



STANDARD RULES AND ACCESSORIAL CHARGES TARIFF
WARD 110T

NAMING

STANDARD RULES AND ACCESSORIAL CHARGES

APPLICABLE FOR THE TRANSPORTATION OF

GENERAL COMMODITIES

BETWEEN

POINTS IN THE UNITED STATES

EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED IN WRITING BY WARD TRUCKING, LLC, THIS
STANDARD RULES AND ACCESSORIAL CHARGE TARIFF APPLIES ON ALL INTERSTATE AND
INTRASTATE MOVEMENTS

EFFECTIVE: August 17, 2020

“**” in index and by item number denotes changes on this effective date.

ISSUED BY:
JOSEPH C. COLAPIETRO
DIRECTOR OF PRICING
WARD TRUCKING, LLC.
P.O. BOX 1553
ALTOONA, PA 16603
800-458-3625

WARD TRUCKING, LLC.
STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T

CANCELLATION NOTICE

As of the effective date of this publication, this standard Rules and Accessorial Charge Tariff will provide all Standard Rules and Accessorial Charges and all Inter and Intrastate movements.

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ISSUED BY:
JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING
WARD TRUCKING, LLC.
P.O. Box 1553
Altoona, PA 16603

WARD TRUCKING, LLC.
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ISSUED BY:
JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING
WARD TRUCKING, LLC.
P.O. Box 1153
Altoona, PA 16603

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
10	<u>ADVANCE CHARGES</u> All charges advanced by this carrier for freight, demurrage, cartage, storage, bridge, ferry, highway, tolls, tunnel or other public charges of like nature, which are incurred in the handling of any shipment, shall become due and payable at a charge equal to 107% of the actual charge so advanced by this carrier, subject to \$61.70 minimum charge, in addition to the transportation and all other charges. Evidence of payment of such charges shall be furnished to the consignor or consignee upon request.
15	<u>ALTERNATE APPLICATION OF WEIGHTS AND RATES</u> In no case shall the charge for any shipment be greater than the charge for a greater weight of the same kind of freight at the rate and weight applicable to such greater quantity of freight.
20	<u>AIRPORT PICKUP OR DELIVERY</u> Shipments having prior or subsequent air transportation between or adjacent to any airport will be subject to an additional charge of \$76.35 per shipment in addition to detention charges that may occur.
25	<u>APPLICATION OF RATES FOR UNCRATED OR LOOSE MERCHANDISE</u> Except as otherwise provided, all shipments of uncrated, loose, unboxed or unwrapped merchandise, will be accepted only on the basis of the applicable class 300 rate, and only at the owner's risk relative to breakage or damage.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -4-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
32	<u>ARBITRARY CHARGE – NEW YORK ZIP CODES 100 – 102, 10451, 10474</u> <u>ARBITRARY CHARGE – BOROUGHs of NEW YORK ZIP CODES 103, 104, 111-114</u> <u>ARBITRARY CHARGE – DC ZIP CODES 200, 202 thru 205</u> - For shipments destined to zip codes 100 – 102 the following charges shall apply: \$14.25 cwt; subject to \$85.00 minimum charge. This charge is in addition to all other applicable charges and/or rules contained herein. Applicable to direct or interline shipments. - Shipments involving the Bronx Terminal Market zip code 10451 or the New York City Terminal Market zip code 10474 a flat charge of \$45.50 is to apply. This charge is in addition to all other applicable charges and/or rules contained herein. Applicable to direct or interline shipments. - Shipments <u>destined to</u> Boroughs of New York zip codes 103, 104, 111-114 a flat charge of \$25.00 is to apply. This charge is in addition to all other applicable charges and/or rules contained herein. Applicable to direct or interline shipments. - For shipments from/to DC zip codes 200, 202 thru 205 the following charge shall apply: \$3.95 cwt subject to \$45.50 minimum charge. This charge is in addition to all other applicable charges and/or rules contained herein. Applicable to direct shipments. See Item 455 for interline application.
35	<u>ARTICLES AFFECTED BY ATMOSPHERIC CONDITIONS OF PERISHABLE FREIGHT</u> Shipment of such articles as are affected by atmospheric conditions, extreme temperatures, or perishable freight will only be handled at owner's risk. This carrier will not be obligated to furnish refrigerated or heated equipment unless such arrangements are made with this carrier or its agent at point of shipment, and then only if such equipment is available. All possible protection will be afforded, but this carrier will not be liable for damage due to heat, cold, or other causes beyond its control. Perishable goods or merchandise of any nature, which would not bring the value of the freight charges at a forced sale, will not be accepted unless the freight charges are prepaid or guaranteed by responsible party.
45	<u>BILLS OF LADING</u> Upon arrival of the carrier's unit at any of the shipper's or consignee's premises, the shipper or consignee, as the case may be, shall assume the responsibility of examining and validating Bills of Lading, Shipping Orders, Waybills and other important papers connected with the shipment. In addition, the shipper or consignee shall be responsible for directing the unit to the proper loading or unloading facilities, including receiving and discharging lines to storage tanks, parking areas and other movements or actions connected with loading, or unloading procedure required of the driver and unit in order to perform the transportation service.
50	<u>BRACING AND BLOCKING</u> Shipments requiring bracing or blocking for safe transportation, shall be braced or blocked by the consignor at the consignor's expense.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 - 5-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
55	<u>C.O.D. (COLLECT ON DELIVERY) SHIPMENTS</u> Collect on Delivery (C.O.D.) shipments will be accepted subject to the following provisions and charges: (a) Shipments must be tendered on "Uniform Straight" Bills of Lading or "Straight Bills of Lading – Short Form", and when the Short Form is used, the letters "C.O.D." must be stamped, typed or written on Bills of Lading and shipping orders immediately before the name of consignee. Only one C.O.D. amount may be shown. There must also be shown on the Bill of Lading and Shipping Order, in the space provided for this purpose, or by showing in the lower left hand corner of space provided for "Description of Articles, Special Marks, and Exceptions", the following information: Collect on Delivery \$_____ and remit to _____ Street _____, City _____, State _____ Zip _____ C.O.D. Charge to be paid by: Shipper _____ Consignee _____ (b) The charges of the carrier for collecting and remitting the amount of each C.O.D. bill collected on shipments consigned C.O.D. as prescribed herein will be 5.4% of the amount collected, subject to a minimum additional charge of \$57.45 and a maximum additional charge of \$537.50. (c) This carrier will, upon written request from the consignor, change the status of a C.O.D. shipment or change the form of payment of C.O.D. amounts. Request must be received by delivering carrier in time to accomplish the change requested prior to effecting delivery of the shipment. An additional charge of \$57.45 per shipment will be assessed in addition to the C.O.D. collection fee. If C.O.D. is cancelled, a charge of \$57.45 will be assessed. (d) On C.O.D. amounts of \$10,000 or more, carrier will only accept payment for the C.O.D. in the form of a certified or cashiers check.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 - 6-	

WARD TRUCKING, LLC.																			
ITEM	STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T																		
62	<u>OVER-LENGTH/DIMENSIONAL FREIGHT OR PIECE</u> When one piece of a shipment is greater than the lineal feet or inches indicated in Column A, apply the additional charge as indicated in Column B: <table><tr><th>Column A</th><th>Column B</th></tr><tr><td>Lineal Feet in Length /Lineal inches in width. (The greatest dimension will be considered the length)</td><td>Flat Additional charge per shipment</td></tr><tr><td>Greater than 6 feet and 49 inches or greater</td><td>\$95.00</td></tr><tr><td>At least 8 feet but less than 12 feet</td><td>\$85.00 (If over 49” wide, apply \$95.00)</td></tr><tr><td>At least 12 feet to 15 feet</td><td>\$150.00</td></tr><tr><td>Greater than 15 feet but less than 49 inches</td><td>\$150.00</td></tr><tr><td>Greater than 15 feet and 49 inches or greater</td><td>\$225.00</td></tr><tr><td>Greater than 18 feet but less than 49 inches</td><td>\$275.00</td></tr><tr><td>Greater than 18 feet and 49 inches or greater</td><td>\$350.00</td></tr></table> Only one of the charges indicated above will apply per shipment. Provisions of this item will not apply If Item 65, 88 or 64 are utilized. Note A: See Item 88 for Minimum Density @ 750 cubic feet but less than 24 feet. Note B: See Item 64 for Lineal Foot rule for 24 feet and over but less than 44 feet Note C: See item 65 for Capacity Load 44 feet or more.	Column A	Column 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	\$95.00	At least 8 feet but less than 12 feet	\$85.00 (If over 49” wide, apply \$95.00)	At least 12 feet to 15 feet	\$150.00	Greater than 15 feet but less than 49 inches	\$150.00	Greater than 15 feet and 49 inches or greater	\$225.00	Greater than 18 feet but less than 49 inches	\$275.00	Greater than 18 feet and 49 inches or greater	\$350.00
	Column A	Column 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	\$95.00																	
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	Greater than 15 feet and 49 inches or greater	\$225.00																	
	Greater than 18 feet but less than 49 inches	\$275.00																	
	Greater than 18 feet and 49 inches or greater	\$350.00																	
64	<u>Lineal Foot Rule</u> 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 prevents the safe loading of like freight in or on such trailer (subject to the Carrier’s determination) that shipment shall be subject to a minimum weight in Column B or C. Class 65 M10M line of rates to apply to that stated weight less customer discount Column B is applicable to shipments rated per WARD 500 current levels and to WARD 110 Fuel Surcharge as in effect in this tariff, however, the LTL fuel percentage shall be utilized. Shipments subject to WARD 500 levels dated prior to 8/29/2011 are subject to Column C Column C is applicable to all other base rates and fuel surcharge. <table><tr><th>Column A</th><th>Column B</th><th>Column C</th></tr><tr><td>Lineal Feet At Least:</td><td>Shipment subject to Minimum Weight of:</td><td>Shipment subject to Minimum Weight of:</td></tr><tr><td>24</td><td>18,000</td><td>20,000</td></tr><tr><td>30</td><td>24,000</td><td>28,000</td></tr><tr><td>44 or more</td><td>See Item 65</td><td>See Item 65</td></tr></table> Note A: For the purpose of applying this rule and charge, when two or more shipments are tendered to Carrier from the same place during one calendar day for delivery to one place, they will be considered one shipment. Note B: See Item 88 for Minimum Density @ 750 cubic feet but less than 24 feet. Note C: See Item 62 for Over Length/Dimensional Freight or Piece.	Column A	Column B	Column C	Lineal Feet At Least:	Shipment subject to Minimum Weight of:	Shipment subject to Minimum Weight of:	24	18,000	20,000	30	24,000	28,000	44 or more	See Item 65	See Item 65			
	Column A	Column B	Column C																
	Lineal Feet At Least:	Shipment subject to Minimum Weight of:	Shipment subject to Minimum Weight of:																
	24	18,000	20,000																
	30	24,000	28,000																
	44 or more	See Item 65	See Item 65																
	ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 - 7-																		

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
65	<u>CAPACITY LOADS /Lineal Feet</u> On shipments of such light or bulky nature, or such an unusual shape or size that they occupy the full available loading space of the trailer, or because of their nature must be loaded in such a manner that additional loading of other freight is not possible without danger of damage to said shipments, or to said other freight, or, <u>another piece of same freight of largest dimension can not be loaded</u>, and the shipment occupies 44 feet or more of a trailer, the shipment shall be subject to a minimum charge of Class 65 M10M line of rates subject to a minimum weight of 35,000 pounds less the applicable discount if any. Shipments rated per WARD 500 current levels and to WARD 110 Fuel Surcharge as in effect in this tariff apply the LTL fuel percentage. Shipments subject to WARD 500 levels dated prior to 8/29/2011 or other base rates and/or other than current WARD 110 Fuel Surcharge, use applicable fuel scale. Note A: See Item 88 for Minimum Density @ 750 cubic feet but less than 24 feet. Note B: See Item 64 for Lineal Foot rule for 24 feet and over but less than 44 feet Note C: See Item 62 for Over Length/Dimensional Freight or Piece.
70	<u>CHARGES FOR DOCUMENTS OR PROOF OF DELIVERY</u> Whenever a written document or P.O.D. for a shipment is required, the first document will be provided for free; the second and each succeeding document will be provided at an additional charge of \$13.50 per transmittal (FAX or mail).
75	<u>CLAIMS, UNDERCHARGE AND OVERCHARGE</u> Any Overcharge/Undercharge claims that are properly submitted to this carrier, and when through proper calculations no such Overcharge/Undercharge exists and are therefore legitimately denied, will be assessed an administrative charge of \$45.00 per each denied Overcharge/Undercharge claim to the submitting party.
80	<u>COLLECTION OF CHARGES/(BILLING THIRD PARTY)</u> <u>CORRECTIONS TO BILL OF LADING/SHIPPING DOCUMENT</u> A charge of \$20.00 in addition to all other applicable charges will be assessed against the payor of the freight charges for processing corrected bill of lading/shipping document as outlined below 1. When a party other than the consignor or consignee on the Bill of Lading and Shipping Order is responsible for paying the freight charges, such party's name and address must appear in the body of the Bill of Lading and Shipping Order at time of original tender. (See paragraph 3) 2. When consignor request carrier to bill a third party, the shipment must be prepaid and payment of charges guaranteed by the consignor if the third party fails to pay such charges within this carrier's credit period. 3. When consignor or consignee instructs the carrier to bill the freight charges to a third party and such information is not shown on the Bill of Lading and Shipping Order at time of shipment, an additional charge will be assessed for the new billing in addition to all other applicable charges. The additional charge will be assessed against the party billed for the freight charges. This paragraph will not apply on export shipments. See above charges. 4. Shipments subject to the provisions of this item will not be accepted if the consignor executes Section 7 of the Bill of Lading. 5. When shipment involves more than one carrier, it will be the responsibility of the originating carrier to effect collection from the third party. 6. Other corrections for which the above charge shall apply to are: change in shipment terms, descriptions, weight, additional instructions, adding or changing a spot quote number, consolidation of 2 or more bills of lading/shipping documents and/or any other changes that require carrier to update freight bill for customer. 7. All changes must be received by a corrected bill of lading or on the shipper/payor letterhead 8. No changes will be accepted that increase the carriers liability regarding loss or damage.
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -8-	

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ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
85	<u>CUSTOMS OR IN BOND FREIGHT</u> 1. Shipments moving under United States Custom Bond (See notes C & D) are subject to an additional charge of \$3.53 per cwt., subject to a minimum additional charge of \$64.25 per shipment and a maximum additional charge of \$273.00 per vehicle used. 2. Except as provided in NOTE A below, line haul charges on shipments requiring U.S. Customs clearance at a point other than the final destination will be assessed on the basis of rates and charges applicable from point of origin to the point of U.S. Customs clearance to the final destination. 3. When necessary for carrier to purchase and apply “high security red in-bond seals” for shipments moving under United States Customs Bond, a charge of \$83.00 per seal will be assessed. 4. The charges for pick-up of shipping documents/release forms prior to pick-up will be \$139.00 per shipment subject to a maximum of \$279.00 per vehicle used. NOTE A: Not applicable when the final destination is located within the terminal area of the point of U.S. Customs clearance. NOTE B: Shipments moving under U.S. Customs Bond will not be accorded stopping in transit en route privilege except stopping in transit privileges will be permitted within the primary point of origin/destination. NOTE C: Freight moving in bond, whether from water type port or an inland port may not be included in the same shipment on the Bill of Lading and Shipping Order with freight not moving in bond. NOTE D: Each IT Permit (Immediate Transportation Permit) “Wd Ex.”, “T.E.”, “Drawback” Permit issued for movement of an in bond shipment will be considered as a separate shipment, and must be accompanied by one Bill of Lading and Shipping Order. The provisions of this paragraph will not apply on Truckload (T/L) shipments moving in bond between steamship company piers or wharves or when such shipments are delivered to a U.S. Customs Bonded Warehouse.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -9-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
88	<u>DENSITY MINIMUM CHARGE</u> Except as otherwise provided, shipments meeting the conditions of this item shall be subject to a minimum charge, based upon a calculated weight 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 rate in lieu of the actual NMFC classification or multiple rates. On shipments subject to different percentage expression shall be used to determine the minimum net charges under this rule. <u>Conditions and Definitions</u> 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 unit(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, it will be determined by the carrier. 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. 3. If two or more shipments are picked up at same time destined to same consignee and combined those shipments meet the conditions above, each billing will be cross-referenced to reflect the total charges associated with the above calculation. One billing will have additional charges associated with these provisions. 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; (b) Rates stated in units per mile or per piece of the line haul equipment, e.g., rates in cents per mile, per “pup”, per “doubles trailer”, per “van”, per “standard trailer, or per “vehicle”.
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -10-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T		
90	<u>DETENTION OF VEHICLES</u>		
	Free time will be allowed for loading or unloading each vehicle as indicated below. At origin, time will be computed from time of arrival of vehicle and notice to responsible employee of shipper of readiness to load until vehicle is loaded and shipper order receipt of shipment for transportation is executed. At destination, time will be computed from time of arrival of vehicle and notice to responsible employee of consignee of readiness to unload until vehicle is unloaded and receipt for delivery is executed.		
	When due to no disability, fault or negligence on the part of this carrier the vehicle is detained beyond the foregoing free time, detention will be charged against the shipper for detention at origin and against the consignee for detention at destination as follows:		
	ACTUAL SHIPMENT WEIGHT IN POUNDS Less than 2,000 Each additional 2,000	FREE TIME IN MINUTES 30 15	CHARGE PER 15 MINUTES OR FRACTION THEREOF \$37.50 \$37.50
95	<u>DETERMINATION OF MILEAGE</u>		
	Mileage shall be computed according to those as found in the ICC HGB 105 Series and via the actual route of movement.		
100	<u>ESCORT VEHICLE</u>		
	When an escort vehicle(s) is required to accompany any shipment because of any Federal, State or other law or regulation, or at the request of the shipper, consignee or owner of the goods, or where deemed necessary for reasons of safety, the charge for each such escort vehicle and driver shall be \$382.00 per day, or fraction thereof, plus a mileage charge of \$2.27 cents per mile, or fraction thereof, from point of origin to point of destination and then return to point of origin.		
103	<u>EXCEPTION CLASSES AND FREIGHT ALL KINDS – APPLICATION OF RATES</u>		
	Unless otherwise provided, commodities with an actual NMFC class greater than the classes provided in FAK or exception rate applications are not subject to Item 171 of the NMFC 100 series.		
105	<u>EXPEDITED SERVICE OR EXCLUSIVE USE OF VEHICLE</u>		
	The following shall apply to any shipment which is accorded one or more of the following special services at the request of the shipper or consignee:		
	(a) Shipment or article is ordered picked-up at a specified date or time, and such service has been accorded.		
	(b) Shipment has been given special expedited service in an attempt to meet a specified delivery date or time.		
	(c) Where shipper or consignee requests exclusive use of the vehicle and it has been accorded or where shipper affixes an article to a vehicle such as a seal.		
	Charges will be assessed at: The class 50 M20M rate multiplied by 40,000 pounds.		
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -11-			

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T		
110	<u>FLATBED EQUIPMENT – MINIMUM WEIGHT</u> Whenever a customer specifically requests (or if shipment requires) that this carrier provide Flatbed Equipment for the transportation of any shipment, the Minimum Weight applicable thereto will be 20,000 pounds, or actual weight if greater.		
115	<u>FRACTIONS</u> Except as otherwise provided, all fractions of one-half (.5) cent or greater will be increased to the next whole cent, and fractions of less than one-half cent will be dropped.		
120	<u>GOVERNING PUBLICATIONS</u> Except as otherwise provided herein, this tariff is governed by the following publications, including supplements thereto and reissues thereof:	<u>KIND OF TARIFF</u> ClassificationNational Motor Freight Traffic Association, Inc., Agent	<u>ISSUING AGENT OR CARRIER</u>
		Hazardous MaterialsAmerican Trucking Association Inc., Agent	
		Zip Coded Mileage Guide Household Goods Carrier’s Bureau, Committee	
		National Zip Code and P.O. DirectoryNational Motor Freight Traffic Association, Inc. Agent	
125	<u>HOURLY RATES</u> Hourly rates named in this item apply only when shipper requests the use of carrier’s equipment on an hourly basis or where no provisions are named for the type of service performed. When hourly rates in this item are to be applied, carrier must be notified in advance. In all cases, time will be computed from the time vehicle and/or men leave carrier’s terminal facility, garage or office until return thereto.		
	TYPE OF EQUIPMENT/LABOR:	RATE PER HOUR (OR FRACTION)	MINIMUM
	Straight Truck (With Driver)	\$107.50	2 Hours
	Tractor-Trailer Combination (With Driver)	\$139.00	2 Hours
	Extra Driver, Each	\$64.50	2 Hours
	Flag Person, Each	\$64.50	2 Hours
	Container (Rail, Ocean or Air)	\$139.00	2 Hours
	EXCEPTION: On Saturdays, Sundays or Holidays, the rates shall be 2 times the rates shown above. After 8 hours in any one day (other than Saturdays, Sundays or Holidays) the rates shall be 1-1/2 times the rates shown above.		
130	<u>IMPRACTICABLE OPERATIONS</u> Pick-up or delivery service will not be performed by this carrier at any site from or to which it is impracticable to operate vehicles because of:		
	(a) The condition of roads, streets, driveways, alleys or approaches thereto;		
	(b) Inadequate loading or unloading facilities;		
	(c) Acts of God, the public enemy, the authority of law, riots, the existence of violence or such possible disturbances as tend to create reasonable apprehension of danger to persons or property.		
	In the event delivery of a shipment is interrupted because of a strike, 24 hours free time will be allowed before a strike interference charge of \$237.00 per 24 hour period, or fraction thereof, will be assessed unless shipment is reconsigned or sent back (within the 24 hours free time) to the point of origin. This charge shall be in addition to all other applicable transportation charges.		
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -12-			

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
135	<u>INSIDE DELIVERY OR PICKUP</u> <u>HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE</u> When delivery or pickup is requested inside a store or building, an additional charge will be assessed as follows: Ground Level: \$6.75 per cwt., subject to a minimum additional charge of \$67.50 and subject to a maximum additional charge of \$550.00. Above or below Ground Level Additional \$1.25 cwt subject to an additional \$15.00 minimum charge. Above charges will also apply on a shipment not brought to or not accepted immediately adjacently to vehicle.
140	<u>LAY-OVER CHARGE</u> Except as otherwise provide, when upon request of the consignee and through no fault of this carrier; at destination the carrier's vehicle and driver are detained overnight by the consignee for the purpose of unloading the vehicle at the convenience of the consignee; or where carrier must layover en route between the hours of sun-down and sun-up because of oversize or overweight shipments, or in order to comply with "Hours of Service-Driver Regulations" of any State or Federal Regulatory Body, an additional charge of \$130.00 per man plus \$176.00 per vehicle, per night, (Saturdays, Sundays and Holidays included) will be assessed.
145	<u>LIFT GATE EQUIPMENT</u> Except as otherwise provided, whenever this carrier is requested or required to furnish a vehicle with lift gate, and such vehicle is furnished, an additional charge of \$6.85 cwt. subject to a minimum charge of \$69.25 per shipment / \$169.00 maximum charge per shipment will be assessed in addition to all other applicable charges.
155	<u>LIMITATION OF SERVICE</u> Nothing in this tariff shall be construed as requiring the carrier to transport property for which it does not have suitable or sufficient equipment, nor to accept shipments except as equipment is available.
158	<u>DOCUMENT PICKUP OR DELVIERY CHARGE</u> Upon request of the party having control of shipment(s) and is requesting that document(s) need to be picked up at or delivered to a site not adjacent to the location of the freight, the following charge will apply for such service \$54.50 per stop
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -13-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
160	<u>LOADING AND/OR UNLOADING – EXTRA LABOR</u> When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. An additional hourly charge will be assessed from the time of departure at carrier's terminal, garage, or office until return thereto, as follows: First three (3) hours\$168.00 per hour (or fraction thereof) Next five (5) hours \$ 64.50 per hour (or fraction thereof) After eight (8) hours \$ 79.00 per hour (or fraction thereof)
165	<u>LOADING OR UNLOADING AT PIERS OR DOCKS</u> (a) Rates from or to piers or wharves do not include loading or unloading services by the carrier. (b) Shipments picked up at or delivered to piers or wharves will be handled by carrier provided consignee, consignor or owner (or his agent) other than carrier, shall make all arrangements with the pier or terminal operator for this payment of loading, unloading, or other charges incurred on cargo while in the possession of the pier or terminal operator. (c) Carrier will assume no responsibility for any charges incurred by the cargo while in the possession of the pier or terminal operator (d) At the request of, and for the convenience of the consignor, consignee or owner, carrier will make arrangements with the pier or terminal operator for the payment of loading, unloading, or other charges incurred while in the possession of the pier or terminal operator, under and subject to the provisions of paragraph (e). (e) When carrier is requested or required to make payment of charges due the pier or terminal operator on cargo while in the custody of said operator, charges for wharf usage or top wharfage; or loading or unloading charges to longshoremen, stevedores or public loaders, such charges so paid or advanced by carrier plus a service charge equal to 115% of the amount so paid or advanced by carrier, subject to a minimum service charge of \$63.25 per shipment of less than 20,000 pounds, or \$185.00 per shipment of 20,000 pounds or greater will be added to freight bill.
170	<u>LOWBOY EQUIPMENT</u> When this carrier is requested or required to provide Lowboy Equipment for the transportation of such articles or commodities that, because of their shape, size, form, weight, or other inherent characteristics, require the use of Lowboy Equipment for their transportation and such equipment is furnished by this carrier, charges will be assessed at 150% of the published rate or charge, subject to a minimum charge at the M20M RATE.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -14-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T																														
**180 Rev	<u>MIXED SHIPMENTS</u> - 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. - 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 reweigh process, it is not practical to separate the weight by commodity, the change in weight will be applied to the highest rated item. Upon submission of satisfactory proof that the weight correction should be appointed to other article(s) of the shipment, the weight distribution will be adjusted accordingly. - 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 <table border="1" data-bbox="732 810 1305 1396"> <thead> <tr> <th>Column A</th><th>Column B</th></tr> <tr> <th>If Density is:</th><th>Apply Class:</th></tr> </thead> <tbody> <tr><td>Less than 1 pcf</td><td>400</td></tr> <tr><td>1 pcf but less than 2 pcf</td><td>300</td></tr> <tr><td>2 pcf but less than 4 pcf</td><td>250</td></tr> <tr><td>4 pcf but less than 6 pcf</td><td>175</td></tr> <tr><td>6 pcf but less than 8 pcf</td><td>125</td></tr> <tr><td>8 pcf but less than 10 pcf</td><td>100</td></tr> <tr><td>10 pcf but less than 12 pcf</td><td>92.5</td></tr> <tr><td>12 pcf but less than 15 pcf</td><td>85</td></tr> <tr><td>15 pcf but less than 22.5 pcf</td><td>70</td></tr> <tr><td>22.5 pcf but less than 30 pcf</td><td>65</td></tr> <tr><td>30 pcf but less than 35 pcf</td><td>60</td></tr> <tr><td>35 pcf but less than 50 pcf</td><td>55</td></tr> <tr><td>50 pcf or greater</td><td>50</td></tr> </tbody> </table>	Column A	Column B	If Density is:	Apply Class:	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	50
Column A	Column B																														
If Density is:	Apply Class:																														
Less than 1 pcf	400																														
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35 pcf but less than 50 pcf	55																														
50 pcf or greater	50																														
185	<u>NON-APPLICATION OF TRUCKLOAD RATINGS AND MINIMUM WEIGHTS</u> “Volume” ratings in the NMFC have no application in connection with this carrier’s class rates. The class applicable to shipments of any quantity of freight is the class or classes in the column designate LTL in the NMFC for the commodity being shipped. Additionally, the term “Truckload” as used in this carrier’s tariffs will be understood as applying to rates subject to a minimum weight of 20,000 pounds or greater.																														
190	<u>NOTIFY SHIPMENTS</u> When the consignor or consignee requests this carrier to notify consignee (by any means whatsoever) prior to delivery of a shipment, a charge of \$32.25 for each such notification will be assessed in addition to all other lawful tariff charges.																														
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -15-																															

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T														
193	<u>OFF BILL DISCOUNTS/APPLICATION OF AUTOMATIC DISCOUNTS/ALLOWANCE</u> 1. On all WARD 607 series and other tariffs and/or contracts published by WARD, items that refer to a refund allowance or other type of monthly refund, the applicable discount or allowance payments will be refunded to the customer by WARD within 60 days of the termination of each calendar month in which the shipments were tendered. 2. Discounts and allowances will only be paid to the customer when freight charges have been paid to the Carrier. If payment from a customer on a shipment is not received by the carriers within forty-five (45) days from date of shipment, the carrier will not refund that customer the allowance on the shipment. 3. For shipments that are not paid by the customer obtaining the allowance, the freight charges must be collected by the carrier before the allowance is paid to the customer. 4. Except as otherwise provided, for discounts that are subject to these provisions or discount which are dependent on the amount of revenue paid to the carrier for a period of time, the refund amount will be calculated only on the net revenues accruing to WARD, not on the billed amount.														
195	<u>ORDER NOTIFY SHIPMENTS</u> Order Notify Shipments will be assessed an additional charge of \$68.00 per shipment.														
200	<u>OVER WEIGHT/DIMENSIONAL ARTICLE(S) OR SHIPMENT(S)</u> OVER-HEIGHT SHIPMENTS See Item 88 of this tariff for rates and application. OVER-LENGTH SHIPMENTS See Item 62, 64, 65 or 88 of this tariff for rates and application. OVER-WEIGHT SHIPMENTS Shipments exceeding 55,000 pounds will be handled subject to all other applicable rules herein. Charges will be assessed in accordance with the weight of the shipment and the percentage of the applicable rates as follows: <table><tr><th colspan="2">WHERE THE WEIGHT IS:</th><th rowspan="2">PERCENTAGE OF RATE: TO BE ASSESSED</th></tr><tr><th>OVER</th><th>NOT OVER</th></tr><tr><td>55,000 Pounds</td><td>66,000 Pounds</td><td>200%</td></tr><tr><td>60,001 Pounds</td><td>70,000 Pounds</td><td>250%</td></tr><tr><td>70,000 Pounds</td><td></td><td>300%</td></tr></table> OVER-WIDTH SHIPMENTS See Item 62, 64, 65 or 88 of this tariff for rates and application.	WHERE THE WEIGHT IS:		PERCENTAGE OF RATE: TO BE ASSESSED	OVER	NOT OVER	55,000 Pounds	66,000 Pounds	200%	60,001 Pounds	70,000 Pounds	250%	70,000 Pounds		300%
WHERE THE WEIGHT IS:		PERCENTAGE OF RATE: TO BE ASSESSED													
OVER	NOT OVER														
55,000 Pounds	66,000 Pounds	200%													
60,001 Pounds	70,000 Pounds	250%													
70,000 Pounds		300%													
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -16-															

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
**205 Rev	<u>PAYMENT OF RATES AND CHARGES</u> All rates and charges, including reduced rates and charges that are less than the otherwise applicable full tariff class rates and charges through application of discounts, allowances, commodity rates or any other form of reduction, are due and payable at time of shipment for prepaid shipments and at time of delivery for collect shipments. Upon request and receipt of information sufficient to assure payment of charges at a later date, credit may be extended for a period of thirty (30) calendar days beginning on the day following the date of mailing of the freight bill by the carrier and will include Saturdays, Sundays, and Holidays. All shipments, upon which the lawfully applicable rates and charges are not paid in full within the credit period, will be subject to full tariff class rates and/or charges without application of discounts, allowances, or any other reductions. Additionally, a service charge of 1.5% per month (18% per annum) will be assessed against the shipment if payment of carrier's freight bill is not made within the above named credit period. In the event it becomes necessary to employ the services of a collection agency and/or attorney, in the collection of freight charges, an amount equal to 50% of the outstanding freight charges or \$477.00, whichever is greater, shall be assessed, in addition to applicable freight charges. To avoid imposition of these charges, shipper must pay invoices within this carrier's authorized credit period. This carrier does not employ Property Brokers or any other Intermediaries as its agents, for the solicitation of shipments, or the collection of freight charges. Upon request, and for the shipper's convenience, carrier will invoice the shipper's broker, bank, or other designated agent, for the freight charges. This carrier reserves the right to bill and collect freight charges according to the contractual terms of the Bill of Lading. Shipper is to be held ultimately responsible for payment of charges to carrier. The term shipper in this publication is used interchangeably as customer who is responsible for payments of charges to carrier. **Unless otherwise stated in pricing agreement/tariff pages making reference to WARD 110 series, payment of charges are to be made in US Dollars via cash or check in the time frame noted above. Payment by credit card will be subject to a 2.5% additional charge of the amount to be processed for payment. Such charges will be added to the billing prior to submitting invoice to credit payment agent.
210	<u>PERMITS AND SPECIAL TOLLS</u> When this carrier is required to pay special tolls, or is required to obtain hauling permits in connection with the movement of over-sized or over-weight articles, a charge of \$66.50 will be assessed in addition to all other lawful charges made for each such permit.
215	<u>PICK-UP AND DELIVERY SERVICE</u> Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading and one delivery and unloading or one tender for delivery of a shipment by the carrier (See Item 120 for Impracticable Operations), during business hours (See Item 265 for Pickup or Delivery service on Saturdays, Sundays or Holidays), at one site, subject to the following provisions: (A) PLACEMENT OF VEHICLE FOR LOADING: At the request of the consignor, the carrier will furnish and place a vehicle at the loading site designed by the consignor to pickup a shipment there tendered for transportation. (B) PLACEMENT OF VEHICLE FOR UNLOADING: The delivery of a shipment by the carrier to the place of delivery specified on the Bill of Lading will include the placing of vehicle at the delivery site designated by the consignee. <u>(Continued on the next page)</u>
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -17-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
215	<u>PICK-UP AND DELIVERY SERVICE (Continued)</u> (C) LOADING BY CARRIER (See NOTE B) (1) 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 a parking space suitable for carrier to place its vehicle for loading (see NOTE A) (2) Carrier will furnish only one man per vehicle for loading, be it the driver, helper or any other carrier employee except as provided in Item 160 (EXTRA LABOR). The provisions of NMFC Item 568 (HEAVY OR BULKY FREIGHT-LOADING OR UNLOADING) will not apply. (D) UNLOADING BY CARRIER: (See NOTE B) (1) Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle (See NOTE A). (2) Carrier will furnish only one man per vehicle for unloading, be it the driver, helper or any other carrier employee except as provided in Item 160 (EXTRA LABOR). The provisions of NMFC Item 568 (HEAVY OR BULKY FREIGHT-LOADING OR UNLOADING) will not apply. (E) RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER: (See NOTE B) (1) Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight, except as provided in Paragraphs (a), (b) and (c) below: (a) When a shipment is tendered to the carrier in lots according to size, brand, flavor or other characteristics and is so identified on the Bill of Lading or accompanying papers, normal delivery service includes delivery of the shipment to the consignee in the same manner, including the placement of such segregated lots on the platform dock, conveyor, pallet, dolly, buggy or similar device provided by the consignee for the receipt of freight within or adjacent to the vehicle without additional charge to the extent such service is performed within the free time period allowed by the allowable free time, carrier will continue to unload the vehicle subject to applicable detention charges. (b) When the conditions of Paragraph (a) are not met, a charge \$1.60 per cwt will apply subject to a minimum charge of \$40.00 per shipment per vehicle used, will be assessed for <u>sorting or segregation</u> by marks, brands, sizes, flavor or other distinguishing characteristics, except as provided in Paragraph (c). Such charges will be assessed against the person requesting or requiring this service. (c) No <u>sorting or segregating</u> charge will be made when only service performed is a count necessary to determine the extent and identify of shortages or overages as may have been ascertained by carrier's employee or when detention charges accrue and are paid by the same shipment at the same location. (E) RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER: (Continued) (See NOTE B) Loading or unloading service does not include furnishing by the carrier rigging or special loading or unloading equipment such as platform vehicle (other than two (2) wheeled hand trucks), winches, cranes, jacks, blocks or falls, chain falls or other special equipment used in hoisting, lowering, handling or placing freight in position. When such equipment is used in loading or unloading, the consignor or the consignee, as the case may be, shall furnish same and the necessary labor to operate such equipment at its expense and shall also assume responsibility for safe loading or unloading, except carrier's employee may use hand trucks or four (4) wheeled hand carts and hand electrically operated pallet jacks (non-riding type) when furnished by the consignor or the consignee. (Continued on next page)
	ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -18-

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
215	<u>PICK-UP AND DELIVERY SERVICE</u> (Continued) (2) When a shipment is tendered for delivery during carrier's normal business hours (that period from 8:00 A.M. to 5:00 P.M. on Monday through Friday, except on legal holidays) and through no fault of the carrier such shipment cannot be delivered, provisions and charges published in Item 240 (REDELIVERY) will apply in addition to all other lawfully applicable charges. (3) Loading or Unloading service does not include opening of packages or unitized shipments including shrink wrapped or bonded freight on pallets or skids. (F) LOADING OR UNLOADING BY CONSIGNOR OR CONSIGNEE: (See NOTE B) The consignor or consignee may elect to waive the loading or unloading freight by the carrier as provided in this item by performing at his own expense the loading or unloading of the shipment on or from the carrier's vehicle. (G) WAIVER OF DELIVERY RECEIPT: When consignor or owner has made written arrangements with the carrier, freight consigned to construction sites (or other places when no representative of the consignee is present or available to receipt for the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated. (H) STOPOFFS: See Item 280 for provisions permitting additional stops under conditions described herein at points (including different stops within the premises of consignor or consignee) for completion of loading or for partial unloading of truckload shipments. (I) HEAVY OR BULKY FREIGHT—LOADING OR UNLOADING: (See NOTES B and C) When freight (per package or piece) in a single container, or secured to pallets, platforms or lift truck skids, or in any other authorized form of shipment: a. Weighs 110 lbs. or less, the carrier will perform the loading and/or unloading. b. Weighs more than 110 lbs., but less than 500 lbs. 1. The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle if such freight (1) exceeds 8 feet in its greatest dimension or exceeds 4 feet in each its greatest and intermediate dimension—see Paragraph I (b)2 and I (d). Where the consignor and/or consignee does not provide a dock, platform or ramp, the truck driver on request, will assist the consignor and/or consignee in loading and/or unloading to the tail end of the trailer. 2. The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle if such freight (1) exceeds 8 feet but does not exceed 22 feet in its greatest dimension and does not exceed 2 feet in its intermediate dimension, or (2) if it does not exceed 10 feet in its greatest dimension and does not exceed 1 foot in its least dimension. Where the consignor and/or consignee does not provide dock, platform or ramp, the truck driver, on request, will assist the consignor and/or consignee in loading and/or unloading to the tail end of the trailer. Weights 500 lbs. or more, the consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading. (Continued on next page)
ISSUED BY: JOSEPH C. COLAPIETRO, DRIECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -19-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
215 (cont)	<u>PICK-UP AND DELIVERY SERVICE</u> (Concluded) (I) HEAVY OR BULKY FREIGHT – LOADING OR UNLOADING: (Continued) (See NOTES B and C) c. Exceeds 8 feet in its greatest dimensions or exceeds 4 feet in each it's greatest and intermediate dimension, the consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading. The provisions of this paragraph will not apply to the extent provisions are published in Paragraph (b) 2 of this item. NOTE A: (a) Freight shall be deemed to be immediately adjacent to a space suitable for carrier to place his vehicle for loading or unloading if separated there from only by an intervening public sidewalk. <u>See Item 135 for additional provisions.</u> (b) If a parking space suitable for carrier to place his vehicle for loading or unloading is occupied or city ordinance prevents its use, the nearest available parking space may be used. (c) When shipper assigns two or more carriers designated spaces in its shipping room or loading platform where outgoing freight will be placed by shipper for pickup by the designated carriers and all of such assigned spaces are as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all such assigned and designated spaces will be considered immediately adjacent to such parking space. NOTE B: (a) Loading, by definition in this Item, includes stowing and counting of the freight in or on the carrier's vehicle. (b) Unloading, by definition in this Item, includes the counting and removing of the freight in or on the carrier's vehicle. NOTE C: The provisions of Item 568 (Heavy or Bulky Freight-Loading or Unloading), Tariff ICC NMFC 100 series, will not apply.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -20-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
216	<u>PROTECT FROM FREEZING</u> <u>(Applicable from November 1st through April 30th.)</u> 1. Protection of shipments against freezing (32 degrees Fahrenheit or zero degrees Celsius) will not be furnished unless specific arrangements are made in advance of tender and request is endorsed on the Bill of Lading and Shipping Order by the consignor. Temperature endorsements will be considered as being Fahrenheit unless otherwise specified by the shipper as being in Celsius (centigrade). 2. Carriers will accept shipments requiring protection against freezing (32 degrees Fahrenheit) subject to the availability of proper equipment and facilities. 3. When a shipper indicates on the Bill of Lading “protection from freezing is required” the carrier will only be liable to protect against a freezing mark of 32 degrees Fahrenheit. 4. If a shipper request on the Bill of Lading a protective service other than a “protect from freezing” with a freezing point of 32 degrees Fahrenheit or lower the shipment will not be accepted. If shipment is inadvertently accepted carrier will protect from freezing at 32 degrees Fahrenheit and will not be responsible for damage to the product, if damage occurred at a temperature higher than 32 degrees Fahrenheit. 5. Carrier will have no liability for shipments, which may be damaged due to freezing, that are not deliverable upon arrival at destination service center/terminal or for which delivery is refused by Consignee. 6. The charge for protection from freezing as outlined in this item shall be \$1.50 per CWT subject to a \$20.00 minimum and a \$75.00 maximum per shipment. 7. For selected interline shipments, the charges shall be shall be \$1.50 per CWT subject to a \$40.00 minimum and a \$75.00 maximum per shipment. Consult WARD on line points file for selected interline application. 8. For shipments involving Southern Ontario or Southern Quebec CAN postal codes, as defined in Item 410 herein, apply \$1.50 per CWT subject to a \$40.00 minimum and a \$75.00 maximum per shipment. If Carrier inadvertently accepts a shipment to Canada that does not comply with the aforementioned allowed postal codes carrier reserves the right to return to shipper with applicable charges. If through no fault of the carrier said shipment crosses into Canada carrier shall make all reasonable efforts to ensure shipment integrity is provided but the carrier does not maintain claims liability under said conditions.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -21-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T								
220	<u>RESIDENTIAL AND/OR OTHER PICK-UP OR DELIVERY</u> Shipments picked up at or delivered to a private residence, private homes, apartment houses or condominiums (collectively as Residential) shall be subject to an additional charge of \$7.85 per cwt., subject to a minimum additional charge of \$71.85 per shipment/ Maximum charge of \$185.00 The term “residential” shall apply to the entire premises on which a dwelling for living is located. See Item 450 for provisions dealing with Limited Access Locations								
225	<u>PUMP-OFF CHARGE</u> Shipments of commodities transported in 55-gallon drums that are requested or required to have the contents pumped for the purpose of unloading will be assessed an additional charge of \$172.00 per 55-gallon drum pumped.								
230	<u>QUOTATIONS OF ESTIMATED CHARGES</u> When this carrier is requested to furnish an estimate of published Tariff charges, either in writing or orally, such estimate will, if practicable, be given based on effective published Tariff provisions as applied to the facts concerning shipments, which are made known to this carrier. Estimate of freight charges are furnished only as a convenience to the shipping public and represent nothing more than an approximation of freight charges, which are not binding either on this carrier or the party requesting the estimate. All transportation charges on shipments will be assessed on the basis of published Tariff provisions in effect at the time of shipment as applied to the commodity shipped and to the transportation and related services performed in connection therewith.								
240	<u>REDELIVERY OF FREIGHT</u> 1. When a shipment is tendered for delivery and through no fault of the carrier such delivery cannot be accomplished, the following charges will be assessed: (a) Full inbound charges for original attempted delivery; plus (b) The maximum of the following: \$ 60.00 Minimum Charge \$ 6.95 cwt \$400.00 Maximum. Charges reflected in 1(b) are per redelivery attempt. 2. If, in lieu of final delivery at consignee’s place, consignee elects to accept delivery of the shipment at carrier’s premises, the following charges will be assessed: <table border="0" style="width: 100%;"> <tr> <td></td><td align="right">CHARGE</td></tr> <tr> <td>(a) In cents per 100 pounds</td><td align="right">\$ 3.50</td></tr> <tr> <td>(b) Minimum Charge</td><td align="right">\$ 40.00</td></tr> <tr> <td>(c) Maximum Charge</td><td align="right">\$ 150.00</td></tr> </table> Shipments shall also be subject to the accrued storage and all other accessorial charges.		CHARGE	(a) In cents per 100 pounds	\$ 3.50	(b) Minimum Charge	\$ 40.00	(c) Maximum Charge	\$ 150.00
	CHARGE								
(a) In cents per 100 pounds	\$ 3.50								
(b) Minimum Charge	\$ 40.00								
(c) Maximum Charge	\$ 150.00								
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -22-									

WARD TRUCKING, LLC.										
ITEM	STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T									
	<u>REGULAR HOURS AND SERVICE AND ADDITIONAL OVERTIME LABOR CHARGES</u> Regular hours for service shall be between 8:00 A.M. and 5:00 P.M. on each day of the week except Saturdays, Sundays and legal Holidays (National, State or Municipal). Should service be required for other than “Regular Hours of Service” the additional overtime labor charge shall be as follows: Charges shown apply to driver and the service for additional help when such services are requested by the consignor or consignee and during the hours and on the days as listed and are in addition to all other lawful charges.									
245	(a) Weekdays between 5:00 P.M. and 8:00 A.M.: Driver, Per Hour\$64.50 4 hours Additional Help, Per Man, Per Hour \$64.50 4 hours (b) Saturdays, Sundays and Holidays between the hours of 5:00 P.M. and 8:00 A.M.: Driver, Per Hour\$79.00..... 8 hours Additional Help, Per Man, Per Hour \$79.00 8 hours All rates are applicable from the time men leave carrier’s terminal facility, garage or office, until the return thereto.									
	<u>RETURN OF PALLETS</u>									
250	On palletized shipments, the return of empty pallets back to the point of origin will be assessed a charge of \$18.00 per empty pallet, provided Ward handled the original outbound shipment. Carrier will have no responsibility for the identity, character, size or condition of the pallets being returned.									
	<u>RETURNED CHECK (N.S.F.) CHARGE</u>									
260	Any check returned by the bank as N.S.F. will be assessed an additional charge of \$160.00 per returned check.									
	<u>SATURDAY, SUNDAY OR HOLIDAY SERVICE</u>									
265	When consignor or consignee requests carrier to pickup or deliver freight on Saturdays, Sundays or Holidays, such service will be performed subject to the following additional charges: <table><tr><td></td><td>CHARGE PER MAN PER HOUR (Or Fraction Thereof)</td><td>MINIMUM CHARGE Per Man, Per Day</td></tr><tr><td>Saturdays (other than Holidays)</td><td>\$99.00.....</td><td>\$740.00</td></tr><tr><td>Sundays or Holidays</td><td>\$119.00</td><td>\$905.00</td></tr></table> Time shall be computed from the time of departure from carrier’s terminal facility, garage or office until return thereto. The above rates apply between the hours of 8:00 A.M. and 5:00 P.M.; see Item 245 for overtime labor.		CHARGE PER MAN PER HOUR (Or Fraction Thereof)	MINIMUM CHARGE Per Man, Per Day	Saturdays (other than Holidays)	\$99.00.....	\$740.00	Sundays or Holidays	\$119.00	\$905.00
	CHARGE PER MAN PER HOUR (Or Fraction Thereof)	MINIMUM CHARGE Per Man, Per Day								
Saturdays (other than Holidays)	\$99.00.....	\$740.00								
Sundays or Holidays	\$119.00	\$905.00								
	<u>SCANNING, MARKING OR TAGGING FREIGHT</u>									
270	Whenever shipments require the carrier to scan, mark or tag freight, such service will be provided at an additional charge of \$1.69 per package, subject to a minimum additional charge of \$37.00 per shipment.									
	<u>SPECIAL RENTAL EQUIPMENT</u>									
275	When this carrier is requested to provide specialized equipment for which it does not have, at either the point of origin or destination or enroute and this carrier is required to rent the specialized equipment from a third party, a charge equal to 125% of the rental cost to this carrier will be assessed in addition to all other applicable transportation charges.									
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -23-										

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
280	<u>STOP-OFF IN TRANSIT/SPLIT PICK-UP OR DELIVERY</u> 1. Shipments handled at rates named in the carrier's Tariffs will be entitled to stop-off to complete loading at origin or intermediate points, or to partially unload at intermediate points or at destination, at the rate named from origin to final destination for the entire weight of the shipment. An additional charge of \$150.00 will be assessed for each Stop-Off/Split Pick-Up or Delivery. 2. If the total distance from the initial origin to the final destination by way of the stop-off point(s) exceeds 115% of the shortest mileage from the initial origin to the final destination, an additional charge of \$6.40 per excess mile, of fraction thereof, will be assessed.
285	<u>STORAGE</u> <u>NOTIFICATION</u> (a) When the consignee has made proper arrangements with the delivering carrier to perform their own delivery service from carrier's nearest terminal, notice of arrival of shipment shall be sent or given to consignee, or party entitled to receive same, by carrier's agent, in writing or as otherwise agreed to in writing by carrier and consignee, within 24 hours (1 day) after arrival of shipment and billing at destination. Such notice to specify point of shipment and commodity. (b) If the street or local address of the consignee does not appear on the billing and is not known, a notice of arrival must be deposited in the United States Mail, bearing a return address. This notice is to be preserved on file if returned. (c) Where delivery service is performed by the carrier and the consignee or party entitled to receive delivery under the pick-up and delivery service rule, through no fault or negligence of the carrier, refuses to accept a shipment, or the carrier for other reasons beyond its control cannot deliver, such shipment will be placed in storage after the expiration of free time provided in this rule. The carrier, upon determining that shipment cannot be delivered, shall, on that day, so notify the shipper, in writing. <u>FREE TIME ALLOWANCE</u> (d) Twenty-four hours (1 day) free time will be allowed for the removal of freight from the carrier's premises, which time will be computed from the first 8:00 A.M. after notice of arrival of shipment has been sent to the consignee at destination, Sundays and Holidays (National, State or Municipal) excepted. (e) Shipments held in or on carrier's premises in excess of the free time allotted will be subject to storage charges named in this Item and the liability of the carrier shall be that of a Warehouseman only. <u>CHARGES FOR STORAGE</u> (f) Except as provided in Paragraph (g) of this Item, when freight is stored in the carrier's possession, the following charges will be assessed: (1) NON-PERISHABLE FREIGHT: Per cwt. per day \$ 2.79 Minimum Charge, per shipment, per day \$22.00 Shipment of 20 feet or more, Minimum Charge, per shipment, per day... \$380.00 Minimum Charge, per shipment for total storage \$ 70.00 (Continued on next page)
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -24-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T														
285	<u>STORAGE</u> (Concluded) <u>CHARGES FOR STORAGE</u> (concluded) (f) Except as provided in Paragraph (g) of this Item, when freight is stored in the carrier's possession, the following charges will be assessed: (2) PERISHABLE FREIGHT: <table style="width: 100%; margin-left: 100px;"> <tr> <td style="width: 80%;">All shipments:</td> <td style="text-align: right;">CHARGE</td> </tr> <tr> <td>Per cwt. per day</td> <td style="text-align: right;">\$ 5.60</td> </tr> <tr> <td>Minimum Charge, per trailer, per day</td> <td style="text-align: right;">\$548.00</td> </tr> </table> (g) When the carrier exercised its right to send the freight to a Public Warehouse the following charges will apply: (1) Storage charges by the carrier will end; (2) The following additional charge will apply for transportation to a Public Warehouse. Subsequent Public Warehouse Charges will be exclusive of Ward Charges. <table style="width: 100%; margin-left: 100px;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right;">CHARGE</td> </tr> <tr> <td>Per cwt. per day</td> <td style="text-align: right;">\$ 5.60</td> </tr> <tr> <td>Minimum Charge, per shipment</td> <td style="text-align: right;">\$79.50</td> </tr> <tr> <td>Maximum Charge, per shipment (See NOTE A)</td> <td style="text-align: right;">\$950.00</td> </tr> </table> NOTE A: When more than one vehicle is required to transport a shipment, the maximum charge shall apply to each vehicle.	All shipments:	CHARGE	Per cwt. per day	\$ 5.60	Minimum Charge, per trailer, per day	\$548.00		CHARGE	Per cwt. per day	\$ 5.60	Minimum Charge, per shipment	\$79.50	Maximum Charge, per shipment (See NOTE A)	\$950.00
All shipments:	CHARGE														
Per cwt. per day	\$ 5.60														
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Maximum Charge, per shipment (See NOTE A)	\$950.00														
290	<u>STORAGE-IN-TRANSIT/HOLDING OF SHIPMENTS</u> When consignee, consignor or owner of the goods requests shipment to be held by carrier for a specified delivery time or date, carrier will provide such service at a charge of \$2.79 per 100 pounds, subject to a minimum holding charge of \$70.00 per day, or fraction thereof. Time, on which charge shall be computed therefore, shall begin upon notification to carrier by the consignee, consignor or owner of the goods that such service is requested and shall end upon resumption of the transportation service. Such times shall be annotated on the Bill of Lading or other Shipping Order. The term "day" as used in this Item shall be construed to mean any period of 24 consecutive hours. Upon request of the services outlined above, the carrier's liability as a carrier will cease and its liability shall be that of a warehouseman only, subject to the continuation of linehaul transportation.														
295	<u>SURVEYING</u> When it is necessary to survey routes for the movement of shipments of unusual size or weight, (i.e. the dispatching of an employee of this carrier to ascertain the route over which a shipment can or may be transported); this carrier will upon request of the shipper or consignee, furnish a man and his transportation for this purpose and the charges for such service will be assessed at \$74.00 per hour, or fraction thereof, subject to a four hour minimum. In all cases, time will be computed from time of departure at carrier's terminal facility, garage or office until return thereto.														
300	<u>TRANSFER OF LADING</u> When shipments cannot be picked up or delivered with the vehicle used or to be used in transporting the shipment over the highway, and the carrier is required to use a different vehicle, an additional charge for the weight of the lading transferred will be assessed at \$5.10 per cwt., subject to a minimum additional charge of \$163.00, however, additional charges shall not exceed that of the original charges. Each vehicle required for original pick up and/or delivery will be considered a separate transfer.														
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -25-															

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
305	<u>VEHICLES ORDERED BUT NOT USED</u> When a vehicle is ordered and not used, the hourly rate for the vehicle ordered (See Item 125) will apply from the time the vehicle leaves the terminal facility, garage or office, unless the carrier elects to dispatch the equipment to another service, in which case the hourly rate discontinues when the equipment is reconsigned. Fraction of an hour will be considered an hour and so charged. Minimum charge is two (2) hours for the vehicle ordered.
310	<u>WEATHER, ARTICLES AFFECTED BY</u> Articles or commodities which are subject to damage by weather conditions or extremes of temperature will be accepted only on condition that this carrier is not liable for damage resulting from these conditions when it has provided ordinary protection and such damage is not a result of negligence on the part of the carrier.
315	<u>WEIGHING AND REWEIGHING</u> This carrier reserves the right to weigh any shipment for the purpose of checking weight for revenue billing and to determine whether same conforms to State, Federal or Municipal laws, as to the maximum weight. When shipments are weighed in accordance with this Item, reference must be made on revenue billing to indicate point at which weighed. When a truck is weighed or reweighed, either empty or loaded, at the request of the shipper or consignee, and is performed at the Ward terminal facility, a flat charge of \$28.50 will be assessed; if provided at a point outside the Ward terminal facility, the actual charge will be assessed for each time so weighed, in addition to \$6.85 per mile for each mile in connection therewith, subject to a minimum charge of \$116.00. When shipper weights are accepted and applied by this carrier under weight agreements, properly supervised (See NOTE) such weights shall be designated on Revenue Billing Shipping Tickets, Bills of Lading or Weight Certificates and property need not be reweighed. NOTE: Proper supervision means checking of the records of the shipper by an authorized representative of the carrier to verify the weights and descriptions furnished and the weighing of sufficient number of like shipments for verification. Any penalties incurred by this carrier for overweight shipments when shipper weight is accepted and applied by this carrier are the responsibility of the shipper.
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -26-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
320	<u>HAZARDOUS MATERIALS</u> Carrier may accept shipments of hazardous materials for transportation in accordance with the transportation requirements of the U.S. Department of Transportation, subject to the following provision. 1. If required by Federal, State or Local regulations, carrier will prepare designated route plans which will set forth the routes to be utilized in transporting shipment of hazardous materials, from the initial origins to the final destinations. The designated route will be the shortest practical route over the highways approved by the appropriate State or Local agency for the transportation of hazardous materials, and any interstate highway not disapproved by the State or Local Agency with enforcement authority. If the total distance from the initial origin to the final destination via the designated route of movement exceeds 115 percent of the shortest mileage from initial origin to final destination, the distance in excess of 115 percent will be charged for at the rate of \$6.85 per mile. All mileages shall be computed by the use of Household Goods Carrier's Bureau, Agent, Mileage Guide No. 12 (HGB 100 Series). 2. When special permits authorizing the transportation of specific shipments of hazardous materials are required by Federal, State or Local regulations, the purchase of costs of such permits will be paid by the carrier and collected as follows: The purchase costs of such permits, plus a service charge of \$64.00 per permit, per state in which a permit is procured, shall be collected from the shipper or party requesting movement of the shipment. 3. Any notation on the bill of lading which in any way limits or denies carrier access to the vehicle in which the shipment is loaded, shall be deemed by the carrier to require Exclusive Use of Vehicle services in accordance with the provisions of Item 100 herein. 4. Hazardous Material (HM) shipments must be tendered on "Uniform Straight," "Straight Bill of Lading Short Form" or "Straight" bill of lading forms as shown in NMF 100. Fines and/or penalties which are imposed on the carrier as a result of the Shipper's failure to meet D.O.T. requirements will be charged back to the Shipper who will reimburse carrier for all losses incurred. 5. Hazardous Materials in the categories listed below are embargoed from movement on carrier: (a) Explosives 1.1, 1.2 or 1.3 (b) Radioactive materials or Uranium Hexofluride (c) Hazardous Waste (d) Etiologic Agents/Infectious Substances (e) Gasoline or machinery containing gasoline 6. As used herein, Hazardous Materials means articles described in Title 49, CFR. When service is provided by carrier to transport materials defined until Title 49, CFR, an additional charge of \$19.00 will be assessed to each shipment. When a shipment is accorded split delivery or stopping in transit for partial loading or unloading these charges will apply to each stop separately, wherever the service is performed.
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -27-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T																																												
325	<u>FUEL RELATED SURCHARGE (FSC)</u> Application – All rates and charges in tariffs governed by and subject to the provisions of this tariff will be subject to an additional charge based on the percentage as provided in Table #A. Thereafter, the fuel surcharge will be adjusted each Tuesday at 12:01 A.M. Eastern Time. The effective fuel surcharge will be based on the national average price of diesel fuel as reported by the Energy Information Administration (U.S. Department of Energy) on the prior Monday at 4:00 P.M. Eastern Time. In the event of a Monday holiday, the average price effective on the next business day at 4:00 P.M. Eastern Time will apply. In such cases, the effective date of the Fuel Surcharge change will be adjusted on the following business day at 12:01 A.M Eastern Time. Computation – Determine the applicable net charge. Multiply the net charge by the percentage as provided for in Table #A. The resultant fuel surcharge will not be subject to discount or adjustment. Fractions of less than one half cent will be dropped. Fractions of one half cent or greater will be increased to the next whole cent. Table #A <table><tr><th colspan="2">When the U.S. National Average Diesel Fuel Index is:</th><th colspan="2">Apply the following Fuel Surcharge percentage:</th></tr><tr><th>At Least:</th><th>But Less Than:</th><th>LTL Amount:</th><th>TL Amount: (Note 1)</th></tr><tr><td colspan="2">For 295.9 and lower: Subtract</td><td>(0.1%)</td><td>(0.2%)</td></tr><tr><td colspan="4">for each one cent change by Dept. of Energy</td></tr><tr><td>296</td><td>297</td><td>26.3%</td><td>47.0%</td></tr><tr><td>297</td><td>298</td><td>26.4%</td><td>47.2%</td></tr><tr><td>298</td><td>299</td><td>26.5%</td><td>47.4%</td></tr><tr><td>299</td><td>300</td><td>26.6%</td><td>47.6%</td></tr><tr><td>300</td><td>306</td><td>26.7%</td><td>47.8%</td></tr><tr><td colspan="2">For 306 and higher: Add</td><td>0.1%</td><td>0.2%</td></tr><tr><td colspan="4">for each one cent change by Dept. of Energy</td></tr></table> Note 1: Shipments that occupy more than 28 foot of trailer floor space, or shipments rated as 20,000 lbs. and over. The above charge will be applicable to all traffic handled by Ward Trucking unless otherwise stated in items or contractual agreements so acknowledged by customer and Ward Trucking.	When the U.S. National Average Diesel Fuel Index is:		Apply the following Fuel Surcharge percentage:		At Least:	But Less Than:	LTL Amount:	TL Amount: (Note 1)	For 295.9 and lower: Subtract		(0.1%)	(0.2%)	for each one cent change by Dept. of Energy				296	297	26.3%	47.0%	297	298	26.4%	47.2%	298	299	26.5%	47.4%	299	300	26.6%	47.6%	300	306	26.7%	47.8%	For 306 and higher: Add		0.1%	0.2%	for each one cent change by Dept. of Energy			
	When the U.S. National Average Diesel Fuel Index is:		Apply the following Fuel Surcharge percentage:																																										
	At Least:	But Less Than:	LTL Amount:	TL Amount: (Note 1)																																									
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -28-																																													

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T			
340	<u>RECONSIGNMENT/DIVERSION/BLIND SHIPMENT</u>			
	A RECONSIGNMENT occurs when a change in the name of the consignee, a change in the place of delivery within the original service center delivery area, a change in the place of delivery to a new service center delivery area or relinquishment of shipment at point of origin or at destination service center dock.			
	A BLIND SHIPMENT occurs when a party schedules a pick-up at a location other than their own and requests to route the shipment to a destination unknown to the actual shipper, or the owner of the shipment requests that the actual shipper's name be removed from the billing after pick-up is performed. Blind Shipment and Reconsignment will be used interchangeably for charges and/or services identified in this item.			
	A change in name of shipper of consignee, street address, city, state, and/or zip code will result in additional charges being applied per this item. A conflict in city, state and/or zip code may result in shipment being routed to the zip code indicated on the original bill of lading. If due to shipper's error, additional charges will be assessed to move involved shipment to proper destination.			
	Only entire shipments may be reconsigned by person or owner of shipment and that person must be identified on the bill of lading. Fax authorization must be received prior to reconsignment being performed.			
	If Reconsignment results in a change: And request occurs:	In the name of the consignor or consignee with no change in place of delivery	In the place of delivery within the original destination Service Center	In the destination point outside of the original destination Service Center
	Prior to Tender of Delivery	Original charges +\$65.50	Origin point to new destination +\$65.50	Origin point to carrier dock where shipment was stopped +charges from that dock to new destination point +\$65.50
	After Tender of Delivery	Original charges +\$65.50	Original charges + the maximum of the following: \$65.50 minimum \$6.10 cwt \$590.00 maximum	Original charges + charges from original destination to new destination point +\$65.50
Tender of Delivery occurs when shipment is loaded in carrier's delivery unit.				
345	<u>SECURITY CLEARANCE AND/OR INSPECTION OF FREIGHT PRIOR TO DELIVERY</u>			
	For shipments in need of security clearance and/or inspection of freight prior to final delivery the following additional charge shall apply on a per shipment basis:			
	\$8.50 cwt; subject to \$83.50 Minimum Charge and \$640.00 Maximum Charge.			
	Security Clearance/Inspection must be performed at a location other than where freight is to be removed from Carrier's trailer for the above charge to apply. Inspection at the "gate" of the premise of the site where the shipment is to be delivered does not constitute the application of this charge. However, provisions of Detention of Vehicle (Item 90) shall apply. Calculation of time will commence once driver notifies inspector of arrival for delivery.			
	Reconsignment Charges may apply in addition to the above if more than one Service Center of Ward Trucking is involved to accomplish this service. See provisions of Item 340 of this Tariff for additional charges.			
The above is in addition to all other charges involved to perform service for the shipment.				
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -29-				

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T										
355	<u>Guaranteed Service Product –US Shipments</u> (See Item 460 for Canadian Shipments) Shipments requesting Guaranteed Service by customer and upon acknowledgment by Ward Trucking that service will be provided will be subject to charges and conditions indicated within this item. Based on the service desired by customer, charges will be assessed for deliveries by Noon or by 3:00 PM the date acknowledged by Ward Trucking. In addition, time definite delivery will apply for shipments needing a specific time for delivery. Failure to provide the services will result in no charges assessed to the customer for that shipment. <u>General Application:</u> Shipment must be available for pickup within normal business hours (8 AM through 5 PM). Pickup services after 5 PM may be subject to additional charges as per Item 245 of WARD 110 series. Driver will note on all bill of lading(s) or shipment document(s) GSP AM for Guaranteed Service by 12:00 noon; or GSP PM for Guaranteed Service by 3:00 PM; or GSP GD for specific delivery time at time of pickup. GSP GD service will indicate the time of requested delivery. Delivery prior to the indicated time will satisfy such GSP GD service. E.g. request for 9 AM delivery, delivery any time prior to 9 AM constitutes the satisfaction of this service. FAX and/or email authorization from customer will substitute for bill of lading requirements above. Arrival at consignee's site for delivery constitutes satisfaction of completing this service. Upon delivery of shipment, customer will be notified via fax, phone or email the time of delivery. Customer requesting the services will be responsible for all charges for the shipment. Partial prepaid or collect conditions are not acceptable. <u>Charges</u> Guaranteed Service Product charges are calculated based on the line haul charge for transporting the shipment from origin to destination. The applicable charge is shown as a separate charge and is subject to fuel surcharge in effect at time of shipment. This charge is in addition to all other charges that may apply for services performed for that shipment. <table border="1" data-bbox="245 982 1421 1134"> <thead> <tr> <th>Guaranteed Service Requested</th><th>Applicable Charge:</th></tr> </thead> <tbody> <tr> <td>Delivery by 12:00 Noon</td><td>30% of line haul charge*; subject to \$86.75 Minimum charge</td></tr> <tr> <td>Delivery by 3:00 PM</td><td>20% of line haul charge*; subject to \$37.25 Minimum charge</td></tr> <tr> <td>Delivery by specific time</td><td>45% of line haul charge*; subject to \$318.00 Minimum charge</td></tr> <tr> <td>Delivery by 5:00 PM</td><td>20% of line haul charge*; subject to \$37.25 Minimum charge (Note 1)</td></tr> </tbody> </table> Note 1 Applicable only on selected interline shipments. Consult WARD on line points file for application. * line haul charge is net charge minus accessorial(s) minus fuel surcharge <u>Failure to provide Guaranteed Services</u> Due to failure to provide such services requested due to fault of Ward Trucking, customer will not be invoiced for the shipment. <u>All charges will be cancelled.</u> <u>Limitation of service failure:</u> Force Majeure If, and to the extent that Ward Trucking may be precluded by Acts of God, authority of law, strikes, lockouts, casualties, adverse weather conditions, governmental action or regulation, acts of terror, or other cause beyond Ward Trucking's control from the performance hereunder, such performance shall be excused to the extent that it is necessitated by such causes, including the service guarantee. Once Force Majeure conditions are removed, delivery of shipment will continue with all charges including this service will be due Ward Trucking. Ward Trucking and partner carrier shall not be liable for consequential, incidental, special, punitive, exemplary, economic or similar damages of any kind or nature, however caused and on any theory of liability, even if Ward Trucking has been advised of the possibility of such damages. <u>Shipments not subject to Guaranteed Service Product</u> Collect on delivery (COD) shipments.	Guaranteed Service Requested	Applicable Charge:	Delivery by 12:00 Noon	30% of line haul charge*; subject to \$86.75 Minimum charge	Delivery by 3:00 PM	20% of line haul charge*; subject to \$37.25 Minimum charge	Delivery by specific time	45% of line haul charge*; subject to \$318.00 Minimum charge	Delivery by 5:00 PM	20% of line haul charge*; subject to \$37.25 Minimum charge (Note 1)
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -30-											

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
400	<u>Canada Border Crossing Fees and Sufferance Warehouse Charges</u> For shipments moving between US and Canada the following Border Crossing fee of \$25.00 will apply for all shipments in addition to all other charges Shipments that are required, by custom's officials, for clearance at inland sufferance warehouses will be subject to a charge of \$50.00 per shipment.
410	<u>Canada - Minimum Weight Rule</u> For shipments moving between US and Canada the following Minimum Weight will apply for shipments occupying 10 feet or more of trailer floor space: For such shipments occupying 10 or more feet of trailer, the shipment shall be subject to a minimum charge based on 1,000 pounds per foot subject to the applicable rate of the class the shipment may be subject to. Charges will be calculated from origin to final destination and subject to applicable discount. i.e. if shipment weighs 5,500 lbs, commodity is class 70 and it occupies 10 feet of the trailer, the shipment will be subject to the rates at class 70 for 10,000 pounds. The above rule will apply for all shipments except as shown below: Points with the first digit of Postal Code in the Province(s) of: Ontario K, L, M & N Quebec H Points with the first two digits of Postal Code in the Province(s) of: Quebec G9, J2-J8 Points with the first three digits of Postal Code in the Province(s) of: Ontario (ON) P0B, P0C, P0E, P1H, P1L, P1P, P2A Quebec (QC) G0P, G0X, G0Z, G6L, G6P, G6R-T, G8V-W, G8Y-Z, J0A-C, J0E, J0G-H, J0J-L, J0N, J0P, J0R-T, J0V-X, J1A, J1C, J1E, J1G-H, J1J-N, J1R-S, J1X, J1Z, J9B, J9E, J9L, G8T, J9A, J9H, J9J When reference is made to this item, Southern ON and Southern QC are the postal codes identified above
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ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -31-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
440 REV	<u>Claims -Cargo Loss or Damage; Carrier Liability</u> <u>Claims—Cargo Loss or Damage</u> WARD will investigate and dispose of cargo loss or damage claims under common carrier provisions as set forth in 49 C.F.R Part 370, and, NMF 100 Series Items 300100 through 300170. However, in no event shall the Carriers liability exceed the limits provided in Carrier Liability section of this item. If Shipper or Shipper's Agent has elected to supply and complete their own bill of lading or to complete a Uniform Straight bill of lading or a bill of lading form provided by carrier for shipper completion and fails to provide a freight description or describes the freight incorrectly on the bill of lading (misrepresentation) or uses a description of 'FAK' or 'Freight All Kinds' or other language that does not properly identify the commodities shipped, Carrier's liability will be determined as follows: a) In cases of failure to provide a description (missing descriptions) or when freight is described as 'FAK' or 'Freight All Kinds' with exception class provided but no further description, Carrier's liability will be limited to \$0.10 per pound. b) In cases where freight is described incorrectly (misrepresentation) Carrier shall be absolved of any freight claim liability. Falsification of freight descriptions by shippers for purposes of securing lower pricing or for any reason whatsoever shall void the bill of lading Contract of Carriage and release Carrier from freight claim liability. For example, if a shipper tenders a crate of expensive alloy assemblies described as 'scrap iron' and later files a claim for loss or damage, the carrier shall have no liability and claim will be denied. Shipments delivered to customer on spotted trailer, and the delivery receipt is not returned to Carrier within twenty-four (24) hours of delivery date, shipment will be considered delivered clear. Carrier's maximum liability for labor associated with the repair of a damaged item(s) to mitigate a claim will be the lesser of the actual incurred charge or \$24 per labor hour. <u>Carrier Liability</u> (1) On shipments of articles described in NMFC Items 60500 thru 63602 (electrical equipment), the shipper must show the actual value of such articles on the Bill of Lading at time of shipment. When the shipper does not comply with such requirement, the carrier's maximum liability shall be \$5.00 per pound. The provisions of this item do not apply on any articles for which specific released value provisions are provided. (2) On shipments of original works of art, carrier's liability shall be limited to \$0.10 (ten cents) per pound in event of loss or damage. (3) Liability for <u>USED</u> 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 <u>NEW</u> if it has come from the manufacturing or growing facility, and it remains in the original box, carton, or shipping container, and has 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 <u>USED</u> if it is 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 similar to its original packaging, it is to be deemed <u>USED</u> for the purpose of the applicable rates and liability limits. This is all commodities other than <u>NEW</u>, 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 <u>USED</u> cargo.
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -32-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T																																										
440 (Continued)	<u>Claims -Cargo Loss or Damage; Carrier Liability (Continued)</u> (4) 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. (5) Shipments subject to commodity rates, flat charges, pallet rates, spot quotes or pricing that are 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. (6) Articles dependent upon released or actual value as provided by the NMFC, are subject to the following provisions: 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 not to exceed \$10.00 per pound. Shipper must declare the actual and/or release value of any commodity 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, WARD liability for articles with an invoice value exceeding the limitations shown below in Column B, relative to the corresponding Class in Column A, 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 Column B, subject to a maximum of \$100,000.00 per occurrence. The maximum value per pound will be arrived at by determining the actual Class of the articles tendered, as published in NMFC 100 Series, or at an FAK or Exception Class, if applicable, whichever is less, and will apply to the weight of the lost or damaged articles. The maximum value allowed will be that which is shown in Column B opposite the Class indicated in Column A as follows: <table><tr><td>Column A</td><td>Column B</td><td>Column A</td><td>Column B</td><td>Column A</td><td>Column B</td></tr><tr><td></td><td>Maximum Value per Pound</td><td></td><td>Maximum Value per Pound</td><td></td><td>Maximum Value per Pound</td></tr><tr><td>Class</td><td></td><td>Class</td><td></td><td>Class</td><td></td></tr><tr><td>50</td><td>\$1.00</td><td>70</td><td>\$5.00</td><td>100</td><td>\$9.00</td></tr><tr><td>55</td><td>\$2.00</td><td>77.5</td><td>\$6.00</td><td>110 and over</td><td>\$10.00</td></tr><tr><td>60</td><td>\$3.00</td><td>85</td><td>\$7.00</td><td></td><td></td></tr><tr><td>65</td><td>\$4.00</td><td>92.5</td><td>\$8.00</td><td></td><td></td></tr></table> (7) Except as otherwise provided above, Ward Trucking, LLC. (WARD) shall not be liable for special, incidental or consequential damages and disclaims all warranties, expressed or implied with respect to carriage of any shipment. WARD’s liability for the part of the consignment lost or damaged shall be limited to \$10.00 per pound. Additionally, WARD shall not be responsible for any damage to any re-usable shipping containers.	Column A	Column B	Column A	Column B	Column A	Column B		Maximum Value per Pound		Maximum Value per Pound		Maximum Value per Pound	Class		Class		Class		50	\$1.00	70	\$5.00	100	\$9.00	55	\$2.00	77.5	\$6.00	110 and over	\$10.00	60	\$3.00	85	\$7.00			65	\$4.00	92.5	\$8.00		
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ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
445	<u>Full Value Insurance</u> At the carriers discretion, if a customer wished to purchase full value insurance coverage the following rules and charges apply: - The shipper must request this coverage in writing on the bill of lading at time of the shipment providing the value of the good to be insured. To activate coverage on shipments tendered under a Ward bill of lading, Shipper must check the Full Value Insurance box and clearly indicate the value to insure in the space provided. Full Value insurance will not be provided unless both the value of the goods to be insured is provided on the bill of lading and the Full Value insurance box on the bill of lading is checked. Ward is to be notified prior to the shipment tendered via phone, fax or electronically. Confirmation will be given prior to pickup of shipment. - All Non Ward Bill of Ladings must be noted as follows: "Full Value Insurance Coverage Requested – Value to Insure \$ _____ To activate coverage on shipments tendered under a non-Ward bill of lading, Shipper must clearly write the verbiage and clearly indicate the value to insure. Full Value insurance will not be provided unless both the verbiage and the value to insure are written on the bill of lading. Ward is to be notified prior to the shipment tendered via phone, fax or electronically. Confirmation will be given prior to pickup of shipment. - The Full Value insurance will cover the lesser of the invoice value of the goods if there is an invoice, the cash market value of the freight at time and place of loss or damage if there is no invoice, or the requested value. Shipment is subject to a maximum liability of \$100,000 per shipment and will be bound by the motor truck cargo legal liability. - Ward will assess a charge of \$0.60 per \$100 of the value (as stated on the bill of lading), subject to a minimum charge of \$30.00 per shipment. Charges will be paid by the party responsible for the payment of the otherwise applicable freight charges. - Insurance coverage will exclude rust, oxidation and discoloration. This is first dollar coverage and does not exempt loss and/or damage caused by force majeure conditions. (Refer to 10 below) - Goods Excluded: Household Goods and Personal Effects; Antiques, Fine artwork and paintings, drawings, statues, rare books, and other works of art; Fine Jewelry ,fine watches, precious stones, diamonds ,precious metals and bullion; Money and currency; Accounts ,bills, deeds, notes, securities, stock certificates,, trading stamps, valuable papers, valuable documents, evidences of debt, letters of credit, tickets, passports ,manuscripts, mechanical drawings; Recorded or Electronic data and media; Used commodities as defined in Item 440 of this tariff; Contraband or property in the course of illegal transportation or trade; Furs; Live animals. (Refer to 10 below) - Causes of loss excluded: Nuclear exclusion (refer to 8 below) delay; loss of market; loss of use; Interruption of business or any consequential loss; Mechanical breakdown, inherent vice or defect, wear and tear, insects, vermin or gradual deterioration; Neglect of the Assured to use all reasonable means to save and preserve the property at the time of or after any loss of damage. (Refer to 10 below) - Nuclear Exclusion: Ward shall not be responsible for loss , damage, or expenses arising directly or indirectly from any nuclear incident, reaction, radiation, or any radioactive contamination, all whether controlled or uncontrolled, occurring while the said property is within the United States or arising from a source therein, and whether the loss, damage or expense be proximately or remotely caused thereby, or be in whole or part caused by, contributed to, or aggravated by the peril(s) insured against this policy; however , direct loss by fire resulting from nuclear incident, nuclear reaction, or nuclear radiation or radioactive contamination is insured by this policy. (Refer to 10 below) - Insurance coverage on electronics will be limited to visible physical damage caused by shipment and will exclude hidden electrical and electronic failure. - Full Value Insurance Coverage provided by Federal Insurance Company and is subject to policy terms and conditions. A copy of the coverage form is available on line at www.wardtlc.com or by calling 1-800-458-3625.
	ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -34-

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T		
**450 Rev	<u>PICKUP OR DELIVERY SERVICE – LIMITED ACCESS LOCATIONS</u>		
	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 is 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, 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.			
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. Payment of these freight charges must be guaranteed by the Shipper.			
Charges: \$7.85 per 100 pounds, subject to a Minimum Charge of \$71.85/ Maximum charge of \$185.00-- except as noted below:			
i. McCormick Place, Chicago, IL 60616 – apply \$535.00 flat charge.			
ii. Shipments involving AZ, CA, or NV serviced in conjunction with Marketing Partner DPHE will be assessed \$335.00 minimum charge. Free time will be 30 minutes. Shipments detained beyond 30 minutes will be subject to provisions of Item 90 with no additional free time allowed.			
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -35-			

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
455	<u>ARBITRARY CHARGE – DC, CA, FL, IL, KS, MI, MO, MN, ND, TX, VA</u> (Applicable only for Interline shipments) DC/VA: Originating at or destined to zip codes 200-205- Apply charge of \$4.15 per cwt., subject to a minimum charge of \$68.85. FL: when destined to Florida Keys specifically zip codes 33001, 33036-37, 33040-45, 33050-51, 33070- Apply charge of \$8.00 per cwt., subject to a minimum charge of \$72.00. FL: All shipments destined to the state of Florida will be subject to a charge of \$3.25 cwt., subject to a minimum charge of \$15.00 TX: (Northwest) Shipments originating at or destined to zip codes 79001-79005, 79011, 79014, 79024, 79034, 79040, 79046-79051, 79054-62, 79077, 79079, 79087, 79093-96, 79230, 79240, 79251, 79259 – Apply a flat charge of \$75.00 per shipment TX: (Western)Shipments originating at or destined to zip codes 79511, 79701-14, 79730-33, 79739-52, 79755-69, 79776, 79778-79, 79782-79783, 79788-89 – Apply a flat charge of \$28.00 per shipment TX: (Big Bend) Shipments originating at or destined to the Big Bend National Park area with zip codes 79718-19, 79734-35, 79754, 79770, 79772, 79777, 79785, 79780-81, 79785-86, 79830-32, 79834, 79837, 79842-43, 79845-48, 79850, 79852, 79854, 79855 - Apply charge of \$13.00 per cwt. subject to minimum charge \$160.00 per shipment. CA: CALIFORNIA COMPLIANCE ARBITRARY – All shipments originating from and/or destined to the state of California will be subject to a charge of \$8.95 per shipment. CA: San Francisco, CA 941 zip code shall be assessed an arbitrary charge of \$45.00 flat charge per shipment. IL Shipments from/to the following zip codes apply \$35.00 flat charge 60420, 60424, 60437, 60460, 60470, 60518, 60549, 60551, 60557, 60911, 60912, 60917, 60919, 60920, 60921, 60922, 60926, 60927, 60928, 60929, 60930, 60931, 60933, 60934, 60935, 60938, 60939, 60945, 60946, 60951, 60955, 60956, 60959, 60961, 60964, 60966, 60967, 60970, 60974 MN: From/to zip code 55725, 55771, 56623, 56629-30, 56649-50, 56653-54, 56659-61, 56666-71, 56673, 56681-82, 56685-86, 56711, 56714, 56726, 56751, 56756, 56761, 56763 apply \$35.00 Flat Charge MN: From/to zip code 55602-07, 55612-15, 55731 apply \$30.00 Flat Charge ND: Shipments from/to the following zip codes apply \$35.00 flat charge: 58310, 58313, 58316-19, 58329, 58332, 58339, 58341, 58343, 58346, 58353, 58356, 58363, 58365-69, 58384-86, 58418, 58421-23, 58430, 58438, 58443-44, 58451, 58486, 58562, 586, 587, 588 WI: Shipments from/to the following zip codes apply \$30.00 flat charge: 53506, 53510, 53518, 53522, 53526, 53530, 53533, 53535, 53541, 53543, 53553, 53554, 53565, 53569, 53573, 53580, 53586-87, 53599, 53801-20, 53824-25 THIS SPACE LEFT BLANK INTENTIONALLY
ISSUED BY: JOSEPH C. COLAPIETRO, DIRECTOR OF PRICING WARD TRUCKING, LLC. P.O. Box 1553 Altoona, PA 16603 -36-	

ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T				
460	<u>Guaranteed Service Product Canadian Shipments</u> Applicable for shipments destined to Canada in the following Postal Codes: L0J, L1S-Z, L3P-T, L4A-E, L4H-L, L4T-M, L6R-L7A, L7G, L7L-L9C, M1A-M7A, M7Y-M9Z, N1C-M OR N9W Shipments requesting Guaranteed Service by customer and upon acknowledgment by Ward Trucking that service will be provided will be subject to charges and conditions indicated within this item. Failure to provide the services will result in no charges assessed to the customer for that shipment. <u>General Application:</u> Shipment must be available for pickup within normal business hours (8 AM through 5 PM). Pickup services after 5 PM may be subject to additional charges as per Item 245 of WARD 110 series. Driver will note on all bill of lading(s) or shipment document(s) GSP PM for Guaranteed Service by 3:00 PM FAX and/or email authorization from customer will substitute for bill of lading requirements above. Arrival at consignee's site for delivery constitutes satisfaction of completing this service. Upon delivery of shipment, customer will be notified via fax, phone or email the time of delivery. Customer requesting the services will be responsible for all charges for the shipment. Partial prepaid or collect conditions are not acceptable. <u>Charges</u> Guaranteed Service Product charges are calculated based on the line haul charge for transporting the shipment from origin to destination. The applicable charge is shown as a separate charge and is subject to fuel surcharge in effect at time of shipment. This charge is in addition to all other charges that may apply for services performed for that shipment. <table border="1" data-bbox="245 976 1421 1039"> <tr> <th data-bbox="245 976 630 1008">Guaranteed Service Requested</th><th data-bbox="630 976 1421 1008">Applicable Charge:</th></tr> <tr> <td data-bbox="245 1008 630 1039">Delivery by 3:00 PM</td><td data-bbox="630 1008 1421 1039">30% of line haul charge*; subject to \$45.50 Minimum charge</td></tr> </table> * line haul charge is net charge minus accessorial(s) minus fuel surcharge <u>Failure to provide Guaranteed Services</u> Due to failure to provide such services requested due to fault of Ward Trucking, customer will not be invoiced for the shipment. <u>All charges will be cancelled.</u> <u>Limitation of service failure:</u> Force Majeure If, and to the extent that Ward Trucking may be precluded by Acts of God, authority of law, strikes, lockouts, casualties, adverse weather conditions, governmental action or regulation, acts of terror, or other cause beyond Ward Trucking's control from the performance hereunder, such performance shall be excused to the extent that it is necessitated by such causes, including the service guarantee. Once Force Majeure conditions are removed, delivery of shipment will continue with all charges including this service will be due Ward Trucking. <u>Other conditions:</u> Customer will be responsible to ensure all proper marking and tagging of freight, provides to the carrier in advance copy of the BOL with the brokers name and number clearly visible to the carrier along with any applicable/required Custom documentation For any service failure involving the Canadian Postal Codes names herein due to shipment(s) being delayed by Customs or any other Government agencies, Carrier shall remove the charge for Guaranteed service from the customers invoice and apply otherwise applicable LTL charges. All normal LTL charges applicable for transport to/from Canada shall otherwise remain in effect. If Ward inadvertently accepts a shipment that does not comply with the provided Postal codes the carrier shall remove the Guaranteed charge from the invoice and apply the otherwise applicable charges. Ward Trucking and partner carrier shall not be liable for consequential, incidental, special, punitive, exemplary, economic or similar damages of any kind or nature, however caused and on any theory of liability, even if Ward Trucking has been advised of the possibility of such damages. <u>Shipments not subject to Guaranteed Service Product</u> Collect on delivery (COD) shipments.	Guaranteed Service Requested	Applicable Charge:	Delivery by 3:00 PM	30% of line haul charge*; subject to \$45.50 Minimum charge
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ITEM	WARD TRUCKING, LLC. STANDARD RULES AND ACCESSORIAL CHARGE TARIFF WARD 110T
465	<u>DETENTION OF VEHICLES – WITHOUT POWER</u> SECTION 1 GENERAL PROVISIONS 1. This item applies to all vehicles without power units when such vehicles are delayed or detained at a site or place for unloading or loading designated by the Consignee or Consignor, other than carrier's premises. 2. When carrier's employee assists in unloading or loading or checking the freight the detention provisions governing Vehicles with Power units apply. See Item 90 of this tariff. 3. Nothing in this item shall require a carrier to deliver or pickup freight at hours other than such carrier's normal business hours. SECTION 2 FREE TIME 1. Unless otherwise agreed to in writing between customer and carrier, vehicles without power units will be allowed 24 consecutive hours free time for unloading of each vehicle. The 24 hours free time shall commence at time of arrival. 2. Once a vehicle is placed without power and then changed to vehicle with power at the request of the Consignee, free time and detention charges will be computed as follows: a. If the change is requested and made within the free time allowed for a vehicle without power, free time will cease immediately at the time request is made and detention charges for vehicle with power will be applied immediately with no free time allowed. b. If the change is requested and made after the expiration of the free time for a vehicle without power, free time and detention charges will be computed on the basis of a vehicle without power up to the time the change is requested. In addition thereto, vehicle will immediately be placed on detention for vehicle with power, with no free time allowed. 3. Free time shall not be computed on a Saturday, Sunday or holiday, but at 8:00 A.M. on the next day which is not a Saturday, Sunday or holiday. 4. When any portion of the 24 hour free time extends into a Saturday, Sunday or holiday, such portion of free time shall be computed from 12:01 A.M. of the next day which is not a Saturday, Sunday or holiday. SECTION 3 CHARGES After the expiration of free time provided in Section 2 of this item, detention charges will be assessed as follows: 1. For the first 24 hours or fraction thereof (Sundays and holidays excepted) -\$110.00 per vehicle 2. For the second 24 hours or fraction thereof (Sundays and holidays excepted) - \$150.00 per vehicle 3. For the third and each succeeding 24 hours or fraction thereof: (Sundays and holidays <u>included</u>) - \$185.00 per vehicle, 4. Detention charges will end when carrier is notified that the vehicle is available for pickup. 5. The detention charges due the carrier will be assessed against the party responsible for such detention charges, whether Consignee or Consignor, irrespective of whether line-haul charges are prepaid or collect.
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