



AMA Transportation Company, Inc.

ICC MC 162524

CERTIFICATE #1205

**RULES AND REGULATIONS  
TARIFF**

Applicable on Inter/Intrastate Commerce  
Covered by Tariffs in participation with this Rules Tariff as such may  
provide.

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For reference to governing publications, see item 100 herein.

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Issued: October 25, 2006, updated May 2022

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ISSUED ON ONE DAY'S NOTICE AUTHORITY OF 49 CFR 1312.29 (H) (1)  
ISSUED BY:

Alfred Bruzzese, President  
P.O. BOX 939  
Nutting Lake, MA 01865

(Revised)

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THE PROVISION PUBLISHED HEREIN, IF EFFECTIVE, WILL NOT RESULT IN AN EFFECT ON THE QUALITY OF THE HUMAN ENVIRONMENT

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**ITEM 100**

**GOVERNING PUBLICATIONS**

This Tariff is governed, except as otherwise provided herein by the following described tariffs, and by revisions, amendments, or successive issues thereof.

<u>TITLE</u>	<u>TARIFF DESIGNATION</u>
National Motor Freight Classification	NMF 100
National Motor Freight Traffic Association, Agent	
Household Goods Mileage	HGB 100
Household Goods Carrier Bureau, Agent	

**ITEM 140**

**ARRIVAL NOTICE AND UNDELIVERED FREIGHT**

Actual tender of delivery at consignee’s place constitutes the notice of the arrival of a shipment except that for shipment requesting notification prior to delivery, notice of arrival shall be assessed a charge of 15.00.

**ITEM 162**

**FUEL SURCHARGE PROGRAM**

The amount of fuel surcharge will increase and decrease as the New England average is determined by the United States Department of Energy.

<u>Fuel Cost</u> CENTS	<u>Per Gallon</u> PERCENT	<u>Fuel Cost</u> CENTS	<u>Per Gallon</u> PERCENT	<u>Fuel Cost</u> CENTS	<u>Per Gallon</u> PERCENT	<u>Fuel Cost</u> CENTS	<u>Per Gallon</u> PERCENT
110-115	5.5	1651-170	11	2201-225	16.5	2751-280	22
1151-120	6	1701-175	11.5	2251-230	17	2801-285	22.5
1201-125	6.5	1751-180	12	2301-235	17.5	2851-290	23
1251-130	7	1801-185	12.5	2351-240	18	2901-295	23.5
1301-135	7.5	1851-190	13	2401-245	18.5	2951-300	24
1351-140	8	1901-195	13.5	2451-250	19	3001-305	24.5
1401-145	8.5	1951-200	14	2501-255	19.5	3051-310	25
1451-150	9	2001-205	14.5	2551-260	20	3101-315	25.5
1501-155	9.5	2051-210	15	2601-265	20.5	3151-320	26
1551-160	10	2101-215	15.5	2651-270	21	3201-352	26.5
1601-165	10.5	2151-220	16	2701-275	21.5	3251-330	27
						3301-335	27.5

The fuel shall increase by .5% for every five-cent increase in the average weekly New England fuel cost.  
DOE Energy information Administration National Energy information center (202) 586-6966

**ITEM 170**

**NEW YORK CITY ARBITRARY CHARGE**

New York City arbitrary applies to all shipments with the destination/origin zip of 100-102 a

charge of \$65.00 will be assessed above and beyond the applicable freight charge. Shipments destined to. Staten Island 103, Bronx 104, Brooklyn 112, and Queens 111,113,114,116 will have an additional fee of \$18.00.

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**ITEM 410**

CLAIMS APPLICABILITY OR DEDUCTIBLE

A claim for loss or damage, to cargo shall not be voluntarily paid by the carrier unless filed in writing within nine (9) months of the date of delivery with the receiving or delivering carrier, or carrier issuing the bill of lading or receipt, or carrier on whose line the alleged loss, damaged occurred. Claims for concealed damage must be submitted to carrier on whose line the alleged damage occurred no later than (5) days from the date of delivery.

All persons involved with a shipment shall fully mitigate loss, damaged claims on equitable basis, and will be subject to the following restrictions:

1. Claims or suits for less than \$100.00 shall not be filed and no claim shall be paid if the net pay amount is less than \$100.00.
- (OR)**
2. It is mutually agreed that \$100.00 will be deducted from the net claim.

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**ITEM 420**

CLASSIFICATION OF COMMODITIES-EXCEPTIONS TO THE NMFC

All rates and charges in this tariff and tariffs referring hereto are governed by the National Motor Classification, except as follows:

The density for the classes of freight in column A are restricted to the minimum density in pounds per cubic feet as shown in the corresponding row in column B.

Column A Class	Column B Minimum Density (in pounds per cubic feet)
300	1
250	2
150	4
125	6
100	8
92.5	10
85	12
70 & 77.5	15

When commodities classified by the National Motor Classification exceed the minimum pounds per cubic foot listed in Column B (above), the commodity shall be assigned the classification shown above which corresponds to the actual density. Example, if a commodity is classified as class 70 such as bakery goods, noi and the density of the specific product is eleven pounds per cubic foot; carrier shall adjust the classification to a class 92.5.

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**ITEM 430**

MIXED SHIPMENTS

1. When a number of different articles are shipped at one time by one consignor from one point of origin to one

consignee at one destination on one Bill of Lading as a mixed shipment, the shipment will be charged at the actual weight, at the rate applicable to each article. Should the charge of a higher weight produce a lower charge, the shipment will be billed; accordingly, any deficit in the weight will be billed at the rate applicable to the lowest rated article in the shipment.

2. If through a re-weigh process conducted by the carrier, a mixed shipment should produce a higher or lower weight for the entire shipment and through the re-weigh process, it is not a practical to separate the weight by commodity, the charge in weight will be applied to the highest rated item. Upon submission of satisfactory proof that the weight correction should be appointed to the other article(s) of the shipment, the weight distribution will be adjusted accordingly.

3. Exception to NMFC Item 640; Sec. 3 (b) – Separate Articles

At carrier’s sole discretion, a shipment that contains multiple commodities which, according to the NMF 100 Series, have a density driven classification within the same piece, package, or shipment the classification of said shipment will be as per Column B determined by using the average density of the shipment in Column A

<b>Column A</b>	<b>Column B</b>
<u>If Density is:</u>	<u>Apply Class:</u>
Less than 1	pcf 400
1 pcf but less than 2	pcf 300
2 pcf but less than 4	pcf 250
4 pcf but less than 6	pcf 175
6 pcf but less than 8	pcf 125
8 pcf but less than 10	pcf 100
10 pcf but less than 12	pcf 92.5
12 pcf but less than 15	pcf 85
15 pcf but less than 22.5	pcf 70
22.5 pcf but less than 30	pcf 65
30 pcf but less than 35	pcf 60
35 pcf but less than 50	pcf 55
50 pcf or greater than 50	pcf 50

**ITEM 480**

CUSTOM OR IN BOND SHIPMENTS

In addition to all other legally applicable charges, shipments moving in the United States customs bond will be subject to the following charges in cents per hundred pounds.

<u>When the weight of the shipment is:</u>	<u>the charge will be:</u>	<u>Minimum charge:</u>
1 to 11,999 pounds	117	\$25.00
12,000 to 19,999 pounds	101	\$25.00
20,000 to 35,999 pounds	77	\$25.00
36,000 and over	71	\$25.00

**ITEM 499**

PAYMENT OF CHARGES

Payment of freight charges shall be made within Thirty (30) days. A finance charge of 1 1/2 % per month or fraction thereof shall be imposed on unpaid invoices after Sixty (60) days. Any applicable discount allowance will be withdrawn on unpaid invoices after Sixty (60) days.

In the event of nonpayment, the carrier shall be entitled to all reasonable cost of collection including, but not limited to, certified mail cost, special handling, collection agency fees, attorney’s fees, and court cost in addition to the charges specified in this item.

No freight claim or other claim shall be processed against a shipment until all applicable freight charges are paid in full.

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**ITEM 500**

DETENTION- VEHICLES WITH POWER UNITS

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

1. Free time shall be two (2) hours from the time the driver arrives at the point of pickup or delivery.
2. The charge for vehicle beyond free time shall be \$35.50 for each fifteen (15) minute period or fraction thereof, subject to a minimum of \$125.00.

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**ITEM 510**

DETENTION – VEHICLES WITHOUT POWER UNITS SPOTTING OF TRAILERS

After the expiration of 24 hours free time, charges for detaining a trailer will be assessed as follows:

When the delay per vehicle beyond free time is:                      The charge for the vehicle will be:

For each of the first and second Twenty-four (24)  
Hours Periods or fractions thereof (Saturdays, Sundays,  
And holidays excluded) ..... \$50.00

For each of the third and fourth Twenty-four (24)  
Hour Periods or fractions thereof (Saturdays, Sundays  
and holidays excluded) ..... \$65.00

For the fifth and each succeeding in Twenty-four (24)  
Hour Periods or fractions thereof (Saturdays, Sundays  
And Holidays excluded) ..... \$75.00.

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**ITEM 515**

DOCK HANDLING CHARGES FOR TRANSSHIPMENTS

Shipments delivered to the carrier’s dock that are to be tendered to other carriers (transshipments) shall be assessed the following handling charges:

Service performed: CHARGE.

Bill of Lading preparation charge \$3.25 per order.

Carrier to provide pallets \$20.00 per pallet.

Palletized freight \$0.95 per cwt, subject to a Minimum Charge of \$75.55

Not unitized freight (See Note) \$27.00 per man per 30 minutes subject to a minimum charge of \$110.00 per trailer.

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**ITEM 520**

**DETENTION- VEHICLES PICKING UP OR DELIVERING SHIPMENTS SUBJECT TO LESS-THAN-TRUCKLOAD OR ANY QUANTITY WEIGHTS**

SECTION A- On shipments subject to less-than-truckload or any quantity rates and when due to no disability, fault, or negligence on the part of the carrier, the loading or unloading of the freight is delayed beyond the free time authorized in section B, the assessment of charges will be made as follows:

1. Charges for detention time at point of origin or in effecting delivery at docks, piers wharves or steamship terminals shall be assessed to and collected from the shipper.
2. Charges for detention time at point of destination or in effecting pickups at docks, piers, or steamship terminals shall be assessed to and collected from the consignee.
3. When more than one shipment is received from or delivered to a dock, pier, wharf, or steamship terminal on one or more vehicles at one time and a delay cannot be allocated to a specific shipment, the charge for detention time, if any, on such pickup or delivery will be distributed on a pro-rata basis, by weight to all of the shipments comprising the pick up or delivery.

SECTION B - Free time per vehicle shall begin at the time the driver notifies the consignor or consignee, or party entitled to load unload, that the vehicle is available for loading or unloading or upon time of scheduled appointment. Free time for either service will be as follows:

1. Fifteen (15) minutes of free time will be allowed per stop, regardless of the number of shipments constituting the pickup or delivery.
2. In the event the driver's lunch period occurs after the driver notifies the consignor or consignee, or party entitled to load or unload that the vehicle is available for loading or unloading, is completed, such lunch period, not to exceed on (1) hour, will be in addition to the free time designated herein.
3. Fifteen (15) minutes of free time will be allowed for the loading of each weigh unit of freight (or any portion thereof) in accordance with its class rating as provided in the National Motor Freight Classification (see item 100) or in this tariff, whichever is applicable as indicated below, regardless of the number of shipments constituting the pickup or delivery.
4. Maximum allotted free time not to exceed 120 minutes regardless of the NMFC.
5. The charge for vehicle detention beyond free time shall be \$35.50 per each fifteen (15) minute period or fraction thereof, subject to a minimum of \$125.00.

<u>Freight Class</u>	<u>Weight Unit per Fifteen (15) Minute Period</u>
50-55	2,000
60-65	1,500
70-77	1,000
85-92	500
100	300
Multiple Class	1,000

SECTION C – Computation of detention time and charges:

1. Where pick up or delivery time exceeds the free time computed as provided in section B, such excess time shall be considered detention time.
2. Except as provided the charge for detention shall be \$35.50 per fifteen (15) minute period or fraction thereof.

SECTION D – A record of time consumed in loading or unloading must be maintained and kept available for inspection at all times. In the case of delivery, this information may be shown on carriers' delivery receipt or other appropriate time record, in the case of pick up, an appropriate time record must accompany customer's shipping order. In either case, driver's time record shall become a permanent part of such delivery receipt or freight bill.

SECTION E - Where through no fault of the carrier, the unloading of the entire shipment is not accompanied during the business hours of the consignee on the day of the initial tender, and the freight is again tendered for delivery, both the detention charges provided for in this item and the redelivery charges provided for in this tariff will be assessed.

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**ITEM 530**

NON COMMERCIAL PICK UP/ DELIVERY SERVICE

When either a pickup /delivery service is requested to be performed in an area zoned other than commercial the following additional charges are to apply along with any other applicable accessorial:

- a) Construction site delivery \$47.00 or \$5.95 cwt
  - b) School zone delivery \$47.00 or \$5.95 cwt
  - c) Residential/farm delivery \$68.65 or \$4.25 cwt – see Item 991
  - d) Airport pick-up and delivery \$58.00 or \$3.10 cwt
- 

**ITEM 540**

CONVENTION CENTER DELIVERIES

When a customer requests a delivery to or from a Convention center, a \$325.00 surcharged will be assess in addition to the regular freight rate, for deliveries that are made Monday thru Friday. Weekend and holiday services to or from a convention center will be subject to the regular freight rate plus a \$325.00 surcharge with a minimum of \$750.00.

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**ITEM 542**

APPOINTMENTS - LTL TIME SPECIFIC

When a sharp appointment time is needed on an LTL shipment of less than 10 pallets and less than 15,000 lbs. are required to effect delivery, carrier will assess an appoint fee of \$127.50 in addition to the applicable freight charges. This applies when a delivery will not be accepted when or if the shipment is late or early.

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**ITEM 545**

NOTIFY CHARGE

When carrier notifies consignee or shipper by telephone to schedule a pickup/delivery, a fee of \$24.

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**ITEM 547**

COMMENCEMENT OF TIME

A) Commencement and Termination

1 The time per vehicle shall begin to run upon actual notification by carrier's employee to a responsible representative of consignor, consignee, or other designated party at the premises of pickup or delivery of the arrival of the vehicle for loading or unloading.

Upon such notification, the responsible representative may enter the time of arrival onto carrier's detention record. If the representative refuses to enter the time, then carrier's employee will enter the time and it will be binding upon each party.

2 Time shall end upon completion of loading or unloading except as provided for in paragraph "C" of this section. Upon such completion, a responsible representative of consignor, consignee, or other designated party may enter the time of completion onto the carrier's detention record. If the representative refuses to



enter the time, then the carrier's employee will enter the time and it will be binding.

**B) Prearranged Scheduling**

1 Upon reasonable request of consignor, consignee, or others designated by them, carrier will, without additional charge, enter a prearranged schedule for arrival of the vehicle for loading or unloading during the carrier's normal business hours. Request for prearranged scheduling may be oral or in writing.

2 If carrier is unable to maintain the appointment time, the parties shall have the option to reschedule the appointment. If such an agreement cannot be reached, then detention time shall be computed from the time loading or unloading begins. If carrier arrives early, then detention time shall be computed from the time unloading or loading begins, but no later than the original appointment time.

3 Scheduling time for the unloading of the vehicles should be prior to the time storage charges would begin to accrue, otherwise storage charges will be assessed as provided in the applicable tariff.

**C) Conditions Governing the Computation of Time**

1 Computations of time are subject to and are to be made within the normal business hours at the designated place, consignor, consignee, or other party designated by them shall have the option:

- a) To request that the vehicle without power remain at its premises subject to the provisions of Section 4(d); or
- b) To request that the vehicle with power be returned to carrier without being subject to charges for storage or redelivery so long as free time has not yet expired. When the vehicle is returned for completion of loading or unloading the computation of any remaining free time will resume. If free time has expired and detention has begun to accrue, storage or redelivery charges as may otherwise be provided will be assessed.

**ITEM 550**

**TIME CRITICAL DELIVERY CHARGES**

Shipments must be tendered on "Uniform Straight," "Straight Bill-of-Lading – Short Form" or "Straight" bill-of-lading forms as shown in the NMFC. The customer may request **TIME CRITICAL SERVICE** by notifying an AMA Transportation Customer Service Representative or by noting on the bill of lading "By Noon or Day," "Guarantee by Noon or Day," "Must Deliver by Noon," "AM Delivery Needed" or any related verbiage requesting delivery before 12:00 PM. The requested **TIME CRITICAL SERVICE** must be clearly indicated on the bill of lading located either in a Special Instructions area or directly beneath the consignee.

This service provides a guarantee that the shipment will deliver within the standard number of days established for the transit time between the origin and destination points listed on the bill of lading. This standard transit time will be that listed on the web page, the day the shipment is tendered. Only points that provide direct service are included. The five-digit zip codes will establish the points of origin and destination.

These charges shall be guaranteed by the party requesting the service.

The following schedule of charges applies:

<u>Type of Priority Service</u>	<u>Definition</u>	<u>5,000 lbs or less</u>	<u>5,001 thru 10,000 lbs</u>	<u>10,001 thru 20,000 lbs</u>	<u>Over 20,000 lbs</u>
Guaranteed Day	Available for delivery by end of business day	\$40.00	\$50.00	\$100.00	\$300.00

	(5:00 P.M.) of established delivery standard to any direct point.				
Guaranteed A.M.	Available for delivery by 12:00 Noon of established delivery standard to any direct point.	\$50.00	\$70.00	\$150.00	\$400.00
A.M. Delivery by 9:00 am		\$160.00	\$200.00	\$350.00	\$500.00
Guaranteed before 10:00 A.M (Note B)	Available for delivery before 10:30 A.M. of established delivery standard to any direct point.	\$125.00	\$150.00	\$300.00	\$500.00
Guaranteed Express (Including Same Day, Saturday, Sunday, and Holiday service)	Delivers on the day and time agreed	Negotiated charge between carrier and the payer of the freight charge.			

Time Critical Guarantee will not be liable for any failure to perform its PRIORITY SERVICE or for loss, damage or delay to any of the goods described in the bill of lading when delay is caused by an act of God, public enemies, riots, strike, or other work stoppage or labor unrest, a defect or inherent vice in the goods, acts of public authorities of law, quarantines, civil commotions or hazardous incidents to a state of war, compliance with laws, government regulations, orders or requirements, act of omission of shipper, consignee, or owner of the goods, or any cause beyond control.

Note A: Direct Service shipments are those shipments that move solely through the system.

Note B: Shipments requesting guaranteed service must either be scheduled through Customer Service or activated when requesting a pickup on WWW.AMATRANS.COM.

#### WHEN YOUR SHIPMENT IS TIME CRITICAL

**AMA** has the **SOLUTION**. All our customers must do is follow these simple procedures:

Notify us of a HOT NOTE SHIPMENT

1. **PICK UP MUST BE CALLED IN** and an **AMA CUSTOMER SERVICE REP OR A DISPATCHER** must be notified of the critical nature of a specific shipment on the call in.
2. On **INBOUND ROUTED SHIPMENTS**, the consignee who routes the shipment should take

precaution and notify our personnel of this time critical shipment. (DO NOT RELY on the shipper to make arrangements as their errant handling will result in the unsuccessful handling of this shipment).

The shipper **SHOULD NOT** just mark the Bill of Lading "Hot Rush, Deliver by AM."

Contact is essential for proper monitoring of shipment.

3. **CHECK** with our personnel for applicable service points.
4. **TIME CRITICAL SERVICE CHARGES** will be applied in addition to normal pricing.
5. **RURAL SERVICE AREA** outside major market cities may be assessed at a higher rate than listed.
6. **TIME CRITICAL SERVICE** should be indicated on the Bill of Lading by stamp or handwritten and **HIGHLIGHTED**. If this designation is not indicated but services are requested and performed, the additional T/C charges will be enforceable.
7. Your shipment will be **MONITORED** from pick up to delivery. We can now NOTIFY you the customer of any delays or problems that exist.
8. This service is subject to **NORMAL BUSINESS CONDITIONS**. Money back refunds will not be applicable on late shipments due to severe weather, state of emergency or war, act of God or other unusual situations that may prevent the control of normal or prudent operations.

Your **COMMUNICATIONS** and **COMPLIANCE** of **PROCEDURES** is **ESSENTIAL** to the successful handling of these shipments.

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## ITEM 555

### SORT AND SEGREGATE CHARGES

When a delivery requires the sorting and segregation of product it will be subject to an additional charge of \$.95 per carton and a minimum additional charge of \$68.25

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## ITEM 570

### IMPRACTICABLE OPERATIONS

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

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 disturbance as tending to create reasonable apprehension of danger to persons or property.

\*When the above conditions one or two restrict the pickup or delivery from being performed, they shipment is subject to redelivery/attempted pick up charges to another facilities that will accommodate the vehicle.

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## ITEM 571

### LIMITED ACCESS LOCATIONS DEFINED:

The term 'LIMITED ACCESS LOCATION' shall apply to the entire premises on which such a site is located, and shall include, but not be limited to, the following:

Amusement Parks Farm/Farm Estate Places of Worship  
Camps /Campground/RV Park (including Military (Note C))

Fair Ground Prison  
Casino Funeral Home Remote Site (note D)  
Cemetery Hospital Rectories  
Commercial Establishments-not open to the walk-in public during normal business hours.  
Individual (mini) Storage Units/Storage Warehouse  
Secured Locations (Note C)  
Construction Sites (Note A) Marina School- including University.  
Convention Centers/ Exhibitions/Expos (Note F)  
Mines, Quarries, Natural Gas or Oil Fields (Note B)  
Utility Site (Note E)  
Country Clubs /Golf Clubs Native American Reservation Water Treatment Plant  
Day Care/ Pre-school Nuclear Power Plant/Utility Site  
(Note E)

Other Non-Commercial Sites  
Estate Parks –Local/State/National

Note A – 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.

Note B – The term “MINES” means the site of any pit, excavation shaft or deposit at which coal, ore or minerals are, have been or will be extracted. Such site or “Mine” shall include the entire property upon which the mine is located, and delivery to any facility (such as mine warehouses, mine deposits, mine supply houses, mine tipples, or similar receiving facilities) located on such property will be considered as delivery to a mine.

Note C – The term “SECURED” shall apply to, but not be limited to the following:

- i. Any location where security checks are required prior to, during or after pickup or delivery, of personnel, equipment and/ or cargo.
  - ii. Any location where electronic scanning of equipment is required.
  - iii. Military Bases or Installations, Government Facilities, Prisons, Jails, Detention Centers.
- See Item 345 for provisions and charges.

If provisions of Item 345 are applied, the charges in this item will not apply.

Note D – The term “Remote Site” shall be defined as, but not limited to the examples listed below, facilities that are located outside the normal commercial pickup and delivery region of the carrier for a town, city, or municipality:

- i. Indian Reservations
- ii. Governmental research stations

Note E – The term “Utility Site” shall be defined as the site of any power generation station, whether nuclear, thermal, hydroelectric, or fossil fuel or pumping station located outside the normal commercial pickup and delivery region of the carrier for a town, city, or municipality.

Note F – Shipments consigned to, originating from, or destined to a convention or exhibition center, the cartage agent handling the show or any other location where a trade show or convention is held, or at a warehouse where trade show shipments are held prior to or following a trade show, or consigned to/from a carriers facility which the shipment is marked for a show or exposition or booth. All freight charges must be prepaid. The Shipper must guarantee payment of these freight charges.

\*\*Charges: \$7.25 per 100 pounds, subject to a Minimum Charge of \$71.00/ Maximum charge of \$185.00--

## **ITEM 571- A**

### **LIMITED ACCESS –Subject to Fines**

When a carrier must make delivery at locations that have limited loading or unloading access. This includes deliveries where carrier may be subject to fines, tickets or being towed to affect delivery. A minimum fee of \$125.00 is to be applied in addition to the freight charges. When the fines or tickets are more that the listed fee of \$125.00, then the carrier reserves the right to adjust the fee according to the assessed fine amounts.

**ITEM 572**

**ISLAND FERRY CHARGE**

Island Locations – Non-Accessible

Shipments originating from or destined to Island locations not accessible by direct road access will be subject to the following rating procedure.

AMA Transportation will be responsible for delivery to the designated main land dock, airport, or steamship facility.

AMA Transportation will rate shipments to the designated dock, airport, or steamship facility. The cost of furthering service will be added to the AMA Freight Billing. These charges are determined by the continuing service provider and subject to their tariffs. (Steamship or air service provider)  
A copy of the most updated tariff is available upon request.

**ITEM 575**

**INSIDE DELIVERY**

When delivery is to be performed inside customer’s place of business at other than loading or unloading dock, the following charges shall apply:

Ground level.....4.75 cwt..... Minimum charge..... \$66.00

\*Inside deliveries can be performed to levels other than ground when elevator access is available. Under no circumstances will inside delivery be performed when stairs need to be negotiated.

**Item 670**

**OVER-LENGTH/DIMENSIONAL FREIGHT OR PIECE**

When one piece of a shipment is greater than the lineal feet or inches indicated in Colum A, apply the additional charge as indicated in Column B:

<b>Column A</b>	<b>Column B</b>
Lineal Feet in Length, Lineal inches in width. (The greatest dimension will be considered the length)	Flat additional charge per shipment
Greater than 6 feet and 49 inches or greater	\$165.00
*8At least 8 feet but less than 12 feet	\$85.00 (If over 49” wide, apply \$185.00)
** At least 12 feet <u>to</u> 15 feet	\$265.00
Greater than 15 feet but less than 49 inches	\$325.00
Greater than 15 feet and 49 inches or greater	\$400.00
Greater than 18 feet but less than 49 inches	\$495.00
Greater than 18 feet and 49 inches or greater	\$595.00
Greater than 24 feet in length, but less than 40 feet in length	\$750.00 (in addition to any other applicable charges)
Shipments that are 40 feet in length or greater	\$950.00 (in addition to any other applicable charges)

\*\*Only one of the charges indicated above will apply per shipment.

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**Item 671****LINEAL FOOT RULE/RATE DISCOUNT APPLICATION**

Unless otherwise provided in advance of movement with a Volume/Spot quote from Carrier, when a shipment or portion thereof is of such nature or bulk that in the manner loaded occupies the stated linear feet in Column A or shall be subject to a minimum weight in Column B. Class 85 M10M lines of rates to apply to that stated weight is applicable to shipment rated per AMA 506 current levels and to AMA Fuel Surcharge as in effect in this tariff.

<b>Column A</b>	<b>Column B</b>
Lineal Feet At Least:	Shipment subject to Minimum Weight of:
12	12,000
20	24,000
30	
44 or more	Truckload spot rate applies

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**ITEM 673****DENSITY MINIMUM CHARGE**

Except as otherwise provided, shipments meeting the conditions of this item shall be subject to a minimum charge, based upon a calculated weigh and applicable rate. The calculated weight shall be determined by multiplying the cubic capacity of the shipment by six (6) pounds for each cubic foot or portion thereof. The applicable rate shall be determined from otherwise applicable provisions including but not limited to tariffs, rate scales, ratings, discounts, percentage expressions and commodity rates. However, shipments subject to NMFC class (not exception) ratings or multiple rates (of any type) shall be rated at the applicable class \*\*125 expression shall use to determine the minimum net charge under this rule.

Conditions and Definitions

1. Provisions of this item apply only in connection with shipments which weigh less than six (6) pounds per cubic foot (actual weight) and which require more than 750 cubic feet of space.
2. The cubic capacity of the shipment shall be determined by totaling the cubic feet of each packaged unit in the shipment, in accordance with NMFC 100 series, Item 110, Section 8 (a) and (b), except as provide below.

A vertical dimension of eight (8) feet and horizontal dimension of eight (8) feet shall be used to determine the cube of the individual shipping units(s) when top loading or side loading of like cargo is precluded because of:

- (a) The nature of the article.
- (b) Packaging or lack of packaging used.
- (c) Palletization in "pyramided" "rounded off." Or "topped off" fashion, and/or
- (d) Specific instructions by the shipper in the form of Bill of Lading notation.

The cubic capacity may be specified by the shipper on the original Bill of Lading; otherwise, the carrier will determine it.

When this item has application, the carrier's Freight Bill will indicate both the actual weight and the calculated weight used to calculate the minimum charge.

\*\*4. Trailer floor usage is to be based on how the customer has loaded the trailer at time of pickup. If shipment is tendered on pallet/skid the skid must be so loaded to permit extraction of the pallet/skid

from the trailer without the need to turn a pallet with a forklift.

5. The provisions of this item are not applicable in connection with shipments subject to:

(a) Capacity Load, Exclusive Use of Vehicle or Lineal Foot Provisions.

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## **ITEM 750**

### **PICK UP AND DELIVERY SERVICE**

Unless otherwise provided, the rates published herein include pickup and delivery of freight. "Pick up" refers to the service of the carrier in calling for and receiving of freight and issuing receipts therefore at shipper's platform, doorway, or any other place directly accessible to trucks. "Delivery" refers to the service of the carrier in delivery of freight and taking receipt thereof at any platform, doorway, or any other place, designated by the consignee, when directly accessible to trucks.

Nothing in this tariff shall require the carrier to collect and or deliver freight at places where it is impracticable or unsafe to operate vehicles.

Pickup and delivery service will be performed at all points within the limits of all cities, towns, or villages from, to or between which rates apply.

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## **ITEM 750-A**

### **PICK UP OR DELIVERY**

#### **Appointment Cancellation and Freight Expedited**

When, through no fault of the carrier and after a shipment is segregated and queued for delivery, the shipper or consignee requests that the shipment be tendered for delivery canceling the appointment and/or delivery requirements of record, carrier will, if able, perform such delivery subject to the following:

1 A charge of \$102.75 per hour shall be assessed to the shipment subject to a minimum charge of \$102.75. Computation of charges shall begin at the time the driver is dispatched from the terminal and end when the driver returns to the terminal.

(Note A)

2 These charges are in addition to all other lawful charges accrued on this shipment including original outbound freight charges (Note B)

Note A: If the carrier can dispatch delivering driver to another area for the purpose of picking up freight, then hourly charge shall terminate at that dispatched location providing such location is shorter distance than the carrier's terminal.

Note B: Shipments shall be rated from the carrier's terminal.

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## **ITEM 756**

### **PICK UP AND DELIVERY SERVICE PERFORMED ON SATURDAYS, SUNDAYS OR HOLIDAYS**

The following charges will be assessed when a consignor or consignee request a pickup or delivery of freight on Saturdays, Sundays, or holidays. The charges in this item will be in addition to all other lawful charges. Charges to begin upon notification of availability of equipment and shall end upon completion of loading and/or unloading.

A. Except as otherwise specifically provided, whenever in this tariff referring hereto, the word holiday is used,

the following days will be considered holidays:

New Year's Day, Labor Day, Veteran's Day, Memorial Day, President's Day, Columbus Day, The 4<sup>th</sup> of July, Thanksgiving Day, the day after Thanksgiving Day and Christmas Day.

B. On Saturdays, Sundays or holidays, charge of \$92.00 per person-hour or fraction thereof, subject to a minimum of \$400.00 per man.

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**ITEM 810**

**LIMITS OF LIABILITY**

A. Excessive value shall be any value per pound more than the maximum class as outlined in this item. Carrier liability will not exceed the maximum class value, unless a higher-class value is declared, and a greater charge paid to the carrier at the rate of \$5.00 per \$100.00 value more than the maximum value. The maximum highest declared value shall not exceed \$5,000. Shipments containing items of extraordinary intrinsic value, such as furs, precious gems and works of art, are limited to a maximum declared value of \$100.00. When multiple packages are placed on a single bill of lading, but the shipper has not specified the declared value of each individual package, the declared value for each individual package will be determined by dividing the total declared value on the bill of lading by the number of packages indicated on the bill of lading.

B. No discount will be allowed on freight charges for any shipment with a value more than \$5.00 per pound or a value more than the carrier's maximum value per pound.

C. Carrier liability may be at invoiced value, reasonable value, declared value or maximum class value per pound but will not exceed maximum class value per pound. Claims will be based on per item or article basis; liability will not be determined on the weight of the entire shipment nor the entire weight of the commodity in question.

D. This item will apply on any form of rate received by the shipper. However, if the rate received is a mileage rate, flat rate, spot price or contract rate, the carriers' liability will be based on the maximum value of a class 55 shipments, subject to paragraph C.

E. If the shipment moves with a FAK class rate, the carriers' liability will be the same as that of the class reduction. For example, a class 125 reduced to a class 70, the carrier's liability would be the maximum value of a class 70 subject to paragraph C.

F. If a shipment value is not declared at the time of pick up, the carriers' liability will not exceed the limits set at class 70.

G. These limits of liability do not supersede those specified on customers profile or proposal and apply only where omitted from such profile or proposal.

H. For product that is shipped in fiberboard, plastic, or any drum other than steel, carriers' liability will be limited to a maximum of \$500.00 per unit for damage or loss claims.

I. For product shipped in open crates where side panels or tops are omitted and product is exposed, carriers' liability will be limited to a maximum of \$500.00 per unit for damage or loss claim.

J. In the event of loss or damage to any shipment, carriers' maximum liability for loss or damage shall not exceed \$5,000 per shipment or \$10,000 per incident and in no instance shall liability be greater than the actual value of loss or damage articles less salvage.

K. The carrier will assume no liability for loss of broken glass or damage caused by broken glass when said glass is internally packaged, or free standing within a unit. Carrier is exempt from any loss and/or damage claim involving glass or glass objects.

<b><u>CLASS</u></b>	<b><u>MAXIMUM VALUE PER POUND</u></b>
50	\$.99
55	\$1.49
60	\$1.99
65	\$2.49
70	\$2.99



77.5	\$3.49
85	\$3.99
92.5	\$4.49
100	\$5.00
>100	Multiple of 100 value (i.e., class 250: 2.5 x 5.00=\$12.50lbs)

## ITEM 815

### CARRIER LIABILITY

- On shipments of articles described in NMFC items 60500 thru 63602 (electrical equipment), the shipper must show the actual value of such articles on the Bill of Lading at time of shipment. When the shipper does not comply with such requirement, the carrier's maximum liability shall be \$5.00 per pound. The provisions of this item do not apply on any articles for which specific released value provisions are provided.
- On shipments of original works of art, carrier's liability shall be limited to \$0.10(ten cents) per pound in the event of loss or damage.
- Liability for USED cargo shall be limited to value not exceeding \$0.10(ten cents) per pound. The following is a definition that is intended to distinguish between new and used items. Cargo is considered NEW if it has come from the manufacturing or growing facility, and it remains in the original box, carton, or shipping container, and have never been removed from the manufacturer's original packaging. All cargo, even if it has not actually been used for the intended purposes, is to be considered USED if it being transported from its manufacturing facility and it is not in its original packaging.  
If cargo has been reconditioned, refurbished, rebuilt, remanufactured, and even if it is being shipped in its original packaging, or packaging like its original packaging, it is to be deemed USED for the purpose of the applicable rated and liability limits.  
This is all commodities other than NEW, but not limited to internet auctions, interplant moves, articles of household goods, personal effects or antiques whether listed as such on the Bill of Lading or not, will only be accepted for transportation as USED cargo.
- Shipments tendered on a plastic shrink-wrapped skid, shall be signed for as "(number of skids)" shrink-wrapped skid(s). When a plastic shrink wrapped skid is delivered intact, the plastic shrink wrap unbroken, carrier shall assume no liability for loss or damage discovered therein, either at delivery or after delivery has been performed.
- Shipments subject to commodity rates, pallet rates, spot quotes or pricing that is other than class less discount, Carrier liability shall not exceed \$1.00 per pound unless such commodity is released to value lower than \$1.00 per pound in the NMFC 100 series.
- Articles dependent upon released or actual value as provided by the NMFC, are subject to Item 810 provisions, Limits of Liability.  
Unless otherwise indicated in a specific item or section herein, shipments will not be accepted when the actual and/or released value exceeds \$10.00 per pound. However, if a shipment is inadvertently accepted, the Carriers liability shall be the lowest value provided in NMF 100 series for NEW commodities, but no to exceed \$10.00 per pound. Shipper must declare the actual and/or release value of any commodities in order to determine the correct classification. If the shipper fails or declines to declare a specific value amount, the shipment will be considered as being released to the lowest valuation as outlined herein. Further, liability for articles with an invoice value exceeding the limitations shown in Item 810, relative to the corresponding class, will be considered to be of extraordinary value. Articles of extraordinary value inadvertently accepted for transportation will be considered to be released at the value per pound shown in Item 810, subject to a maximum of \$100,000.00 per occurrence.
- Except as otherwise provided above, AMA Transportation Co shall not be liable for special, incidental, or consequential damages and denies all warranties, expressed, or implied with respect to carriage of any shipment. AMA's liability for the part of the consignment lost or damaged shall be limited to \$10.00 per pound.

8. Fiberboard drums containing liquid product: carrier will not be responsible when damage or leaks occur due to defective materials or internal packaging defects inside of the drum. All consequential damage and cleanup will be the responsibility of the shipper or party responsible for the freight charges.
9. Concealed Damages: Any shipment that is noted as NOT being damaged at the time of delivery and damaged is discovered after the shipments (boxes/packages) are opened. Concealed damaged must be reported within 5 (five) days or you will not be able to file a freight claim with the carrier. Due to not knowing when the damage occurred the liability will be equally the responsibility of the shipper, consignee, and carrier. Therefore, the carrier will only be responsible for one-third of the claim.

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**ITEM 820****PROTECTIVE SERVICES**

When protective services against cold (referred to herein as “heater service”) is requested by shipper, consignee or owner, such services will be provided at a charge of \$3.50 per one hundred pounds, subject to a minimum charge of \$45.00 per shipment, contingent upon availability of suitable equipment and facilities, subject to the following provisions:

1. When heater service is required for the proper protection of a shipment, shipper, consignee, or owner shall notify the carrier in advance of shipment by telephone, e-mail, or fax.
2. Bills of lading and shipping orders must be endorsed “heater service required” and/or “protected from freezing.” It must be placed in an apparent and conspicuous position on the bill of lading.
3. The provisions of Item 830 of this tariff are (redelivery, reconsignment or diversion) and Item 900 (stop-off) will not be applicable on shipments, which are subject to this rule.
4. Heater service will be made available, as provided above, on shipments moving under the provisions of Item 470 of this tariff.
5. Carriers reserve the right to refuse to accept shipments requiring heater service when outside temperature at point of origin at time of tender of shipment is below zero degrees Fahrenheit.
6. We refrain from picking up these shipments on Fridays as we do not line haul these shipments over the weekend. And we do not have the capacity to protect the freight in a climate-controlled warehouse.

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**ITEM 822****LIABILITY NOT ASSUMED**

The carrier is not liable for loss, delay, miss-delivery, or non-delivery not caused by its own negligence or any loss, damage, delay, miss-delivery, or non-delivery caused by:

1. The act, default or omission of the shipper, consignee, or consignor.
2. The nature of the shipment or defect or inherent vice thereof.
3. Improper or insufficient packaging, securing, or addressing of the package.
4. Acts of God; perils of the air; public enemies; public authorities acting with actual or apparent authority; authority of law; riots, strikes or other local disputes; civil commotion; weather conditions or mechanical delays of the trucks or aircrafts.

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**ITEM 825****QUOTATIONS OF ESTIMATED CHARGES**

When carrier has furnished, either orally or in writing, an estimate of tariff charges, such estimate will be given based on effective tariff provisions as applies to those facts concerning shipments which are made know to carrier. Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than an approximation of freight charges, which is not binding either on carrier or on shipper. If actual render of freight is other than what was represented in a quote, the quote becomes void and applicable rate predicated on actual tender.

All transportation charges on a shipment will be assessed based on tariff provisions legally in effect at time of shipment as applied to commodity shipped and transportation related services performed in connection therewith.

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**ITEM 827**

**HAZARDOUS MATERIALS SURCHARGE**

Any shipment tendered by carrier, which is deemed hazardous in nature and subject to guidelines imposed by FMCSR 383.141, is subject to a \$22.50 surcharge beyond the applicable freight charge.

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**ITEM 830**

**REDELIVERY, RECONSIGNMENT, DIVERSION**

When a shipment is tendered for delivery and through no fault of the carrier, the delivery cannot be accomplished, the shipper will be notified and no further attempt to deliver the freight will be made except upon request. Each additional tender of final delivery will be subject to the following provisions:

- A. Each additional tender of final delivery at consignee's place will be subject to the applicable tariff rate designating the carriers nearest terminal as the pickup point and the consignee's facility as the destination.
  - B. If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at carriers' premises, a charge of \$14.00 per one hundred pounds will be made subject to a minimum charge of \$75.00.
  - C. All charges accruing under the provisions of this item must be paid or guaranteed to the satisfaction of the carrier by the party requesting redelivery before the shipment is redelivered.
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**ITEM 860**

**RETURNED UNDELIVERED FREIGHT**

An undelivered shipment that is returned to the shipper will be subject to applicable rates and charges based on the following:

- A. From the new origin (original destination of the outbound shipment).
  - B. To the new destination (original origin of the outbound shipment).
- 

**ITEM 890**

**SPECIAL LABOR AND SERVICE**

When additional help and or equipment is supplied by the carrier, or when carrier furnished additional help and or equipment upon request of the consignor or consignee for the loading or unloading of freight of any nature, the following charges will be assessed in addition to all other normal and accrued freight charges applicable:

Additional Labor (whs or general) .....\$56.00 per hour.....six-hour minimum charge  
Extra equipment.....\$127.00 per hour..... eight-hour minimum charge

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**ITEM 900**

**STOPOFFS**

A shipment moving on one bill of lading or shipping order from one consignor at one point of origin at one time consigned to one consignee at one destination may be stopped off in transit at any point or place for the purpose of partial loading or unloading, subject to the following provisions:

- A. Stop off will only be permitted at points within the scope of carrier's operations.
- B. The bill of lading or shipping order must show the point or points at which the shipment is to be stopped for partial loading or unloading together with a complete description of the kind and quantity of freight to be loaded or unloaded at each point and the name and address of the party from or to whom each portion is to be received or delivered. If pickup or delivery is made at two or more different addresses or locations in the same point, each pick up or delivery will be considered a separate stop in the application of this rule.
- C. Charges on shipments moving under this rule shall be determined on this basis of the mileage from origin to destination via the stop off points.
- D. The charge for each stop, exclusive of the original stop for loading and exclusive of the last stop for unloading shall be \$150.00
- E. Stopping in transit for partial loading or unloading will not be permitted on shipments consigned to "COD", "TO ORDER", "ORDER NOTIFY", or to be delivered only on shipper's written order, or when accompanied by any instructions from the consignor requiring the surrender or presentation of the bill of lading, a written order, or any other document as condition precedent to deliver at stop off point.
- F. The carriers' agent at the stop off point, or if there be no such agent at such point, the driver of the vehicle, shall obtain in writing, a statement such as a notation on the freight bill of the quantity, description, and weight of the portion of the shipment loaded or unloaded at the stop off point or points

**ITEM 910**

**STORAGE**

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

- A. Storage charges on freight awaiting line haul transportation which has a specific delivery date (other than next day delivery) noted on the bill of lading will begin at 7:00 am, the day after freight is received by the carrier.
- B. Storage charges on undelivered freight will begin at 7:00 am; the first business day after notice of arrival has been given. No charges under this item will be made when actual tender of delivery is made within twenty-four (24) hours after such notice of arrival has been given.
- C. Storage charges on freight stored in carrier's possession will be assessed a charge of \$1.50 per one hundred pounds or fraction thereof, subject to the following minimum and maximum charges.

Minimum charge per shipment per each twenty-four (24) hour period.....\$35.00

*Maximum charge per shipment/vehicle:*

First twenty-four (24) hour period, or fraction thereof..... \$75.00  
 Second twenty-four (24) hour period or fraction thereof.....\$100.00  
 Third/Succeeding twenty-four-hour period.....\$125.00.

**ITEM 985**

**VEHICLES FURNISHED BUT NOT USED**

When carrier, upon receipt of a request to pick up a shipment, has dispatch a vehicle for such purposes and, due to no disability, fault, or negligence on the part of the carrier, the shipment is not tendered or the vehicle is not used, a charge of \$98.00 per hour or fraction thereof per vehicle. From the time the vehicle is dispatched from its last destination and returned to subsequent dispatched destination subject to a minimum charge of \$100.00\* will be assessed against the consignor making such request.

\*May be subject to change.

**ITEM 988****TOLL CHARGE**

Shipments transiting through the states of New Jersey or metropolitan New York zips 100-119 will be assessed a toll charge not to exceed \$6.00 per shipment. This charge is in addition to all other applicable charges.

**ITEM 989****ALCOHOLIC BEVERAGE FEE**

Shipments of alcoholic beverages are subject to an alcoholic beverage commission fee of \$49.00 per shipment in addition to the freight charges.

**ITEM 991****RESIDENTIAL DELIVERY FEES**

*Rates apply in addition to the freight charges.*

MA, CT, RI, NH (030-031) Minimum charge: \$68.00 rate CWT-\$10.00. Apply whichever rate is greater in addition to freight charges.

ME, VT, NH minimum charge: \$84.00 rate CWT-\$14.00 Apply the greater charge.

ME ZIPS: 044, 046, 047, 049 Minimum charge: \$96.00 rate CWT \$21.00. Apply the greater charge.

Single units 70 lbs. and over will automatically require a power liftgate fee: \$50.00.

If unsafe for one to deliver, then a helper charge for additional labor applies.

**RESIDENTIAL OVERSIZED UNIT FEE:** Shipments that occupy sixty cube or more, or units that exceed a maximum height of sixty inches: Fee \$128.00 applies in addition to other charges.

Note: Shipments 100 lbs. or more destined to a residence, an automatic power liftgate fee will be assessed in addition to the residential charges0

**ITEM 995****GREATER BOSTON ARBITRARY CHARGE**

Boston Proper.

Charges apply as a surcharge, in addition to freight charges.

Boston, MA – Standard ZIP Codes

02108, 02109, 02110, 02111, 02113, 02114, 02115, 02116, 02118, 02119, 02120, 02121, 02122, 02124, 02125, 02126, 02127, 02128, 02129, 02130, 02131, 02132, 02133, 02134, 02135, 02136, 02163, 02199, 02203, 02210, 02215, 02222, 02112, 02117, 02123, 02137, 02196, 02205, 02283, 02284, 02298

Boston, MA – Unique – Single Entity ZIP Codes (NO DEMOGRAPHIC DATA)

02201, 02204, 02206, 02211, 02212, 02217, 02241, 02266, 02293, 02297

Charges apply to the following destination/origin Zip Codes outside of Boston Proper.

01890,01905,01906,02026,02101,02119,02122,02127,02128,02131,02132,02134,02135,02138,02141,02143,02146,02149,02150,02155,02158,02167,02169,02172,02174,02178,02181. This is based on extreme traffic congestion, parking restriction. A charge of \$15.00 will be assessed above and beyond the applicable freight charge.

**ITEM 998****WEIGHT/FREIGHT CLASS VERIFICATION**

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 adjustment 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.

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**ITEM 999****LIFTGATE EQUIPMENT**

Except as otherwise provided, whenever this carrier is requested or required to furnish a vehicle with liftgate, and such vehicle is furnished, an additional charge of \$6.65 cwt. Subject to a minimum charge of \$58.00 per shipment/ will be assessed in addition to all other applicable charges. Provisions of this item will also automatically apply on Residential shipments if the weight of shipment is greater than 100 pounds.

A maximum pallet dimension of 48x40x54H and a maximum of 1500 lbs. will constitute a single pallet that is considered safely eligible for power liftgate equipment. If a pallet exceeds the dimensions listed, then a power/hydraulic lift gate charge of \$112.00 applies in addition to the freight charges will be applied for that pallet. If the pallet is deemed to be unsafe for lift gate use, by the driver, then we (carrier) maintain the right to either have the consignee unload the pallet to gain safe conditions, or we may refuse to effect delivery with lift gate.

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**ITEM 1000****SINGLE SHIPMENT SURCHARGE**

A prepaid single shipment of lesser than five hundred pounds picked up at one time and place unaccompanied by any other shipment from the same pickup site will be subject to a single shipment pickup charge of \$17.50 in addition to all other applicable charges. The single shipment charge is not subject to discounts.

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**ITEM 1010****PANDEMIC- COVID-19**

Per Federal guidelines from the CDC (Center for Disease Control) regarding “Social Distancing” and to protect our employees and customers from potential exposure to the Corona virus, in lieu of signed delivery receipts our drivers will be logging the date and time of the delivery, the place of delivery, the name of the individual who received the shipment. The driver will also take a photograph of the delivered shipment which includes a date and time stamp as proof of delivery. If a photograph of the shipment is not attainable due to consignee not allowing us to do so, then the consignee printed name will suffice as a receipt as delivered in good order. This procedure will stay in effect until the CDC changes its “Social Distancing” guidelines.

**ITEM 3000**

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

(N)	New
(R)	Reduction
(A)	Addition
(C)	Change
CWT	per one hundred pounds
ICC	Interstate Commerce Commission
LTL	less than truckload
MC	Motor Carrier
MIN CHG	minimum charge
MIN WT	minimum weight
NO.	Number
NOI	not otherwise indicated.
NOIBN	not otherwise indicated by name.
TL	truckload
VIZ	namely
VMW	volume minimum weight
VOL.	Volume