable to reconfigure, shipper/consignee or 3PL must arrange to have the shipment picked up from carriers dock at their expense.

**REMOTE ACCESS AREAS PICKUP OR DELIVERY SERVICE** **ITEM 835**

**In addition to all other applicable charges, shipments originating from or destined to zip codes listed in this Item shall be assessed an additional charge as indicated on the “ REMOTE ACCESS DELIVERY CHARGE TABLE” below:**

**REMOTE ACCESS CHARGE TABLE**



|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **ARIZONA** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 85325 | G |  | 85347 | G |
|  | 85328 | H |  | 85348 | H |
|  | 85333 | G | LIGURTA | 85356 | J |
|  | 85334 | G |  | 85359 | G |
|  | 85344 | G |  | 85371 | G |
|  | 85346 | G |  | 86022 | J |
|  |  |  |  | 86432 | J |

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| **ARKANSAS** | | | | | | | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 72013 | G |  | 72633 | C |  | 72636 | C |  | 72663 | C |
|  | 72028 | C |  | 72422 | C |  | 72472 | C |  | 72666 | C |
|  | 72030 | C |  | 72424 | C |  | 72473 | C |  | 72668 | C |
|  | 72031 | C |  | 72425 | C |  | 72474 | C |  | 72669 | C |
|  | 72039 | C |  | 72426 | C |  | 72482 | C |  | 72670 | C |
|  | 72043 | C |  | 72427 | C |  | 72512 | C |  | 72675 | C |
|  | 72044 | C |  | 72428 | C |  | 72515 | C |  | 72679 | C |
|  | 72051 | C |  | 72429 | C |  | 72517 | C |  | 72680 | C |
|  | 72067 | C |  | 72430 | C |  | 72519 | C |  | 72682 | C |
|  | 72088 | C |  | 72431 | C |  | 72520 | C |  | 72683 | C |
|  | 72121 | C |  | 72434 | C |  | 72528 | C |  | 72685 | C |
|  | 72130 | C |  | 72435 | C |  | 72530 | C |  | 72686 | C |
|  | 72141 | C |  | 72436 | C |  | 72531 | C |  | 72721 | C |
|  | 72153 | C |  | 72437 | C |  | 72533 | C |  | 72732 | C |
|  | 72346 | C |  | 72439 | C |  | 72537 | C |  | 72733 | C |
|  | 72376 | C |  | 72440 | C |  | 72538 | C |  | 72740 | C |
|  | 72379 | C |  | 72441 | C |  | 72544 | C |  | 72741 | C |
|  | 72395 | C |  | 72444 | C |  | 72546 | C |  | 72742 | C |
|  | 72410 | C |  | 72445 | C |  | 72556 | C |  | 72752 | C |
|  | 72412 | C |  | 72449 | C |  | 72560 | C |  | 72760 | C |
|  | 72413 | C |  | 72453 | C |  | 72565 | C |  | 72773 | C |
|  | 72414 | C |  | 72454 | C |  | 72576 | C |  | 72776 | C |
|  | 72415 | C |  | 72456 | C |  | 72578 | C |  | 72827 | C |
|  | 72421 | C |  | 72457 | C |  | 72581 | C |  | 72838 | C |
|  | 72459 | C |  | 72458 | C |  | 72583 | C |  | 72839 | C |
|  | 72460 | C |  | 72638 | C |  | 72584 | C |  | 72841 | C |
|  | 72461 | C |  | 72640 | C |  | 72585 | C |  | 72854 | C |
|  | 72462 | C |  | 72641 | C |  | 72587 | C |  | 72856 | E |
|  | 72464 | C |  | 72642 | C |  | 72613 | C |  | 72857 | E |
|  | 72465 | C |  | 72645 | C |  | 72617 | C |  | 72858 | E |
|  | 72466 | C |  | 72648 | C |  | 72619 | C |  | 72860 | E |
|  | 72469 | C |  | 72650 | C |  | 72623 | C |  |  |  |
|  | 72470 | C |  | 72655 | C |  | 72624 | C |  |  |  |
|  | 72471 | C |  | 72658 | C |  | 72628 | C |  |  |  |
|  | 72632 | C |  | 72661 | C |  | 72631 | C |  |  |  |

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| **CALIFORNIA** | | | | | | | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 91901 | E |  | 92317 | E |  | 95318 | H | DAYWALT | 95472 | A |
|  | 91903 | E |  | 92323 | J |  | 95338 | H | FREESTONE | 95472 | A |
|  | 91905 | E |  | 92327 | I |  | 95389 | H |  | 95480 | A |
|  | 91906 | E |  | 92328 | J |  | 95410 | A |  | 95485 | A |
|  | 91916 | E |  | 92364 | J |  | 95412 | A |  | 95486 | A |
|  | 91917 | E |  | 92366 | E |  | 95415 | A |  | 95488 | A |
|  | 91931 | E |  | 92536 | K |  | 95417 | A | CROWLEY | 95490 | G |
|  | 91934 | E |  | 92539 | K |  | 95419 | A | EMANDAL | 95490 | A |
|  | 91935 | E | CA HOT SPRG | 93207 | H |  | 95420 | A | LONGVALE | 95490 | A |
|  | 91948 | E | CAMP NELSON | 93208 | H |  | 95421 | A | MUIR | 95490 | A |
|  | 91962 | E | SPRINGVILLE | 93208 | H |  | 95422 | A | SAGE | 95490 | A |
|  | 91963 | E |  | 93262 | H |  | 95423 | A | SUMMIT | 95490 | A |
|  | 91980 | E | SPRINGVILLE | 93265 | H |  | 95424 | A |  | 95493 | A |
|  | 91987 | E |  | 93271 | H |  | 95426 | C |  | 95494 | A |
|  | 92003 | E |  | 93512 | H |  | 95427 | A |  | 95497 | A |
|  | 92004 | H |  | 93513 | H |  | 95428 | I |  | 95501 | A |
| BOSTONIA | 92021 | E |  | 93514 | C |  | 95429 | I |  | 95502 | A |
| CREST | 92021 | E |  | 93515 | C |  | 95430 | A |  | 95503 | A |
|  | 92028 | E |  | 93517 | H |  | 95431 | A |  | 95511 | G |
|  | 92036 | E | INDEPENDENCE | 93526 | H |  | 95432 | A |  | 95514 | G |
|  | 92059 | E |  | 93529 | C |  | 95435 | A |  | 95519 | A |
|  | 92060 | I | KEELER | 93530 | H |  | 95436 | A |  | 95521 | A |
|  | 92061 | E |  | 93541 | C |  | 95437 | A |  | 95524 | A |
|  | 92065 | E | LITTLE LAKE | 93542 | H |  | 95443 | A |  | 95525 | C |
|  | 92066 | I | LONE PINE | 93545 | H |  | 95445 | A |  | 95526 | C |
|  | 92070 | E |  | 93546 | C |  | 95446 | A |  | 95527 | C |
|  | 92082 | E | OLANCHA | 93549 | H |  | 95450 | A |  | 95528 | A |
|  | 92086 | E |  | 93601 | H |  | 95451 | C |  | 95534 | A |
|  | 92088 | E |  | 93602 | H |  | 95453 | A |  | 95536 | A |
|  | 92090 | I |  | 93603 | H |  | 95454 | A |  | 95537 | A |
| WARNER SPRG | 92091 | I |  | 93628 | H |  | 95456 | A |  | 95540 | A |
| WARNER SPRG | 92092 | I |  | 93633 | H |  | 95457 | A |  | 95542 | C |
|  | 92222 | I |  | 93634 | H |  | 95458 | A |  | 95543 | C |
|  | 92225 | I |  | 93640 | H |  | 95459 | A |  | 95545 | A |
|  | 92226 | J |  | 93641 | H |  | 95460 | A |  | 96025 | H |
|  | 92266 | L |  | 93642 | J |  | 95546 | H |  | 96027 | H |
|  | 92267 | I |  | 93664 | I |  | 95547 | H |  | 96028 | H |
|  | 92280 | I |  | 93669 | I |  | 95548 | G |  | 96029 | H |
|  | 92309 | J |  | 95461 | A |  | 95549 | G |  | 96033 | H |
|  | 92315 | E |  | 95462 | A |  | 95550 | G |  | 96034 | H |
|  | 94508 | A |  | 95463 | C |  | 95551 | C |  | 96037 | H |
|  | 94567 | A |  | 95464 | A |  | 95552 | H |  | 96039 | H |
|  | 94576 | A |  | 95465 | A |  | 95553 | C |  | 96040 | K |
|  | 94922 | A |  | 95466 | C |  | 95554 | G |  | 96041 | H |
|  | 94923 | A |  | 95467 | A |  | 95555 | G |  | 96044 | K |
|  | 94929 | A |  | 95468 | A |  | 95556 | G |  | 96046 | L |
|  | 94937 | A |  | 95469 | A |  | 95559 | H |  | 96047 | H |

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| **CALIFORNIA CONT.** | | | | | | | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 94938 | A |  | 95471 | A |  | 95560 | G |  | 96048 | H |
|  | 94972 | A | CUNNINGHAM | 95472 | A |  | 95562 | C |  | 96050 | K |
|  | 95563 | C |  | 95962 | L |  | 96112 | H |  | 96089 | H |
|  | 95564 | C |  | 95979 | L |  | 96051 | H |  | 96091 | K |
|  | 95565 | C |  | 95980 | L |  | 96052 | H |  | 96093 | H |
|  | 95568 | H |  | 95983 | C |  | 96054 | H |  | 96094 | H |
|  | 95569 | H |  | 95984 | C |  | 96056 | H |  | 96095 | H |
|  | 95570 | G |  | 96006 | H |  | 96057 | H |  | 96096 | H |
|  | 95571 | A |  | 96008 | K |  | 96058 | H |  | 96115 | K |
|  | 95573 | G |  | 96009 | H |  | 96061 | H |  | 96116 | K |
|  | 95585 | G |  | 96010 | H |  | 96063 | K |  | 96118 | C |
|  | 95587 | G |  | 96013 | H |  | 96064 | H |  | 96124 | C |
|  | 95589 | G |  | 96014 | H |  | 96065 | H |  | 96134 | I |
|  | 95595 | L |  | 96015 | K |  | 96067 | H |  | 96136 | C |
|  | 95903 | L |  | 96016 | H |  | 96068 | H |  | 96137 | H |
|  | 95914 | L |  | 96017 | H |  | 96070 | H |  |  |  |
|  | 95916 | H |  | 96018 | K |  | 96071 | K |  |  |  |
|  | 95918 | L |  | 96020 | C |  | 96074 | K |  |  |  |
|  | 95922 | L |  | 96021 | E |  | 96075 | K |  |  |  |
|  | 95934 | C |  | 96023 | K |  | 96076 | H |  |  |  |
|  | 95935 | L |  | 96024 | H |  | 96079 | H |  |  |  |
|  | 95939 | L |  | 96101 | H |  | 96084 | H |  |  |  |
|  | 95941 | L |  | 96104 | K |  | 96085 | H |  |  |  |
|  | 95947 | C |  | 96108 | K |  | 96086 | K |  |  |  |
|  | 95956 | H |  | 96110 | K |  | 96088 | K |  |  |  |

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| **COLORADO** | | | | | |  |  |  |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 80101 | C |  | 80804 | C |  | 80740 | C |  | 80737 | C |
|  | 80102 | C |  | 80805 | C |  | 80741 | C |  | 81049 | H |
|  | 80103 | C |  | 80807 | C |  | 80742 | C |  | 81064 | G |
|  | 80105 | C |  | 80810 | C |  | 80743 | C |  | 81071 | E |
|  | 80136 | C |  | 80812 | C |  | 80744 | C |  | 81087 | E |
|  | 80643 | C |  | 80815 | C |  | 80746 | C |  | 81029 | G |
|  | 80654 | C |  | 80818 | C |  | 80747 | C |  | 81036 | C |
|  | 80720 | C |  | 80821 | C |  | 80749 | C |  | 81040 | C |
|  | 80721 | C |  | 80822 | C |  | 80750 | C |  | 81073 | E |
|  | 80722 | C |  | 80824 | C |  | 80754 | C |  | 81090 | G |
|  | 80726 | C |  | 80825 | C |  | 80755 | C |  | 81130 | C |
|  | 80727 | C |  | 80828 | C |  | 80757 | C |  | 81252 | C |
|  | 80728 | C |  | 80836 | C |  | 80758 | C |  | 81084 | E |
|  | 80731 | C |  | 80861 | C |  | 80759 | C |  | 80736 | C |
|  | 80734 | C |  | 80862 | C |  | 80801 | C |  | 81023 | C |
|  | 80735 | C |  | 81021 | C |  | 80802 | C |  | 81089 | C |

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| **FLORIDA** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
| BOCA GRAND ISL | 33921 | A | DODGE ISLAND |  | A |
| CAPTIVA ISLAND | 33924 | A | FISHER ISLAND |  | E |
| SANIBEL ISLAND | 33957 | A | KEY BISCAYNE |  | A |

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| **IDAHO** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 83311 | C |  | 83631 | C |
|  | 83312 | E | BOISE | 83637 | E |
|  | 83342 | C | LOWMAN | 83637 | E |
|  | 83346 | C |  | 83647 | H |
|  | 83467 | I |  | 83650 | C |
|  | 83469 | I |  | 83666 | C |
|  | 83525 | H |  | 83802 | H |
| BRUNEAU VALLEY | 83604 | K |  | 83808 | H |
| GASMERE | 83604 | K |  | 83826 | B |
|  | 83610 | E |  | 83827 | H |
|  |  |  |  | 83853 | B |

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| **ILLINOIS** | | |
| CITY | ZIP | TABLE ID |
| O'HARE AIRPORT |  | C |
|  | 60666 | C |

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| **MASSACHUSETTS** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 02535 | D |  | 02564 | F |
|  | 02539 | D |  | 02568 | D |
|  | 02552 | D |  | 02573 | D |
|  | 02554 | F |  | 02575 | D |
|  | 02557 | D |  | 02584 | F |

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| **MICHIGAN** | | |
| **CITY** | **ZIP** | **TABLE ID** |
| HARSEN ISLAND | 48028 | E |

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| **MISSOURI** | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 64730 | B |  | 65582 | B |  | 65443 | B |
|  | 64738 | B |  | 65606 | B |  | 65449 | B |
|  | 64745 | B |  | 65609 | B |  | 65466 | B |
|  | 64763 | B |  | 65626 | B |  | 65486 | B |
|  | 64776 | B |  | 65655 | B |  | 65560 | B |
|  | 64779 | B |  | 65660 | B |  | 65571 | B |
|  | 64831 | B |  | 65668 | B |  | 65580 | B |
|  | 64854 | B |  | 65676 | B |  | 65729 | B |
|  | 65439 | B |  | 65690 | B |  | 65730 | B |
|  | 65440 | B |  | 65692 | B |  | 65733 | B |
|  | 65760 | B |  | 65786 | B |  | 65791 | B |
|  | 65761 | B |  |  |  |  |  |  |

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| **MONTANA** | | | | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 59002 | C |  | 59319 | J |  | 59542 | H |  | 59214 | E |
|  | 59012 | E |  | 59324 | G |  | 59544 | H |  | 59219 | H |
|  | 59014 | E |  | 59326 | E |  | 59545 | H |  | 59221 | H |
|  | 59015 | C |  | 59332 | I |  | 59546 | I |  | 59225 | I |
|  | 59018 | C |  | 59336 | G |  | 59632 | E |  | 59240 | E |
|  | 59027 | C |  | 59337 | E |  | 59633 | C |  | 59244 | H |
|  | 59034 | H |  | 59338 | E |  | 59639 | H |  | 59253 | H |
|  | 59035 | H |  | 59339 | E |  | 59640 | C |  | 59256 | H |
|  | 59038 | H |  | 59341 | H |  | 59641 | H |  | 59270 | B |
|  | 59046 | C |  | 59343 | I |  | 59642 | H |  | 59274 | H |
|  | 59052 | C |  | 59345 | J |  | 59645 | H |  | 59275 | H |
|  | 59053 | E |  | 59351 | J |  | 59648 | G |  | 59276 | I |
|  | 59055 | E |  | 59353 | H |  | 59713 | E |  | 59301 | I |
|  | 59057 | E |  | 59354 | I |  | 59723 | C |  | 59311 | J |
|  | 59062 | J |  | 59412 | C |  | 59725 | C |  | 59314 | H |
|  | 59067 | E |  | 59419 | E |  | 59727 | E |  | 59315 | G |
|  | 59074 | E |  | 59420 | C |  | 59728 | C |  | 59316 | I |
|  | 59075 | C |  | 59421 | C |  | 59729 | E |  | 59317 | I |
|  | 59078 | H |  | 59424 | H |  | 59739 | C |  | 59318 | G |
|  | 59082 | C |  | 59427 | I |  | 59749 | E |  | 59837 | E |
|  | 59083 | H |  | 59430 | H |  | 59751 | E |  | 59843 | H |
|  | 59085 | E |  | 59432 | E |  | 59754 | E |  | 59848 | E |
|  | 59086 | E | RIVER VIEW COLONY FT BENTON | 59442 | E |  | 59755 | E |  | 59916 | G |
|  | 59087 | E | RVER VIEW COLONY CHESTER | 59522 | E |  | 59759 | E |  | 59925 | C |
|  | 59089 | E | COOL SPRINGS COLONY RUDYARD | 59540 | E |  | 59762 | E |  | 59928 | H |
|  | 59537 | I |  | 59489 | I |  | 59462 | C |  | 59444 | E |
|  | 59436 | C |  | 59521 | G |  | 59463 | I |  | 59446 | E |
|  | 59434 | E |  | 59441 | E |  | 59465 | G |  | 59447 | H |
|  | 59212 | H |  | 59524 | I |  | 59469 | H |  | 59450 | E |
|  | 59832 | E |  | 59527 | E |  | 59471 | G |  | 59451 | E |
|  | 59461 | E |  | 59529 | H |  | 59479 | G |  | 59452 | E |

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| **NEBRASKA** | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 68821 | C |  | 69218 | C |  | 69145 | C |
|  | 68833 | C |  | 69301 | C |  | 69151 | C |
|  | 69021 | C |  | 69333 | C |  | 69152 | C |
|  | 69023 | C |  | 69336 | C |  | 69157 | C |
|  | 69026 | C |  | 69337 | C |  | 69163 | C |
|  | 69030 | C |  | 69339 | C |  | 69166 | C |
|  | 69032 | C |  | 69340 | C |  | 69167 | C |
|  | 69036 | C |  | 69343 | C |  | 69169 | C |
|  | 69037 | C |  | 69345 | C |  | 69365 | C |
|  | 69040 | C |  | 69346 | C |  | 69366 | C |
|  | 69041 | C |  | 69347 | C |  | 69367 | C |
|  | 69045 | C |  | 69348 | C |  | 69139 | C |
|  | 69121 | C |  | 69350 | C |  | 69142 | C |
|  | 69125 | C |  | 69354 | C |  | 69360 | C |
|  | 69134 | C |  | 69358 | C |  | 69361 | C |

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| **NEVADA** | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 89003 | G |  | 89409 | H |  | 89317 | E |
|  | 89010 | I |  | 89412 | E |  | 89318 | C |
|  | 89013 | I |  | 89414 | E |  | 89319 | E |
|  | 89017 | I |  | 89415 | E |  | 89404 | H |
|  | 89018 | E |  | 89418 | E |  | 89405 | E |
|  | 89020 | G |  | 89419 | E |  | 89406 | H |
|  | 89022 | I |  | 89420 | E |  | 89826 | E |
|  | 89023 | E |  | 89421 | H |  | 89830 | L |
|  | 89037 | H |  | 89422 | E |  | 89831 | H |
|  | 89045 | I |  | 89424 | E |  | 89832 | L |
|  | 89047 | J |  | 89425 | H |  | 89833 | E |
|  | 89049 | H |  | 89426 | L |  | 89834 | E |
|  | 89067 | H |  | 89427 | E |  | 89835 | H |
|  | 89070 | E |  | 89438 | E |  | 89311 | E |
|  | 89124 | H |  | 89444 | E |  | 89314 | H |
|  | 89301 | E |  | 89445 | E |  | 89316 | E |
|  | 89310 | L |  | 89446 | E |  | 89821 | H |
|  | 89822 | H |  | 89825 | E |  |  |  |

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| **NEW JERSEY** | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 07002 | B |  | 07302 | B |  | 07087 | B |
|  | 07030 | B |  | 07304 | B |  | 07093 | B |
|  | 07047 | B |  | 07305 | B |  | 07307 | B |
|  | 07086 | B |  | 07306 | B |  | 07310 | B |

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| **NEW MEXICO** | | | | | | | | | |  | |  | |  | |
| **CITY** | **ZIP** | **TABLE ID** | | **CITY** | | **ZIP** | | **TABLE ID** | | **CITY** | | **ZIP** | | **TABLE ID** | |
|  | 87901 | C | |  | | 88301 | | C | |  | | 88039 | | I | |
|  | 87935 | G | |  | | 88310 | | B | |  | | 88043 | | C | |
|  | 87937 | B | |  | | 88317 | | C | |  | | 88045 | | E | |
|  | 87940 | B | |  | | 88330 | | B | |  | | 88061 | | G | |
|  | 88002 | B | |  | | 88337 | | B | |  | | 88062 | | G | |
|  | 88020 | I | |  | | 88355 | | C | |  | | 88102 | | I | |
|  | 88023 | G | |  | | 88030 | | B | |  | | 88103 | | I | |
|  | 88029 | C | |  | | 88031 | | B | |  | | 88202 | | G | |
| **NEW YORK** | | | | | | | | | | | | | | | | | | | | |
| **CITY** | | | **ZIP** | | **TABLE ID** | | **CITY** | | **ZIP** | | **TABLE ID** | | **CITY** | | **ZIP** | | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
| FISHERS ISLAND | | | 06390 | | E | |  | |  | |  | |  | |  | |  |  |  |  |



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| **NORTH CAROLINA** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 28428 | B |  | 28468 | B |
|  | 28438 | E |  | 28469 | B |
|  | 28445 | B |  | 28480 | B |
|  | 28449 | B |  |  |  |
|  | 28462 | B |  |  |  |
|  | 28465 | B |  |  |  |

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| **NORTH DAKOTA** | | | | | | | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 58001 | I |  | 58324 | G |  | 58452 | C |  | 58703 | B |  | 58273 | C |
|  | 58002 | I |  | 58329 | G |  | 58454 | G |  | 58704 | G |  | 58277 | C |
|  | 58004 | I |  | 58331 | C |  | 58455 | C |  | 58705 | B |  | 58281 | G |
|  | 58006 | I |  | 58332 | C |  | 58461 | G |  | 58706 | B |  | 58282 | C |
|  | 58009 | I |  | 58335 | C |  | 58463 | H |  | 58707 | B |  | 58310 | C |
|  | 58013 | I |  | 58338 | H |  | 58464 | C |  | 58708 | B |  | 58311 | G |
|  | 58017 | I |  | 58339 | G |  | 58465 | B |  | 58709 | B |  | 58317 | C |
|  | 58029 | I |  | 58343 | G |  | 58466 | G |  | 58710 | G |  | 58318 | B |
|  | 58030 | C |  | 58345 | C |  | 58472 | C |  | 58711 | G |  | 58319 | C |
|  | 58031 | C |  | 58348 | G |  | 58475 | G |  | 58712 | G |  | 58321 | C |
|  | 58033 | C |  | 58351 | G |  | 58477 | C |  | 58713 | G |  | 58423 | C |
|  | 58035 | C |  | 58352 | G |  | 58478 | G |  | 58714 | B |  | 58430 | G |
|  | 58048 | C |  | 58359 | C |  | 58482 | H |  | 58715 | G |  | 58431 | C |
|  | 58049 | G |  | 58360 | B |  | 58484 | G |  | 58716 | G |  | 58433 | C |
|  | 58052 | C |  | 58361 | G |  | 58487 | G |  | 58717 | B |  | 58436 | C |
|  | 58057 | C |  | 58362 | C |  | 58488 | G |  | 58718 | B |  | 58438 | B |
|  | 58058 | C |  | 58363 | C |  | 58490 | G |  | 58719 | B |  | 58439 | C |
|  | 58062 | C |  | 58364 | C |  | 58492 | C |  | 58720 | B |  | 58441 | C |
|  | 58065 | C |  | 58365 | G |  | 58494 | G |  | 58721 | G |  | 58444 | G |
|  | 58068 | C |  | 58366 | C |  | 58496 | G |  | 58722 | B |  | 58446 | C |
|  | 58077 | C |  | 58367 | C |  | 58497 | C |  | 58723 | G |  | 58626 | G |
|  | 58079 | C |  | 58368 | B |  | 58520 | G |  | 58724 | B |  | 58632 | I |
|  | 58212 | G |  | 58369 | C |  | 58524 | G |  | 58725 | I |  | 58634 | G |
|  | 58216 | C |  | 58370 | C |  | 58538 | G |  | 58726 | B |  | 58636 | H |
|  | 58219 | C |  | 58372 | G |  | 58541 | G |  | 58727 | I |  | 58640 | G |
|  | 58224 | C |  | 58377 | I |  | 58545 | G |  | 58728 | B |  | 58641 | G |
|  | 58230 | C |  | 58379 | G |  | 58559 | G |  | 58729 | B |  | 58643 | I |
|  | 58231 | C |  | 58380 | G |  | 58564 | G |  | 58730 | G |  | 58644 | G |
|  | 58233 | C |  | 58381 | G |  | 58565 | G |  | 58731 | I |  | 58645 | G |
|  | 58235 | C |  | 58382 | G |  | 58566 | G |  | 58732 | B |  | 58647 | I |
|  | 58239 | G |  | 58384 | B |  | 58568 | G |  | 58733 | B |  | 58741 | B |
|  | 58240 | C |  | 58385 | J |  | 58569 | G |  | 58734 | I |  | 58742 | B |
|  | 58244 | C |  | 58386 | G |  | 58570 | G |  | 58735 | I |  | 58743 | B |
|  | 58254 | G |  | 58412 | G |  | 58575 | G |  | 58736 | G |  | 58744 | G |
|  | 58255 | G |  | 58415 | C |  | 58580 | G |  | 58737 | I |  | 58745 | B |
|  | 58258 | C |  | 58416 | C |  | 58581 | G |  | 58738 | B |  | 58746 | I |
|  | 58265 | G |  | 58418 | C |  | 58622 | G |  | 58739 | B |  | 58747 | I |
|  | 58271 | C |  | 58422 | C |  | 58625 | G |  | 58740 | I |  | 58748 | I |

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| **NORTH DAKOTA CONT.** | | | | | | | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 58322 | G |  | 58448 | C |  | 58648 | I |  | 58751 | B |
|  | 58323 | G |  | 58451 | C |  | 58649 | H |  | 58752 | I |
|  | 58760 | I |  | 58767 | B |  | 58650 | I |  | 58753 | B |
|  | 58761 | G |  | 58768 | B |  | 58651 | I |  | 58754 | B |
|  | 58762 | I |  | 58769 | B |  | 58653 | G |  | 58755 | I |
|  | 58763 | G |  | 58770 | G |  | 58656 | G |  | 58756 | B |
|  | 58764 | B |  | 58771 | I |  | 58700 | B |  | 58757 | B |
|  | 58765 | I |  | 58772 | I |  | 58701 | B |  | 58758 | H |
|  | 58766 | B |  | 58773 | I |  | 58702 | B |  | 58759 | G |
|  | 58774 | B |  | 58806 | B |  | 58838 | I |  | 58870 | B |
|  | 58775 | B |  | 58807 | B |  | 58839 | B |  | 58871 | B |
|  | 58776 | G |  | 58808 | B |  | 58840 | B |  | 58872 | B |
|  | 58777 | B |  | 58809 | B |  | 58841 | B |  | 58873 | B |
|  | 58778 | I |  | 58810 | B |  | 58842 | B |  | 58874 | B |
|  | 58779 | I |  | 58811 | B |  | 58843 | B |  | 58875 | B |
|  | 58780 | B |  | 58812 | B |  | 58844 | I |  | 58876 | B |
|  | 58781 | I |  | 58813 | B |  | 58845 | J |  | 58877 | B |
|  | 58782 | I |  | 58814 | B |  | 58846 | B |  | 58878 | B |
|  | 58783 | I |  | 58815 | B |  | 58847 | J |  | 58879 | B |
|  | 58784 | B |  | 58816 | B |  | 58848 | B |  | 58880 | B |
|  | 58785 | H |  | 58817 | B |  | 58849 | G |  | 58881 | B |
|  | 58786 | B |  | 58818 | B |  | 58850 | B |  | 58882 | B |
|  | 58787 | I |  | 58819 | B |  | 58851 | B |  | 58883 | B |
|  | 58788 | B |  | 58820 | B |  | 58852 | G |  | 58884 | B |
|  | 58789 | B |  | 58821 | B |  | 58853 | J |  | 58885 | B |
|  | 58790 | G |  | 58822 | B |  | 58854 | G |  | 58886 | B |
|  | 58791 | B |  | 58823 | B |  | 58855 | B |  | 58887 | B |
|  | 58792 | I |  | 58824 | B |  | 58856 | J |  | 58888 | B |
|  | 58793 | I |  | 58825 | B |  | 58857 | B |  | 58889 | B |
|  | 58794 | J |  | 58826 | B |  | 58858 | B |  | 58890 | B |
|  | 58795 | I |  | 58827 | B |  | 58859 | B |  | 58891 | B |
|  | 58796 | B |  | 58828 | B |  | 58860 | B |  | 58892 | B |
|  | 58797 | B |  | 58829 | B |  | 58861 | B |  | 58893 | B |
|  | 58798 | B |  | 58830 | I |  | 58862 | B |  | 58894 | B |
|  | 58799 | B |  | 58831 | I |  | 58863 | B |  | 58895 | B |
|  | 58800 | B |  | 58832 | B |  | 58864 | B |  | 58896 | B |
|  | 58801 | B |  | 58833 | I |  | 58865 | B |  | 58897 | B |
|  | 58802 | B |  | 58834 | B |  | 58866 | B |  | 58898 | B |
|  | 58805 | B |  | 58835 | I |  | 58867 | B |  | 58899 | B |
|  | 58804 | B |  | 58836 | B |  | 58868 | B |  | 59646 | I |
|  | 58805 | B |  | 58837 | B |  | 58869 | B |  | 58750 | I |



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| **OHIO** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
| ISLE ST. GEORGE | 43436 | E | PUT IN BAY (S BASS ISLE) | 43456 | E |
| NORTH BASS ISLE | 43436 | E |  |  |  |
| KELLEY'S ISLAND | 43438 | E |  |  |  |
| MIDDLE BASS (ISLE) | 43446 | E |  |  |  |

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| **OREGON** | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 97001 | H |  | 97721 | H |  | 97833 | J |
|  | 97037 | H |  | 97722 | I |  | 97834 | J |
|  | 97057 | H |  | 97730 | C |  | 97837 | J |
|  | 97063 | H |  | 97731 | I |  | 97840 | J |
|  | 97536 | I |  | 97732 | H |  | 97841 | J |
|  | 97635 | L |  | 97733 | C |  | 97842 | J |
|  | 97636 | H |  | 97735 | C |  | 97845 | C |
|  | 97638 | C |  | 97736 | H |  | 97846 | J |
|  | 97640 | C |  | 97737 | C |  | 97848 | C |
|  | 97641 | C |  | 97738 | C |  | 97850 | J |
| ALFALFA | 97701 | E |  | 97740 | C |  | 97856 | C |
| DESCHUTES JUNCTION | 97701 | E |  | 97750 | C |  | 97857 | J |
| MILLICAN | 97701 | E |  | 97751 | C |  | 97859 | J |
| PLAINVIEW | 97701 | E |  | 97752 | C |  | 97864 | H |
| TUMALO | 97701 | E |  | 97758 | H |  | 97865 | C |
| SUN RIVER | 97701 | E |  | 97761 | C |  | 97867 | J |
| INN OF 7TH MOUNTAIN | 97702 | B |  | 97819 | J |  | 97869 | C |
|  | 97710 | H |  | 97820 | C |  | 97870 | J |
|  | 97711 | C |  | 97823 | H |  | 97873 | H |
|  | 97712 | C |  | 97824 | J |  | 97874 | H |
|  | 97720 | H |  | 97825 | C |  | 97876 | J |
| KEATING | 97814 | J |  | 97827 | J |  | 97877 | E |
| MEDICAL SPRINGS | 97814 | J |  | 97828 | J |  | 97880 | J |
| PLEASANT VALLEY | 97814 | J |  | 97830 | H |  | 97883 | J |
|  | 97884 | J |  | 97885 | J |  | 97902 | J |
|  | 97903 | J |  | 97904 | H |  | 97905 | J |
|  | 97907 | J |  | 97908 | J |  | 97910 | L |
|  | 97911 | H |  |  |  |  |  |  |

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| --- | --- | --- |
| **RHODE ISLAND** | | |
| CITY | ZIP | TABLE ID |
| BLOCK ISLAND | 02807 | E |

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| --- | --- | --- | --- | --- | --- |
| **SOUTH CAROLINA** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
| EDISTO BEACH | 29438 | A | SEABROOK ISLAND | 29455 | A |
| EDISTO ISLAND | 29438 | A | WADMALAW ISLAND | 29487 | A |
| KIAWAH ISLAND | 29455 | A |  |  |  |

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| **TEXAS** | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 77650 | C |  | 79838 | B |  | 79834 | H |
|  | 79718 | C |  | 79839 | E |  | 79836 | B |
|  | 79734 | H |  | 79842 | H |  | 79837 | G |
|  | 79735 | H |  | 49843 | H |  | 79852 | H |
|  | 79772 | H |  | 49845 | H |  | 79854 | H |
|  | 79777 | C |  | 79846 | G |  | 79855 | G |
|  | 79780 | C |  | 79847 | H |  | 79831 | G |
|  | 79830 | H |  | 79850 | G |  | 79851 | G |

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| **UTAH** | | | | | |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 84008 | G |  | 84531 | G |  | 84510 | G |
|  | 84023 | G |  | 84532 | E |  | 84512 | G |
|  | 84028 | G |  | 84533 | G |  | 84525 | E |
|  | 84038 | G |  | 84534 | G |  | 84734 | G |
|  | 84039 | G |  | 84535 | G |  | 84741 | G |
|  | 84063 | G |  | 84536 | G |  | 84762 | C |
|  | 84064 | G |  | 84624 | G |  | 84728 | G |
|  | 84066 | G |  |  |  |  |  |  |

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| **WASHINGTON** | | | | | |  |  |  |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 98061 | C |  | 98382 | C |  | 98349 | C |  | 98550 | I |
|  | 98068 | J |  | 98383 | C |  | 98350 | C |  | 98552 | H |
|  | 98110 | C |  | 98384 | C |  | 98351 | C |  | 98555 | H |
|  | 98288 | J |  | 98392 | C |  | 98352 | C |  | 98562 | H |
|  | 98303 | C |  | 98393 | C |  | 98353 | C |  | 98563 | J |
|  | 98304 | J |  | 98394 | C |  | 98357 | C |  | 98571 | H |
|  | 98305 | C |  | 98397 | J |  | 98359 | C |  | 98572 | H |
|  | 98324 | C |  | 98398 | J |  | 98361 | J |  | 98575 | H |
|  | 98325 | C |  | 98524 | C |  | 98362 | C |  | 98587 | H |
|  | 98326 | C |  | 98526 | H |  | 98363 | C |  | 98588 | H |
|  | 98331 | E |  | 98527 | H |  | 98364 | C |  | 98596 | C |
|  | 98333 | C |  | 98528 | C |  | 98365 | C |  | 98869 | H |
|  | 98339 | C |  | 98535 | H |  | 98368 | C |  | 98951 | C |
|  | 98340 | C |  | 98537 | H |  | 98376 | C |  | 99121 | B |
|  | 98342 | C |  | 98539 | H |  | 98378 | C |  | 99138 | E |
|  | 98343 | C |  | 98541 | C |  | 98380 | C |  | 99140 | E |
|  | 98346 | C |  | 98548 | H |  | 98381 | C |  | 99157 | B |
|  | 99401 | E |  |  |  |  |  |  |  |  |  |

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| **WISCONSIN** | | | | | | | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 53599 | K |  | 54174 | E |  | 54546 | E |  | 54652 | E |
|  | 53802 | K |  | 54175 | C |  | 54547 | E |  | 54654 | E |
|  | 53817 | K |  | 54177 | C |  | 54550 | C |  | 54655 | E |
|  | 53826 | C |  | 54201 | G |  | 54552 | C |  | 54657 | E |
|  | 53910 | G |  | 54202 | E |  | 54554 | C |  | 54658 | E |
|  | 53919 | G |  | 54204 | B |  | 54555 | C |  | 54659 | C |
|  | 53924 | G |  | 54205 | B |  | 54557 | E |  | 54661 | E |
|  | 53926 | G |  | 54209 | B |  | 54558 | C |  | 54664 | E |
|  | 53929 | G |  | 54210 | E |  | 54559 | C |  | 54665 | E |
|  | 53934 | G |  | 54211 | E |  | 54560 | E |  | 54666 | E |
|  | 53936 | G |  | 54212 | C |  | 54561 | C |  | 54667 | E |
|  | 53941 | G |  | 54213 | B |  | 54562 | C |  | 54670 | E |
|  | 53942 | G |  | 54214 | B |  | 54563 | C |  | 54724 | C |
|  | 53946 | G |  | 54234 | E |  | 54566 | C |  | 54725 | C |
|  | 53947 | G |  | 54235 | B |  | 54610 | E |  | 54726 | C |
|  | 53949 | G |  | 54246 | C |  | 54611 | E |  | 54727 | B |
|  | 53952 | G |  | 54334 | B |  | 54612 | E |  | 54728 | B |
|  | 53962 | G |  | 54433 | C |  | 54613 | E |  | 54730 | B |
|  | 53964 | G |  | 54434 | C |  | 54615 | E |  | 54731 | C |
|  | 53968 | G |  | 54462 | E |  | 54616 | E |  | 54732 | C |
|  | 54001 | C |  | 54490 | G |  | 54619 | E |  | 54733 | C |
|  | 54004 | C |  | 54491 | E |  | 54620 | E |  | 54734 | C |
|  | 54005 | B |  | 54511 | C |  | 54621 | E |  | 54735 | C |
|  | 54006 | C |  | 54512 | E |  | 54622 | E |  | 54736 | C |
|  | 54007 | C |  | 54513 | G |  | 54623 | E |  | 54737 | C |

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| **WISCONSIN CONT.** | | | | | |  |  |  |  |  |  |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 54814 | E |  | 54842 | G |  | 54103 | C |  | 54634 | C |
|  | 54816 | C |  | 54843 | E |  | 54104 | E |  | 54635 | E |
|  | 54817 | C |  | 54844 | E |  | 54112 | C |  | 54636 | E |
|  | 54818 | C |  | 54847 | E |  | 54114 | C |  | 54638 | E |
|  | 54819 | C |  | 54848 | B |  | 54119 | C |  | 54639 | E |
|  | 54820 | G |  | 54853 | B |  | 54120 | B |  | 54640 | E |
|  | 54821 | E |  | 54858 | C |  | 54121 | B |  | 54641 | E |
|  | 54822 | B |  | 54868 | B |  | 54125 | B |  | 54642 | E |
|  | 54824 | C |  | 54871 | C |  | 54149 | C |  | 54642 | E |
|  | 54826 | C |  | 54872 | C |  | 54150 | C |  | 54645 | E |
|  | 54829 | C |  | 54873 | B |  | 54151 | C |  | 54646 | C |
|  | 54830 | E |  | 54874 | C |  | 54156 | E |  | 54651 | E |
|  | 54832 | E |  | 54875 | C |  | 54527 | E |  | 54632 | C |
|  | 84837 | E |  | 54888 | C |  | 54529 | B |  | 54760 | C |
|  | 54838 | C |  | 54889 | B |  | 54530 | A |  | 54026 | C |
|  | 54839 | C |  | 54890 | C |  | 54537 | G |  | 54525 | C |
|  | 54840 | C |  | 54891 | B |  | 54538 | E |  | 54631 | E |
|  | 54841 | C |  | 54770 | C |  | 54539 | E |  | 54759 | E |
|  | 54761 | C |  | 54801 | B |  | 54540 | C |  | 54024 | B |
|  | 54766 | C |  | 54805 | B |  | 54541 | C |  | 54025 | C |
|  | 54767 | C |  | 54806 | E |  | 54542 | C |  | 54521 | C |
|  | 54768 | C |  | 54810 | C |  | 54543 | C |  | 54524 | E |
|  | 54769 | C |  | 54812 | B |  | 54545 | E |  | 54630 | E |
|  | 54102 | C |  | 54813 | B |  | 54526 | C |  | 54758 | B |
|  | 54629 | C |  | 54757 | C |  | 54624 | E |  | 54738 | C |
|  | 54009 | B |  | 54514 | E |  | 54625 | E |  | 54740 | C |
|  | 54010 | C |  | 54515 | G |  | 54626 | E |  | 54745 | C |
|  | 54013 | C |  | 54517 | C |  | 54627 | C |  | 54750 | E |
|  | 54017 | C |  | 54519 | C |  | 54628 | E |  | 54755 | C |
|  | 54020 | B |  | 54520 | C |  |  |  |  |  |  |

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| **WYOMING** | | | | | |
| **CITY** | **ZIP** | **TABLE ID** | **CITY** | **ZIP** | **TABLE ID** |
|  | 82063 | J |  | 82332 | B |
|  | 82190 | I |  | 82513 | E |
|  | 82219 | K |  | 82520 | B |
|  | 82220 | H |  | 82630 | B |
|  | 82222 | H |  | 82661 | K |
|  | 82224 | H |  | 82930 | B |
|  | 82229 | B |  | 83937 | B |
|  | 82242 | B |  | 83101 | B |
|  | 82310 | J |  | 83124 | B |
|  | 82321 | J | YELLOWSTONE NATL PARK |  | K |
|  | 82323 | J |  |  |  |

**RETURN TO ORIGIN OF UNDELIVERED SHIPMENTS** **ITEM 840**

Undelivered shipments that are returned to the initial shipper will be subject to applicable rates and charges in effect from the point of return on the date of the return. Published FAK’s may not apply. If the shipment is returned before leaving origin terminal, a charge of **$3.50** per 100 pounds, subject to a minimum charge of **$75** will be assessed.

**SHRINK-WRAPPED PALLETS** **ITEM 850**

Shipments tendered to Clear Lane Freight Systems on shrink-wrapped pallets and the driver is unable to count the pieces, shall be signed for as # shrink-wrapped pallets (SWP) said to contain (STC) # pieces. If delivered intact, shrink-wrap unbroken, Clear Lane Freight Systems, shall assume no liability for loss or damage discovered at the time of delivery or after delivery has been performed

**SOCIAL DISTANCING ITEM 851**

As a result of federal guidelines from the Center for Disease Control and Prevention (CDC) regarding “Social Distancing” and to protect employees and others from potential exposure to the coronavirus, we have instituted the following guidelines in lieu of a delivery receipt. Drivers will be logging the date and time of the delivery, the place of delivery, the name of the individual who received the shipment (if available).

**SEALING OF TRUCKS** **ITEM 875**

Except as otherwise provided, shippers and receivers of freight will not be accorded the exclusive use of carrier's vehicles. Carrier, at its option, may load and transport the freight of various shippers and receivers in the same vehicle. Carrier may remove any seals or locks applied to its vehicle by shippers, receivers or owners of the property transported for the purpose of loading and co-mingling shipments of various shippers and receivers in the same vehicle.

**FUEL SURCHARGE** **ITEM 880**

Shown below are the fuel surcharge percentages that Clear Lane Freight Systems will apply to net freight charges.

The surcharges are based on the U.S. National Average Diesel Fuel Index published by the Energy Information Administration of the U.S. Department of Energy (DOE). It is updated and available after 4:00 PM Eastern Central Time each Monday by telephone at (202) 586-6966. The applicable surcharges become effective on the Tuesday immediately following each Monday unless Monday is a Holiday and then the fuel index is available from the DOE on Tuesday and Clear Lane Freight System’s surcharges become effective on the immediately following Wednesday.

Fuel Cost per Gallon in U. S. Dollars

FUEL SURCHARGE

Percent of CLNI’s net revenue after discount

|  |  |  |  |
| --- | --- | --- | --- |
| AT LEAST | LESS THAN | LTL | TL |
| 1.00 | 1.30 | 0.00 |  |
| 1.30 | 1.35 | 8.50 |  |
| 1.35 | 1.40 | 9.00 |  |
| 1.40 | 1.45 | 9.50 |  |
| 1.45 | 1.50 | 10.00 |  |
| 1.50 | 1.55 | 10.50 |  |
| 1.55 | 1.60 | 11.00 |  |
| 1.60 | 1.65 | 11.50 |  |
| 1.65 | 1.70 | 12.00 |  |
| 1.70 | 1.75 | 12.50 |  |
| 1.75 | 1.80 | 13.00 |  |
| 1.80 | 1.85 | 13.50 |  |
| 1.85 | 1.90 | 14.00 |  |
| 1.90 | 1.95 | 14.50 |  |
| 1.95 | 2.00 | 15.00 |  |
| 2.00 | 2.05 | 15.50 |  |
| 2.05 | 2.10 | 16.00 |  |
| 2.10 | 2.15 | 16.50 |  |
| 2.15 | 2.20 | 17.00 |  |
| 2.20 | 2.25 | 17.50 |  |
| 2.25 | 2.30 | 18.00 |  |
| 2.30 | 2.35 | 18.50 |  |
| 2.35 | 2.40 | 19.00 |  |
| 2.40 | 2.45 | 19.50 |  |
| 2.45 | 2.50 | 20.00 |  |
| 2.50 | 2.55 | 20.50 |  |
| 2.55 | 2.60 | 21.00 |  |
| 2.6 | 2.65 | 21.50 |  |
| 2.65 | 2.7 | 22.00 |  |
| 2.7 | 2.75 | 22.5 |  |
| 2.75 | 2.8 | 23.00 |  |
| 2.8 | 2.85 | 23.50 |  |
| 2.9 | 2.95 | 24.50 |  |
| 2.95 | 3.00 | 25.00 |  |
| 3.00 | 3.05 | 25.50 |  |
| 3.05 | 3.10 | 26.00 |  |

Over **$3.10** per gallon, for each **$.05** cent increment the percentage of surcharge will be an additional **0.5%** on LTL and TL scales.

LTL Fuel Surcharge is applicable on shipments weighing less than 20,000 pounds TL Fuel Surcharge is applicable on shipments weighing 20,000 pounds and over.

**SORTING AND SEGREGATING** **ITEM 889**

When the carrier is requested to sort or segregate a shipment consisting of boxes, cartons, drums or other shipping containers, the following charges will apply in addition to all other lawful charges:

1. Sorted by pieces not pallets Shipments consisting of:

1 to 100 pieces **$0.40** each

101 to 300 pieces **$0.35** each

301 pieces & over **$0.25** each

1. Minimum Charge per shipment $35.
2. Maximum Charge per shipment $250.

All Charges provided in this item must be paid or guaranteed to the satisfaction of the carrier before such service is performed and the shipment is released.

**Note 1:** Sorting and/or segregating are deemed to mean the separation of the freight by shippingcontainer weight, size or other specific shipping container units; or by purchase order number, markings on the container or by brand names, sizes, flavors, etc.

All shipments consigned to grocery warehouses and other like locations that require lumper service will be subject to an additional lumper fee. The charge assessed by the lumper service will be passed on to the party responsible for paying the freight charges.

**SPOT QUOTE PRICING CONDITIONS** **ITEM 890**

**Rules and Conditions:**

1. Consignor must write the Quote Number issued by Carrier on the original Bill-of-Lading for the Spot Pricing Quotation/Agreement to apply. If it is not written on the Bill-of-Lading, the quote will not apply and otherwise applicable rates will apply.
2. Carrier’s liability shall not exceed **$1** per pound per piece subject to a maximum of **$10,000** per incident.
3. **Prorating:** If the actual shipment parameters (weight, pallets, and cube) exceed any of the statedparameters provided by the consignor in obtaining the quote, the additional amount of pallets, weight or trailer space will be prorated at whichever factor has the greatest effect on the charges. For example if consignor is quoted for one pallet, 5,000 pounds but actually ships two pallets 5,500 pounds, the rate quoted will be doubled (two pallets versus one produces the highest prorated charge) and shipment will be rated accordingly.
4. The Pricing Quotation/Agreement is invalid and void if the actual shipment weighs 30,000 pounds or more and/or occupies 36 lineal feet of trailer space or more. In such cases, otherwise applicable rates will apply.
5. Shipments moving under spot quotes/agreements will move when equipment is available and carrier is not committed to standard or fixed transit times. Transit time is not guaranteed and will depend solely on availability of equipment.
6. Fuel surcharges will be applied at the rates in effect at the time of shipment pursuant to Item 880 of this tariff.
7. Unless otherwise noted in specific quotations/agreements, carrier’s normal rules and accessorial charges apply in their entirety. Any special and/or additional services beyond normal transportation services provided under these rules will be charged for at standard prevailing rates provided herein.
8. Spot Pricing Quotations (Quote Numbers) are valid for 48 hours from the date issued and/or shown on any pricing agreement issued.

**HIGH COST PICKUP OR DELIVERY SURCHARGE ITEM 892**

Shipments originating from or destined to the New York area encompassing zip codes 10001-10040, 11701-11999, 10041-10399, 10451-10475,10501-11699 will be assessed a charge of **$50.00**. Shipments originating or destined to Nantucket, MA, Martha’s Vineyard, MA and the San Juan Island, WA will be assessed ferry fees of minimum of $**200** and maximum of **$500**.

Shipments originating or destined to **Florida Keys** zip codes 33001,33041,33045, 33051,33052,33036,33037,33040,33042,33043,33050,33070 will be assessed a charge of **$45.00**. The charge will be in addition to all other lawful charges and unless the Bill Of Lading is specifically endorsed to show prepayment of the charge, it will be collected from the party responsible for the freight charges.

**STORAGE ITEM 900**

1. Undelivered shipments held in carrier’s possession by reason of an act or an omission of the consignor, consignee or owner, or for Customs clearance or inspection, and through no fault of the carrier, will be considered stored immediately and will be subject to the following storage charge:

Storage Charge: **$1.50** per 100 pounds or fraction thereof per 24 hours or fraction thereof, Subject to a minimum charge of **$17** per day, including weekends and Holidays, but in no event less than **$45** per shipment.

1. Storage charges will be assessed beginning 7:00 A.M., the first business day after notice of arrival has been given, except no charges will be assessed when actual tender of delivery is made within 24 hours after such notice of arrival has been given.
2. Carriers liability will be limited to that of a warehouseman. Carrier reserves the right to place the freight in a public warehouse.

**TRANSFER OF LADING** **ITEM 910**

When through no fault of carrier, pickup or delivery is made with equipment which cannot be used to deliver the freight due to physical limitations or limitations imposed by statues and the carrier must transfer the freight to a different trailer for delivery or further line haul, the following charges shall be applicable:

**$2.25** per cwt. Subject to a minimum charge of **$225**

When shipments cannot be picked up in the line haul vehicle, the consignor shall be responsible for the additional charges.

**TEXAS WEST (TXWST) ARBITRARY CHARGE ITEM 911**

Shipments picked up or delivered to the state of Texas Zip codes (79701-79708) (79710-79712) (79714) (79730-79731) (79739-79745) 79749, 79752, (79755-79756) (79758-79766) (79768-79769) 79776, 79778, (79781-79783) (79788-79789) 79848 will be assessed an additional charge of **$28.00** per shipment. This is in addition to all other freight charges. In the event this item conflicts with Item 835 “Remote Access Areas Pickup or Delivery Service” the rule that produces the highest rate will prevail.

**VEHICLE FURNISHED BUT NOT USED ITEM 960**

When carrier upon request to pick up a shipment has dispatched a vehicle for such purposes and due to no disability, fault or negligence on the part of the carrier, vehicle is not used, a fee of **$50** will be charged.

**WEIGHT/FREIGHT CLASS VERIFICATION ITEM 970**

Carrier will verify the weight of any shipment upon request by either the consignor or consignee. Such verification will only be made while shipment is in custody of the carrier. If the shipper or consignee requests shipment to be reweighed, then each weight verification shall be at the expense of party requesting at a rate of **$20** per shipment.

Carrier reserves the right to weigh and inspect shipments and when determined that the actual weight or freight class is different from that which is stated on the bill of lading as issued by the shipper, carrier shall adjust the weight or freight class and corresponding rate calculation of the bill accordingly. Where adjustments increases freight charges by $**10** or more, the weight and inspection charge per shipment will be **$15** Shipper shall have the right to request a copy of the inspection and/or weight certificate upon request.

**ABBREVEIATIONS**

|  |  |  |
| --- | --- | --- |
| ABBBREVIATIONS | | EXPLANATIONS |
| AQ.................... |  | Any Quantity |
| CLNI ................ |  | Clear Lane Freight Systems, LLC. |
| (ce)..............….. | | Correction of an error |
| COD ................ |  | Collect on Delivery |
| Cy, Cys ............ |  | County, Counties |
| I. T. ........... | .….. | Immediate Transportation |
| LTL ................... |  | Less Than Truckload |
| MF .................... |  | Motor Freight |
| NMF, NMFC….. | | National Motor Freight Traffic Association, inc., Agent's tariff |
|  |  | National Motor Freight Classification, NMFC 100 series |
| No.................... |  | Number |
| NOI ...............… | | Not otherwise more specifically indexed or described in NMFC 100 |
| Para ................. |  | Paragraph |
| Pg. ................... |  | Page |
| Rev. ................. |  | Revision |
| Sec .................. |  | Section |
| T and E ............ |  | Transportation and Export |
|  |  |  |

TL .................... Truckload

viz .................... Namely or 'that is'

Wt. ................... Weight

All other abbreviations shall be those as reflected and defined in Clear Lane Freight Systems class rate or rules tariffs and in the National Motor Freight Classification (NMFC)