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OFFICE HOURS
Monday-Friday
8:30AM – 5:00PM

October 23, 2019

Ms. Tatjana Roth
Compliance Chief
Bureau of Technical Utility Service
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17105-3265

 ORIGINAL

Dear Ms. Roth,

Enclosed are two (2) copies of Freight PA. P.U.C. No. 6 (this tariff cancels Freight PA. P.U.C. No. 5) for S & P Network, LLC (PUC Certificate #A-8920601), 3586 North 4th Street, Harrisburg PA 17110. Changes are a decrease in charges for valuation, as well as, an increase in the minimum coverage required; the addition of Additional Transportation Charges; and a decrease in both Non-Peak and Peak intrastate transportation rates. The Effective Date for this tariff is November 25th, 2019. This tariff is filed by Charlie Morris Consulting LLC on behalf of Steve Paparounis, Owner, S & P Network, LLC. Please contact me at 281.745.7081 or chaz2move@gmail.com should you have any questions.

Please receipt and return the duplicate copy of this transmittal letter in the enclosed self-addressed and stamped envelope.

Respectfully yours,



Charles E. Morris
Owner
Charlie Morris Consulting LLC

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2019 OCT 29 PM 1:13
PA PUC
SECRETARY'S BUREAU

PA
PUBLIC UTILITY COMMISSION

OCT 24 2019

BUREAU OF
TECHNICAL UTILITY SERVICES

Certificate No. A-8920601

Freight Pa. P.U.C. No. 6
Cancels
Freight Pa. P.U.C. No. 5

S & P NETWORK, LLC

**FREIGHT TARIFF PUBLISHING
SCHEDULE OF RULES & REGULATIONS,
RATES AND CHARGES
FOR THE TRANSPORTATION OF
HOUSEHOLD GOODS IN USE,
AS A COMMON CARRIER,
BY MOTOR VEHICLE,
ON USUALLY TRAVELED HIGHWAYS
BETWEEN ALL POINTS WITHIN THE
COMMONWEALTH OF PENNSYLVANIA**

ISSUED: October 26, 2019

EFFECTIVE: November 25, 2019

Issued By:

Steve Paparounis, Owner
3596 North 4th Street
Harrisburg PA 17110

2019 OCT 29 PM 1:13
PA PUC
SECRETARY'S BUREAU

RECEIVED

**SECTION 1
RULES & REGULATIONS**

ITEM 01 **APPLICATION OF TARIFF**

This tariff is applicable only on Intrastate traffic, i.e. traffic having origin, destination and entire transportation within the Commonwealth of Pennsylvania as authorized by the Pennsylvania Public Utility Commission.

ITEM 02 **COMMODITY DESCRIPTION**

Household goods, as used in connection with transportation, means personal effects and property used or to be used in a dwelling, when a part of the equipment or supply of such dwelling and similar property, if the transportation of such effects or property is arranged and paid for by the householder or another party.

ITEM 03 **DISCOUNTS ON HOUSEHOLD GOODS MOVING**

As per the PA Public Utility Code, a Household Goods Motor Carrier may not offer discounts at any time on any of its published rates and charges, unless special permission is granted by the Commission.

ITEM 04 **BINDING ESTIMATES OR FLAT RATES NOT ALLOWED**

A Household Goods Motor Carrier may not move any shipments between points in The Commonwealth of Pennsylvania on a binding estimate or flat rate. Moves under 40 miles must be based on hourly rates and moves over 40 miles must be based on weight and mileage.

ITEM 05 **DISPOSITION OF FRACTIONS AND PARTS OF HOURS**

Dispose of fractions in computing a charge by omitting fractions of less than one-half of one cent and change fractions of one-half of one cent and greater to the next whole cent. Fractions of an hour on charges based on hourly rates will be disposed of as follows: Where the time involved is 15 minutes or less, the charge shall be for one-quarter hour. When in excess of 15 minutes but not more than 30 minutes, the charge shall be for one-half hour. When in excess of 30 minutes but not more than 45 minutes, the charge shall be for three-quarters hour. When in excess of 45 minutes and not over one hour, the charge shall be one hour.

ITEM 06 **COMPUTATION OF TIME**

Whenever time is the basis of assessing charges herein, such time will be computed as the actual amount of time in performing the actual service required, fractions of hours will be disposed of as follows: Fifteen (15) minutes or less as one-quarter (1/4) hour, thirty (30) minutes and over fifteen (15) minutes as one-half (1/2) hour, forty-five (45) minutes and over thirty (30) minutes as three-quarters (3/4) hour, and sixty (60) minutes and over forty-five (45) minutes as one (1) hour.

ITEM 07 **REGULAR HOURS OF SERVICE**

Regular hours for service shall be between 8 A.M. and 5 P.M. on each day of week except Saturdays, Sundays, and holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. When the holiday falls on a Sunday, the following Monday will be considered as a holiday. Delivery will be tendered during regular hours of service unless agreed to otherwise by carrier and shipper. Service rendered between 5:01PM and 7:59AM, Monday through Friday, and the entirety of Saturdays, Sundays and above named holidays shall be considered overtime.

NOTE A - Should the crew arrive to commence service after 8 A.M, overtime rates shall not apply until 8 working hours have passed.

ITEM 08 **PAYMENT**

Shipper and/or their authorized agent will be required to make payment in full for services at time of delivery of their shipment, unless the carrier has agreed before delivery that they will extend credit. If the actual charges do not exceed the estimate by more than 10 percent, shipper must pay all of the actual charges prior to the unloading of shipment. If the total charges exceed the estimate by more than 10 percent, carrier is required to deliver the full and complete shipment upon payment of the estimated charges plus an additional \$25 or 10 percent of the estimate, whichever is greater. Shipper may defer paying the balance for 15 days after delivery. The engagement of this carrier by any shipper and/or their agent for services in exchange for payment means that the shipper accepts and intends to pay at the minimum, the estimated charges. Should the payment for the estimated charges not be completed for services rendered, at the time it is due, because of insufficient funds, cancelled funds, fraudulent forms of payment, deliberate refusal to pay, etc., the shipper and/or their agent shall be subject to legal recourse to the fullest extent of the law.

**SECTION 1
RULES & REGULATIONS**

ITEM 09

IMPRACTICAL OPERATION

The carrier shall not be obligated to perform pickup or delivery or render any service at a place or places from or to when it is impracticable to operate vehicles because of the following:

1. The condition of roads, streets, driveways, alleys, or approaches thereto
2. Inadequate loading or unloading facilities.
3. Any riot, strike, picketing or other labor disturbance

The Shipper and/or their agent are responsible for making the shipment accessible to carrier and for arranging for a delivery point that will be accessible and safe for operation of the carrier's vehicle. When the arranged point of pick-up or delivery is not practical or safe for the carrier's vehicle, the carrier will hold itself available at the nearest point of safe approach. If the Shipper does not accept the shipment at nearest point of safe operations, the carrier may place the shipment, or any part of it in storage at the nearest available warehouse of the carrier, or, at the option of the carrier, in a public warehouse. The Carrier's liability will cease upon delivery into a warehouse, the shipment will be subject to lien for all lawful charges and will be considered as having been delivered.

ITEM 10

HOISTING SERVICE

When it becomes necessary at pick-up or delivery for an item to be hoisted over balconies, railings, etc., the carrier will, if needed, provide additional personnel as he/she believes it to be necessary to accomplish the safe hoisting of items at the rates in ITEM 38.

ITEM 11

VALUATION

(A) If shipper declines to declare the value of the shipment or agree to a released value in writing, the shipment will not be accepted.

(B) As used in this tariff, the phrases, "released value", "declared value", "value declared by shipper", and "lump sum value" shall have the same meaning.

(C) On any shipment where the transportation charge is based on weight and distance and/or hourly rated movements, as provided for in this tariff, the carrier's maximum liability shall be as provided in (1) and (2) below:

(1) Released Value Protection provides coverage at a rate of \$0.60 per pound per article.

(2) Full Value Protection provides coverage based on current replacement value at the time of loss or damage, up to the dollar amount of valuation declared by the shipper. This coverage can be purchased at the additional rates named in ITEM 38.

(D) The released value must be entered on the "CUSTOMER'S DECLARATION OF VALUE" form on the bill of lading and must be completed and signed by the person signing the Bill of Lading. The released value and the carrier's maximum liability (whether or not loss or damage occurred from carrier negligence), as determined under this Rule, shall apply to any claims resulting from the performance or failure to perform by carrier of any services, including accessorial services, which carrier has contracted to perform.

ITEM 12

INSURANCE

The cost of insurance against marine risk or any insurance in the name of the shipper, or for the Benefit of the shipper, will not be assumed by the carrier.

ITEM 13

HOUSEHOLD CONSOLIDATIONS

Property of more than one family or owner from two or more locations will not be accepted as a single shipment but must be carried as separate shipments with separate billing from each location. Each Bill of Lading and Freight Bill shall contain the name of only one consignor and one consignee.

ITEM 14

BRIDGES, FERRIES, TOLL ROADS

When the use of bridges, ferried or toll roads are necessary in the transportation of a shipment via the shortest practical route, an additional charge to cover the cost of toll shall be assessed in addition to any other charges in this tariff.

**SECTION 1
RULES & REGULATIONS**

ITEM 15

CARRIER'S LIABILITY

IN ABSENCE OF SHIPPER OR CONSIGNEE

- (a) Where the carrier is directed to take property from a place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner before loading.
- (b) Where the carrier is directed to unload or deliver property at a place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.

REPAIR, REPLACEMENT OR RE-COVERING

- (c) The carrier shall have the right to repair or replace the property lost or damaged with materials of like kind and quality. The cost of such repair or replacement shall not exceed the value declared by shipper.
- (d) Liability with regard to sets or matched articles shall be limited to the repair or replacement of the lost or damaged piece or pieces only and shall not extend to the replacement or recovering of the entire set.

DELIVERY TO PUBLIC WAREHOUSE

- (e) The carrier's liability shall cease upon delivery of the shipment to a public warehouse, to the vehicle of another carrier, or the warehouse of another household goods motor carrier.

ITEM 16

CLAIMS

(a) Any claim for loss, damage or overcharge shall be in writing and filed with carrier within ninety (90) days after a reasonable time for delivery has lapsed. As a condition precedent to any claim adjustment or payment, said claim shall be accompanied by the original paid bill for transportation and original bill of lading, if not previously surrendered to the carrier. Carrier may require certified or sworn statement of claim.

(b) Carrier shall be immediately notified of all claims for concealed and/or external damage and shall be given reasonable opportunity to inspect alleged external damage or concealed damage in original package. It is incumbent upon the carrier or the designated agent of the carrier to inspect any and all reported damage and to provide for repairs or compensation based on the level of liability selected and defined in the DECLARATION OF VALUE form. If damage is alleged to have occurred to the shipper's dwelling or surroundings, for example but not limited to, damage to walls, floors, steps, ceiling, rails, doors, driveway, lawn fence, patio, or garage, it is the carrier's responsibility or that of his designated agent, to inspect the alleged damage. If such damage is determined to be transit related, it is the carrier's obligation to repair or restore to original condition or to otherwise make whole by compensation. Transit related damage occurring to a shippers dwelling or surrounding area is not covered by the Declaration of Value form.

(c) The carrier's liability shall not exceed the cost of repairing or replacing the property lost or damaged with material of like kind and quality not exceeding the actual cash value of the property at time and place of loss, but in no event to exceed the valuation selected by the shipper.

ITEM 17

**LIMITATION OF LIABILITY ON READY TO ASSEMBLE FURNITURE MADE FROM
PRESS BOARD, PARTICLE BOARD, AND ENGINEERED WOOD**

(A) Ready to Assemble Furniture is defined as meaning furniture manufactured from press board, particle board, engineered wood or similar materials which is shipped from the manufacturer in a knocked down (KD) or knocked down flat (KDF) condition to be assembled by the retail store, reseller, or end-user. Most is not designed with the extra wood structural pieces to adequately brace the unit for movement out of or into a residence, and may not withstand the normal truck vibration, even in air-ride trailers. It is not constructed to withstand the normal stress of a move as an assembled unit. Assembly instructions frequently suggest that the connecting hardware pieces be glued in place. This does not significantly improve the structural integrity of the pieces and makes disassembly impossible without creating substantial, unrepairable damage.

(B) When a shipper elects to ship an article as defined above, and notwithstanding the language contained in the Notice below, in no case shall the liability of the carrier exceed \$.60 per pound per article or \$50.00 per article, whichever is greater.

(C) Prior to the movement of a shipment of household goods, the carrier shall give the shipper a notice containing the language outlined below and receive back the original signed copy.

CONTINUED ON NEXT PAGE

**SECTION 1
RULES & REGULATIONS**

ITEM 17 (continued)

NOTICE

**LIMITATION OF LIABILITY ON READY TO ASSEMBLE FURNITURE MADE FROM
PRESS BOARD, PARTICLE BOARD, AND ENGINEERED WOOD**

Furniture manufactured from press board, particle board, and/or engineered wood is designed to go into a box from the manufacturer, to the retailer, and then to the customer unassembled. It is not constructed to withstand the normal stress of a move as an assembled unit. Most is not designed with the extra wood structural pieces to adequately brace the unit for movement out of or into a residence, and may not withstand the normal truck vibration, even in air-ride trailers. Usually chips or dents are not repairable. Surface impressions can be made on the furniture when writing on a single piece of paper. Assembly instructions frequently suggest that connecting hardware pieces be glued in place. This does not significantly improve the structural integrity of the pieces and makes disassembly impossible without creating substantial, unrepairable damage. When a shipper elects to ship an article as defined herein, and notwithstanding the language contained in this Notice, in no case shall the liability of the carrier exceed \$.60 per pound per article or \$50.00 per article, whichever is greater.

Option 1 - I/we choose to disassemble and reassemble all press board, particle board, and or/engineered wood furniture prior to the move. I/we assume all responsibility for damage to the press board, particle board, and/or engineered wood furniture that may occur during the disassembly of the furniture.

Option 2 - I/we have engaged the services of another individual or company to disassemble all press board, particle board, and/or engineered wood furniture prior to move. I/we assume all responsibility for damage which may occur to the press board, particle board, and/or engineered wood furniture during the disassembly of the unit(s).

Option 3 - I/we am/are tendering furniture constructed of press board, particle board, and/or engineered wood fully assembled as a part of our move. I/we understand that any claim for damage to the press board, particle board, and/or engineered wood furniture may be denied due to inherent vice, based upon the fact that fully assembled press board, particle board, and/or engineered wood furniture is inherently susceptible to damage as outlined above.

Shipper, owner, or consignee must select Option 1, 2, or 3.

SIGNATURE OF SHIPPER, OWNER, OR CONSIGNEE

DATE

ITEM 18

ARTICLES OF EXTRAORDINARY VALUE

(A) The carrier will not assume any liability whatsoever for: documents, currency, money, jewelry, watches, precious stones, or articles of extraordinary value including accounts, bills, deeds, evidences of debt, securities, notes, postage stamps, stamp collections, revenue stamps, letters or packets of letters, articles of peculiarly inherent value, precious metals or articles manufactured therefrom, which are not specifically listed on the HIGH VALUE INVENTORY SHEET (see example form in section 3 of this tariff).

(B) All items included in a shipment that are considered to be of extraordinary (unusual) value must be specifically identified, and the carrier must be advised that they are included in the shipment. Items of extraordinary value are defined as those having a value of greater than \$100 per pound. Typically, household goods items that frequently have a value in excess of \$100 per pound per article are: currency, coins, jewelry, precious metals, precious or semi-precious stones or gems, gold, silver or platinum articles including silverware and service sets, china sets, crystal or figurines, fur or fur garments, antiques, oriental rugs or tapestries, rare collectible items or objects of art, computer software programs, manuscripts, or other rare documents. Of course, other items may also fall into this category and must be identified as well.

(C) Owner (shipper) agrees that any claim for loss or damage must be supported by proof of value and understands settlement will be based upon the information furnished in writing and signed by the shipper, and the declaration of items of extraordinary value contained on the accompanying bill of lading, the bill of lading terms and conditions, the tariff in effect at the time of the shipment, the household goods descriptive inventory, and all pertinent information available to the carrier. If articles having a value in excess of \$100 per pound per article are not listed on the inventory, the shipper's signature attests to the fact that such articles are not included in the shipment. If through advertence or any other cause, items having a value in excess of \$100 per pound per article are included in a shipment and are not in writing and signed by the shipper, the shipper agrees that the carrier's liability for loss or damage to those items will be limited to no more than \$100 per pound per article (based upon the actual article weight).

**SECTION 1
RULES & REGULATIONS**

ITEM 19

COMPLETE ARTICLE

Each shipping piece or package and contents thereof shall constitute one article, except the total component parts of any article taken apart or knocked down for handling or loading in vehicle shall constitute one article.

NOTE: When an entire shipment is transported in containers, lift vans, or shipping boxes, each shipping package, piece, or loose item not enclosed within a package in such containers, lift vans, or shipping boxes will constitute the article.

ITEM 20

PREPARATION FOR SHIPMENT

(A) Unless otherwise provided, articles tendered for transportation must be in such condition and so prepared for shipment as to render the transportation thereof reasonably safe and practicable.

Packing to Be Accomplished by Shipper or Carrier

(B) Articles requiring packing, crating, wrapping, or servicing as provided for in this rule, may be prepared for shipment by the shipper or his agent, or the carrier will perform this service at the request of and for the account of the shipper, at the rates provided in Section 2. When performing their own packing (PBO), the shipper and/or his appointed agent, shall cause PBO cartons to be properly identified and marked with the general contents. Carrier shall have the right to open and inspect any PBO carton to verify contents. Carrier will not be liable for damages occurring on PBO cartons, unless specific exterior damages are noted and inspection takes place with the carrier's representative at the time of delivery.

Protection By Carrier

(C) Unless otherwise provided, articles having surfaces liable to damage by scratching, marring, or chafing, but of sufficient strength to allow other articles to be packed against or on top of same in a manner which will make transportation of the entire shipment reasonably safe and practicable if protected by sufficient wrapping, will be wrapped at time of loading in furniture pads, covers, burlaps, or wrappers which are part of the carrier's regular equipment. The cost of this service is included in transportation rates named in tariff.

Musical Instruments

(D) Musical instruments such as harps, guitars, banjos, mandolins, violins, cellos, trombones, drums, or similar instruments which require, for the safe transportation thereof, more protection than afforded by the carrier's regular equipment as provided for in paragraph (C) of this rule, must be packed in the instrument's own case or other adequate container.

Containers Required

(E) Bedding, books, carpets, rugs, china, glassware, pottery, silverware, statuary, clothing, curtains, draperies, kitchen utensils, lamp shades, table lamps, small articles such as tools, athletic and game equipment, and household articles such as clothes lines, poles, umbrellas, canes, irons, ornaments, and other small articles of less than one cubic foot displacement must be packed and tendered to the carrier in barrels, boxes, cartons, wrapped bundles, or wrapped rolls, except that trunks, tubs, pails, baskets, or other containers or articles of furniture of the shipper may be substituted when of sufficient strength so that the use of such containers will render transportation of contents reasonably safe.

Fragile Articles

(F) Fragile articles such as showcases, wall cases, cameos, works of art, scenery, lighting fixtures, linoleums, statuary, marble slabs, mirrors, glass tops, pictures, paintings, models, antiques, and other similar articles which are easily broken or damaged, or articles upholstered or covered with material or fabric of a delicate nature or color, or other articles with delicate finishes which are easily soiled, torn, or damaged, must be fully protected by boxing, crating, or wrapping. der transportation of contents reasonably safe.

CONTINUED ON NEXT PAGE

**SECTION 1
RULES & REGULATIONS**

ITEM 20 (continued)

Mechanical Equipment

(G) Equipment and articles such as washing machines, refrigerators, ironers, sewing machines, vacuum cleaners, heaters, ranges, radios, clocks, victrolas, and/or other similar articles, the surfaces of which can usually be protected by carrier's regular equipment as provided for in paragraph (C) of this rule, must have all motors, mechanical parts, and ornaments securely fastened, bolted, or tied in a manner to prevent loss, damage, or impairment of functions.

Secureness of Containers

(H) Unless otherwise provided, articles for which containers are specified must be securely enclosed by the containers so that no ends or other parts protrude and in a manner that will prevent loss of articles from such containers. Any articles that are easily broken or having surface liable to damage by chafing must be protected within the authorized shipping containers by or with liners, partitions, wrappers, excelsior, straw, or other packing materials which will afford adequate protection against breakage or damage.

Carrier Not Obligated To Accept

(I) Tender for shipment of an article not protected by packing, crating, wrapping, or servicing does not obligate the carrier to accept an article so offered for transportation when such protection is reasonably necessary for the safe transportation of the articles.

Machinery and Equipment

(J) Equipment or machinery such as X-ray, photographing, lithographing, printing equipment, adding machines, accounting, card punching, sorting, or tabulating machines, addressing, imprinting or mailing machines, air filtering machines, bookkeeping machines, typewriters and computing machines, and other similar equipment or machinery, must be fully protected by boxing, crating, or wrapping, except when such articles can be transported in a safe, practicable manner by wrapping with carrier's regular equipment as described in paragraph (C) of this rule, such protection will be furnished as part of the carrier's regular service.

Tools, Woodworking Equipment, Outdoor Fixtures

(K) Items such as bandsaws and other shop equipment, patio furniture, gardening equipment, outdoor playsets and other similar items must be reasonably clean for transportation. Carrier is not liable to accept such items if they will cause debris, soiling or any other risk to equipment and property on the vehicle.

ITEM 21

ARTICLES LIABLE TO CAUSE DAMAGE

(A) Carrier will not accept for shipment property liable to impregnate or otherwise damage equipment or other property.

(B) The carrier will not accept for shipment articles which cannot be taken from the premises without damage to the article or the premises.

(C) The movement of LP/propane tanks is prohibited, unless said tanks have been serviced/purged and plugged by professional gas service.

ITEM 22

MARKING AND PACKING

(A) Articles of fragile or breakable nature must be properly packed.

(B) Packages containing fragile articles or articles consisting wholly or in part of glass, when packed by the shipper or his agent, must be marked by plain and distinct letters designating the fragile character of contents.

(C) When articles of furniture, consisting wholly or in part of glass are covered or wrapped by the shipper or his agent, such articles shall be wrapped in a manner to clearly expose glass surfaces or glass portions.

(D) Where articles are improperly packed, crated, or boxed and by reason thereof the contents are more susceptible to damage, carrier will arrange to have such articles properly packed at charges as shown in this tariff.

**SECTION 1
RULES & REGULATIONS**

ITEM 23 **SERVICING SPECIAL ARTICLES**

(A) Except as otherwise specifically provided in this tariff, or as amended, the services covered by this tariff do not include servicing (using a device to secure washer) or disconnecting washers, dryers, water lines in refrigerators or icemakers. The shipper or his agent shall arrange for third party servicing of such items. The carrier shall not be liable for damage to the internal and/or operational parts of such items if the shipper or their agent fail to arrange for the servicing of these articles prior to pick-up.

ITEM 24 **INSPECTION OF ARTICLES**

When carrier or his agent believes it necessary that the contents of packages be inspected, he shall make or cause such inspection to be made, or require other sufficient evidence to determine the actual character of the property.

ITEM 25 **PUBLIC WAREHOUSE DELIVERY**

When goods are consigned or delivered to a warehouse, the location of the warehouse will be considered the destination and must be so noted on the Bill of Lading and Freight Bill. The liability on the part of the carrier will cease when the shipment is unloaded at the warehouse. The shipment will be stored in the name of the owners, shipper, or consignee, subject to a lien for transportation and other lawful charges. A carrier may supply containers, cartons, and paper pads upon shipper's request to protect household goods while in Public Storage at the rates named in SECTION 2, ITEM 36.

ITEM 26 **DEPOSITS FOR SERVICE REQUIRED**

All moving services must be secured by deposit. Deposit rate schedule is at SECTION 2, ITEM 52. If the shipper cancels service less than 48 hours before scheduled service day, deposit will be retained without refund.

ITEM 27 **PREPARATION OF ENTRANCES, EXITS, PASSAGE WAYS, AND ARTICLES
MUST NOT DELAY MOVERS**

The shipper and/or their authorized agent must have entrances, exits, passage ways clear for the vehicle and personnel of the carrier to safely perform service without delay, at all loading and unloading points. If upon arrival of the moving crew the shipper and/or their authorized agent have failed to do so, the hourly time charge according to the rates in SECTION 2, ITEM 32 shall not cease or pause. On service of shipments over 40 miles between origin and destination, the CARRIER WAITING TIME CHARGE in SECTION 2, ITEM 47 is subject to apply should the shipper and/or their agent not have entrances, exits and passageways clear for the vehicle and/or personnel to safely perform removal or delivery of the shipment.

ITEM 28 **ADDITIONAL SERVICES ON OVER 40 MILES MOVES**

Charges for additional services on moves over 40 miles between origin and destination shall be assessed in addition to the LINEHAUL TRANSPORTATION charges (SECTION 2, ITEM 40 & ITEM 40-A). The description of when these charges apply and the amount shall be found in SECTION 2, ITEMS 41 - 50.

ITEM 29 **INVENTORY**

A uniform inventory sheet shall be issued by the carrier upon which must be recorded each article contained in each shipment, such inventory sheet shall be signed by the carrier, shipper, and consignee, or their agents, and one copy shall be given to the shipper at the time the inventory is made. Shipper can waive this requirement that an inventory be made on moves under 40 miles. Notations shall be made on the inventory sheet when an article is found to be in bad order, using the following abbreviations:

LOCATION SYMBOLS

| | | | | | |
|-----------|-----------|---------|----------|---------|------------|
| 1. Arm | 3. Bottom | 5. Left | 7. Rear | 9. Side | 11. Veneer |
| 2. Bottom | 4. Front | 6. Legs | 8. Right | 10. Top | 12. Edge |

EXCEPTION SYMBOLS

| | | | | | | | |
|-----------|-------------|----------|-----------|----------|-----------|-----------|-----------|
| BE-Bent | CH-Chipped | D-Dented | L-Loose | MO-Moth | RU-Rusted | SH-Short | W-Badly |
| BR-Broken | CU-Contents | F-Faded | M-Marred | Eaten | SC- | SO-Soiled | Worn |
| BU-Burned | & Condition | G-Gouged | MI-Mildew | R-Rubbed | Scratched | T-Torn | Z-Cracked |
| Unknown | | | | | | | |

DESCRIPTIVE SYMBOLS

| | | |
|----------------------|---------------------------|---------------------------|
| B/W-Black & White TV | PBO-Packed by Owner | PB-Professional Books |
| C-Color TV | CD-Carrier Disassembled | PE-Professional Equipment |
| CP-Carrier Packed | DBO-Disassembled by Owner | PP-Professional Papers |

NOTE: The omission of these symbols indicates good condition except for normal wear.

**SECTION 1
RULES & REGULATIONS**

ITEM 30

BILL OF LADING

Every motor common carrier engaged in the transportation of household goods shall issue a bill of lading. The bill of lading shall contain the minimum information required in this Rule and the terms and conditions of the contract. The carrier shall furnish a complete copy of the bill of lading to the shipper, or the shipper's agent, prior to the commencement of the loading of a shipment. The bill of lading shall include the following information:

- (a) The name and address of the motor carrier issuing the bill of lading. The name, address and telephone number of the office of the carrier or carriers that should be contacted in relation to the transportation shipment.
- (b) The names and addresses of other motor carriers, when known, which will participate, in the transportation of the shipment.
- (c) When the transportation is to be performed on a collect on delivery (C.O.D.) basis, the name, address and if furnished, the telephone number of a person to whom notification shall be given.
- (d) When the transportation is to be performed for an individual shipper, the agreed date or period of time for pickup of the shipment and the agreed date or period of time for the delivery of the shipment.
- (e) The actual date of pickup.
- (f) The company or carrier identification number of the vehicle on which the shipment is loaded.
- (g) The terms and conditions for payment of the total charges including notice of any minimum charges.
- (h) When the transportation is to be performed on a collect on delivery (C.O.D.) basis, the maximum amount required to be paid at the time of delivery to obtain delivery of the shipment.
- (i) The release rates valuation statement.
- (j) Evidence of any insurance coverage or increased liability procured for the shipper, including the amount of the premium for such insurance. A copy of the bill of lading shall be accompanying a shipment at all times while in the possession of a carrier. When the shipment is loaded on a vehicle for transportation the bill of lading shall be in possession of the driver responsible for the shipment.

Item 31

BASIS OF WEIGHT

- (a) The tare weight of each vehicle used in the transportation of household goods shall be determined by having it weighed prior to the transportation of each shipment, without the crew thereon, by a certified weigh-master or on a certified scale, and when so weighed the gasoline tank on each such vehicle shall be full and the vehicle shall contain all blankets, pads, chains, dollies, hand trucks, and other equipment needed in the transportation of such shipment.

- (b) After the vehicle has been loaded it shall be weighed, without the crew hereon, prior to delivery of the shipment and the net weight shall be determined by deducting the tare weight from the loaded weight, except that in instances where no adequate scale is located at origin or at any point within a radius of 10 miles thereof, a constructive weight, based on seven pounds per cubic foot of properly loaded van space, may be used. The gross weight, tare weight, and net weight, or the constructive weight, shall be shown on the Bill of Lading and Freight Bill.

- (c) In the transportation of part loads this rule shall apply in all respects, except the gross weight of the vehicle containing one or more part loads may be used as the tare weight of such vehicle as to part loads subsequently loaded thereon, and a part load for any one shipper, not exceeding 1,000 pounds, may be weighed on certified scale prior to being loaded on a vehicle, such part load to be accompanied by a weight ticket evidencing such weighing.

- (d) All tare, gross, actual or constructive weights shall be properly certified to by the person or persons who ascertained such weights.

NOTE A - For reweigh charges, see SECTION 2, ITEM 39.

**SECTION 2
SCHEDULE OF RATES**

ITEM 32

HOURLY RATES

THE FOLLOWING PEAK-SEASON AND NON-PEAK SEASON HOURLY RATES SHOWN IN DOLLARS AND CENTS BELOW SHALL APPLY ON MOVES 40 MILES OR LESS, AND ARE INCLUSIVE OF RELEASED VALUE PROTECTION AS DESCRIBED IN SECTION 1, ITEM 11.

| | PEAK SEASON May 2nd - September 30th | NON-PEAK SEASON October 1st - May 1st |
|--|--|---|
| REGULAR TIME (see Section 1, Item 08) | | |
| VEHICLE & DRIVER | 77.00 | 75.00 |
| EACH ADDITIONAL PERSONNEL | 37.00 | 35.00 |
| SUPERVISOR | 40.00 | 37.00 |
| OVERTIME (see Section 1, Item 08) | | |
| VEHICLE & DRIVER | 100.00 | 91.00 |
| EACH ADDITIONAL PERSONNEL | 48.00 | 45.00 |
| SUPERVISOR | 52.00 | 48.00 |

NOTE A - Driver(s) shall always be the supervisor of the crew.

NOTE B - A three (3) hours minimum charge shall apply per service day Monday thru Friday. A four (4) hours minimum charge will apply on Saturdays. A five (5) hours minimum will apply on Sundays and Holidays. A (2) hours minimum will apply on service where only the vehicle and driver are being utilized solely for the delivery of packing materials on a day where packing and/or any movement of goods is not being done.

ITEM 33

TRAVEL CHARGE

A charge in addition to the rates in SECTION 2, ITEM 32 shall be assessed for the moving crew's travel time from terminal to origin of shipment and also from destination of shipment back to terminal once service is complete. The travel time shall only be determined by normal traffic conditions according to Google Maps, regardless of actual traffic conditions at the time of travel. The charge shall be as follows:

| | |
|---------------------------------------|--|
| Terminal To Origin Travel Time Charge | Destination to Terminal Travel Time Charge |
| 1-15 minutes = 1/4 hour | 1-15 minutes = 1/4 hour |
| 16-30 minutes = 1/2 hour | 16-30 minutes = 1/2 hour |
| 31-45 minutes = 3/4 hour | 31-45 minutes = 3/4 hour |
| 46-60 minutes = 1 hour | 46-60 minutes = 1 hour |

NOTE A - Additional miles will be computed at 1/4 hour increments per each additional 15 miles of travel.

NOTE B - Travel charges are based on rates shown in Section 2, Item 32.

ITEM 34

PACKING AND UNPACKING CHARGES (when services are performed at the actual time of the move)

When packing and/or unpacking services are requested by the shipper or agent and, carrier furnishes packing materials and performs packing and/or unpacking services, using van crew during actual time of move, charges will be based on same rate as the moving, and, in addition, charges for containers furnished by the carrier will be those charges published in this tariff as PACKING RATES in SECTION 2, ITEM 36.

ITEM 35

PACKING CONTAINERS AND PACKING & UNPACKING LABOR

PACKING CONTAINERS AND PACKING & UNPACKING RATES APPLY AS FOLLOWS:

1. Packing Container Charge includes container and materials, which remain the property of the consignee. (See NOTE B)
2. Packing rates include packing service of carrier furnished containers.
3. Unpacking rates include unpacking service of containers furnished and packed by carrier and disposal of such containers and materials if requested by the consignee. Debris removal must be performed the same day as unpacking without an additional cost.
4. Unpacking service, if ordered, must be performed at time of delivery unless consignee requests otherwise.

If consignee requests that unpacking of carrier packed items be performed subsequent to the time of delivery, the unpacking charges provided herein will apply subject to a minimum charge of \$50.00.

NOTE A - When cartons of more than 3 cubic feet capacity are used and no rate is shown for the size carton used, charges shall be based on the rate for the next lower size carton shown.

NOTE B - Length, width, and depth by inches and cubical content must be shown on all cartons.

SECTION 2
SCHEDULE OF RATES

ITEM 36

PACKING RATES

| SERVICE | PER | PACKING CONTAINER CHARGE | PACKING & UNPACKING LABOR |
|--|--------------|--------------------------|--|
| DRUM, DISH-PACK (Drum, Dish-pack, barrels or other specially designed containers, of not less than 5 cubic feet capacity, for use in packing glassware, china, bric-a-brac, table lamps or similar fragile articles.) | EACH | \$17.00 | PACKING & UNPACKING LABOR TO BE PERFORMED AT RATES SHOWN IN SECTION 2, ITEM 32 BASED ON DAY WORK IS PERFORMED. |
| CARTONS | | | |
| Less than 3 cubic feet (not less than 200 pounds test) | EACH | \$2.25 | |
| 3 cubic feet (not less than 200 pounds test) | EACH | \$2.75 | |
| 4 1/2 cubic feet (not less than 200 pounds test) | EACH | \$3.25 | |
| 6 cubic feet (not less than 200 pounds test) | EACH | \$4.75 | |
| 6 1/2 cubic feet (not less than 200 pounds test) | EACH | \$5.25 | |
| WARDROBE CARTON (not less than 10 cubic feet) | EACH | \$14.00 | |
| TV BOX | EACH | \$29.00 | |
| TV BOX RENTAL (for use on day of move only) | EACH | \$5.00 | |
| GRANDFATHER CLOCK CONTAINER | EACH | \$38.00 | |
| CORRUGATED CONTANERS: (Specially designed or constructed for mirrors, paintings, glass or marble tops, and similar fragile articles.) | EACH | \$23.00 | |
| MATTRESS BAGS (twin & double) | EACH | \$5.00 | |
| MATTRESS BAGS (queen) | EACH | \$6.50 | |
| MATTRESS BAGS (king) | EACH | \$7.50 | |
| BABY CRIB MATTRESS BAGS | EACH | \$4.00 | |
| PACKING PAPER/NEWSPRINT | PER POUND | \$1.50 | |
| PACKING TAPE (50 m roll) | PER ROLL | \$2.10 | |
| PAPER PADS | PER PAD | \$2.40 | |
| BUBBLE WRAP | PER 100 FEET | \$35.00 | |
| CARPET SHIELD/FLOOR FILM | PER 100 FEET | \$50.00 | |

When mover supplies any packing materials, a minimum charge of \$75.00 will apply.

When the carrier does not have mattress bags available for any size mattress on the chart above, shrink-wrap will be used as an alternative. Charge whenever shrink-wrap is used for mattresses or other furniture items will be \$28.00 per roll (charged per quarter roll).

ITEM 37

BULKY ARTICLES - LOADING & UNLOADING CHARGE:

When a shipment includes articles listed in the schedule below, the following additional charges covering the handling, blocking, loading and unloading, will apply for each article, each time loading and unloading service is required (except when loading or unloading is for carrier's convenience):

| | |
|--|----------|
| AUTOMOBILE | \$135.00 |
| BOATS, overall length, less than 14 feet | \$105.00 |
| BOATS, overall length, 14 feet to 20 feet inclusive | \$135.00 |
| BOATS, overall length, in excess of 20 feet | \$205.00 |
| MOTORCYCLES, of 250 cc, and over | \$105.00 |
| TRACTORS AND RIDING MOWERS, of less than 25 horsepower | \$90.00 |
| TRACTORS AND RIDING MOWERS, of 25 horsepower and over | \$125.00 |
| TRAILERS | \$70.00 |
| PLAYHOUSES, TOOL SHEDS, UTILITY SHEDS, HOT TUBS, SPAS, WHIRLPOOL BATHS, JACUZZIS (transported set-up, not dismantled) in excess of 100 cubic feet) | \$150.00 |
| GUN SAFE | \$80.00 |
| SPINET PIANO | \$75.00 |
| UPRIGHT PIANO | \$95.00 |
| BABY GRAND OR GRAND PIANO | \$115.00 |
| CANOES, greater than 12 feet | \$65.00 |

NOTE A - When a boat is mounted on a boat trailer, such will be considered as two separate articles and separate charges will apply.

NOTE B - The charges provided for in this item will not apply on dinghies, kayaks, sculls or skiffs.

**SECTION 2
SCHEDULE OF RATES**

▲ ITEM 38

FULL VALUE PROTECTION

When a shipment is moved with Full-Value Protection (FVP) coverage, a value must be declared by the Shipper on the Bill of Lading for the entire shipment. The Full-Value Protection rates shown below apply for distances of 40 miles and less and distances over 40 miles. The cost of the Full-Value Protection coverage shall be as follows:

| If \$6.00 times the weight of the shipment or the lump sum amount declared is: | Then the minimum amount of carrier liability is: | OPTION A: The valuation charge for carrier liability with no deductible is: | OPTION B: The valuation charge for carrier liability with \$250 deductible is: | OPTION C: The valuation charge for carrier liability with \$500 deductible is: |
|---|---|--|---|---|
| \$6,001 to \$10,000 | 10,000 | 85.00 | 65.00 | 45.00 |
| \$10,000 to \$15,000 | 15,000 | 128.00 | 98.00 | 68.00 |
| \$15,001 to \$20,000 | 20,000 | 170.00 | 130.00 | 90.00 |
| \$20,001 to \$25,000 | 25,000 | 213.00 | 163.00 | 113.00 |
| \$25,001 to \$30,000 | 30,000 | 255.00 | 195.00 | 135.00 |
| \$30,001 to \$35,000 | 35,000 | 298.00 | 228.00 | 158.00 |
| \$35,001 to \$40,000 | 40,000 | 340.00 | 260.00 | 180.00 |
| \$40,001 to \$50,000 | 50,000 | 375.00 | 275.00 | 225.00 |
| \$50,001 to \$60,000 | 60,000 | 420.00 | 330.00 | 270.00 |
| \$60,001 to \$75,000 | 75,000 | 525.00 | 413.00 | 338.00 |
| \$75,001 to \$100,000 | 100,000 | 700.00 | 550.00 | 450.00 |
| \$100,001 to \$125,000 | 125,000 | 875.00 | 688.00 | 563.00 |
| \$125,001 to \$150,000 | 150,000 | 1,050.00 | 825.00 | 675.00 |
| \$150,001 to \$175,000 | 175,000 | 1,225.00 | 963.00 | 788.00 |
| \$175,001 to \$200,000 | 200,000 | 1,400.00 | 1,100.00 | 900.00 |
| \$200,001 to \$225,000 | 225,000 | 1,575.00 | 1,238.00 | 1,013.00 |
| \$225,001 to \$250,000 | 250,000 | 1,750.00 | 1,375.00 | 1,125.00 |

▲ NOTE A - Shipper must declare a minimum value of \$6.00 per pound or \$10,000.00, whichever is greater.

NOTE B - This coverage shall include items of extraordinary value, if declared. High value inventory is required.

NOTE C - When shipper requests Full-Value Protection, an inventory of all items to be transported by the carrier must be completed. This applies to shipments transported less than 40 miles and shipments transported 40 miles and over.

NOTE D - The move is not booked until the Declaration of Value form has been filled out by the customer and given to the carrier.

ITEM 39

REWEIGHING CHARGE

The carrier, upon request of shipper, owner, or consignee, made prior to delivery of a shipment, and when practical to do so will reweigh the shipment. The lower of the two net scale weights shall be used for determining the applicable charges. If the reweigh develops a net scale weight in excess of the initial net scale weight or if the difference between the initial net scale weight and the reweigh net scale weight is less than 100 pounds on a shipment weighing 5,000 pounds or less or two per cent or less on the lower scale weight on shipments in excess of 5,000 pounds, the reweigh charge shall be \$66.99.

▲ ITEM 40

LINEHAUL TRANSPORTATION RATE AND CHARGE METHODOLOGY

The following chart outlines the charges on shipments having 41 miles or more between origin and destination within the borders of the Commonwealth of Pennsylvania. The minimum weight charge on all Household Goods shipments shall be 800 pounds. Note that, this is only the charge for the vehicle, driver, and helper(s). Other charges such as packing, flight/long carries, bulky items, waiting time charge, extra labor, road tolls, etc., shall be in addition to the transportation rate.

▲ NOTE A - This Carrier does not provide service on shipments having a distance greater than 450 miles between origin and destination where both origin and destination are located within the borders of The Commonwealth of Pennsylvania.

NOTE B - Column 1 indicates mileage, Columns 2 - 10 indicate the charge for transportation.

NOTE C - These rates are inclusive only of released value protection as described in SECTION 1, ITEM 11.

CONTINUED ON NEXT PAGE

SECTION 2 - SCHEDULE OF RATES

ADDITIONAL TRANSPORTATION CHARGES

Rates and charges for Additional Services shown in this Section are in addition to all other rates in this tariff. Rates and charges apply on shipments when released to a value not exceeding 60 cents per pound per article.

| ITEM | SUBJECT | PER | RATE SCHEDULES GROUPS | RATES (In Cents Per 100 Pounds) |
|----------|---|----------------|-----------------------|---------------------------------|
| | ADDITIONAL TRANSPORTATION CHARGE: | | | |
| | On all shipments having an ORIGIN in areas described (EXCEPT as provided in Note 1): the following charges will be applicable | Hundred Pounds | 1 2 | 100 125 |
| | On all shipments having an DESTINATION in areas described (EXCEPT as provided in Note 1): the following charges will be applicable | Hundred Pounds | 3 4 | 175 300 |
| ◆ ▲ 40-A | <p>NOTE 1 - On Shipments having both an origin and destination within one specific area listed below, the additional charge will apply only at origin.</p> <p>NOTE 2 - When a shipment is picked up or delivered at more than one place, this charge shall apply only to the weight of the portion of the shipment picked up or delivered in areas described below.</p> <p>NOTE 3 - Charge will be based on weight at which the transportation rate is based, EXCEPT, when provision in NOTE 2 is applicable.</p> <p>NOTE 4 - Corporate limits of points partly within a county will be considered as wholly within a county.</p> <p>NOTE 5 - This item will not apply on shipments of EXHIBITS and DISPLAYS nor to shipments transported under rates in Section 4 or Section 5 herein.</p> | | | |
| | <p>GROUP 1 - Cameron, Clarion, Clinton, Crawford, Elk, Erie, Forest, McKean, Mercer, Montour, Potter, Snyder, Union, Venango and Warren;</p> <p>GROUP 2 - Adams, Bedford, Berks, Blair, Cambria, Centre, Clearfield, Cumberland, Dauphin, Franklin, Fulton, Huntingdon, Indiana, Jefferson, Juniata, Lancaster, Lebanon, Lycoming, Mifflin, Northumberland, Perry, Schuylkill, Somerset and York;</p> <p>GROUP 3 - Armstrong, Bradford, Carbon, Columbia, Fayette, Greene, Lackawanna, Lawrence, Luzerne, Monroe, Pike, Sullivan, Susquehanna, Tioga, Wayne and Wyoming;</p> <p>GROUP 4 - Allegheny, Beaver, Bucks, Butler, Chester, Delaware, Lehigh, Montgomery, Northampton, Philadelphia, Washington and Westmoreland.</p> | | | |

SECTION 2

▲ TRANSPORTATION RATE TABLE A (NON-PEAK RATES - OCTOBER 1ST THRU MAY 1ST)

Rates are in cents per 100 pounds, apply to actual weight (subject to minimum weights as provided in rules herein) and include loading and unloading and the actual movement or transportation of property from origin to destination, but do not include Additional Services and Charges shown in Section 1.

| (Rate in Cents Per 100 Pounds) | | | | | | | | | | | | | |
|--|-----------------------------------|----------------|---------------------------------------|----------------|---------------------------------------|----------------|---------------------------------------|----------------|--|----------------|---|----------------|-------------------------------|
| Break Point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket. | | | | | | | | | | | | | |
| MILES | 500 to 999 LBS. INCL. | BREAK POINT | 1,000 to 1,999 LBS. INCL. | BREAK POINT | 2,000 to 3,999 LBS. INCL. | BREAK POINT | 4,000 to 7,999 LBS. INCL. | BREAK POINT | 8,000 to 11,999 LBS. INCL. | BREAK POINT | 12,000 to 15,999 LBS. INCL. | BREAK POINT | 16,000 LBS. AND OVER |
| 41 - 50 | 9195 | 651 | 5980 | 1575 | 4708 | 3200 | 3766 | 6540 | 3079 | 10355 | 2657 | 15153 | 2516 |
| 51 - 60 | 9324 | 647 | 6026 | 1575 | 4745 | 3222 | 3821 | 6514 | 3111 | 10466 | 2713 | 15177 | 2574 |
| 61 - 70 | 9381 | 655 | 6141 | 1557 | 4781 | 3225 | 3854 | 6651 | 3204 | 10305 | 2751 | 15243 | 2621 |
| 71 - 80 | 9483 | 653 | 6189 | 1575 | 4872 | 3198 | 3894 | 6693 | 3258 | 10260 | 2786 | 15259 | 2657 |
| 81 - 90 | 9591 | 654 | 6269 | 1565 | 4904 | 3217 | 3943 | 6763 | 3333 | 10163 | 2822 | 15316 | 2702 |
| 91 - 100 | 9686 | 653 | 6320 | 1566 | 4947 | 3250 | 4018 | 6669 | 3350 | 10176 | 2840 | 15285 | 2713 |
| 101 - 110 | 9761 | 656 | 6396 | 1564 | 4999 | 3262 | 4076 | 6649 | 3387 | 10319 | 2913 | 15112 | 2751 |
| 111 - 120 | 9887 | 652 | 6443 | 1564 | 5036 | 3265 | 4110 | 6772 | 3479 | 10168 | 2947 | 15123 | 2786 |
| 121 - 130 | 9959 | 655 | 6518 | 1556 | 5069 | 3316 | 4202 | 6683 | 3510 | 10163 | 2973 | 15192 | 2822 |
| 131 - 140 | 10026 | 656 | 6572 | 1571 | 5160 | 3283 | 4235 | 6773 | 3585 | 10000 | 2987 | 15213 | 2840 |
| 141 - 150 | 10117 | 654 | 6611 | 1577 | 5212 | 3338 | 4349 | 6627 | 3603 | 10063 | 3021 | 15244 | 2878 |
| 151 - 160 | 10209 | 653 | 6661 | 1582 | 5266 | 3327 | 4380 | 6650 | 3640 | 10100 | 3064 | 15211 | 2913 |
| 161 - 170 | 10318 | 653 | 6734 | 1580 | 5319 | 3321 | 4416 | 6637 | 3663 | 10085 | 3079 | 15340 | 2952 |
| 171 - 180 | 10444 | 655 | 6839 | 1567 | 5356 | 3327 | 4454 | 6733 | 3749 | 9910 | 3095 | 15376 | 2975 |
| 181 - 190 | 10498 | 656 | 6880 | 1584 | 5446 | 3288 | 4476 | 6732 | 3766 | 9913 | 3111 | 15363 | 2987 |
| 191 - 200 | 10592 | 657 | 6951 | 1573 | 5466 | 3282 | 4485 | 6744 | 3780 | 9950 | 3134 | 15422 | 3021 |
| 201 - 220 | 10718 | 652 | 6986 | 1576 | 5502 | 3278 | 4508 | 6782 | 3821 | 10062 | 3204 | 15177 | 3039 |
| 221 - 240 | 10801 | 658 | 7098 | 1572 | 5579 | 3248 | 4529 | 6808 | 3854 | 10147 | 3258 | 15119 | 3079 |
| 241 - 260 | 10879 | 661 | 7186 | 1557 | 5592 | 3289 | 4598 | 6747 | 3878 | 10366 | 3350 | 14787 | 3095 |
| 261 - 280 | 11006 | 660 | 7257 | 1553 | 5631 | 3281 | 4619 | 6746 | 3894 | 10438 | 3387 | 14696 | 3111 |
| 281 - 300 | 11135 | 659 | 7334 | 1557 | 5707 | 3249 | 4635 | 6764 | 3919 | 10653 | 3479 | 14416 | 3134 |
| 301 - 320 | 11225 | 661 | 7413 | 1544 | 5719 | 3254 | 4652 | 6782 | 3943 | 10751 | 3532 | 15097 | 3333 |
| 321 - 340 | 11312 | 664 | 7509 | 1530 | 5740 | 3281 | 4708 | 6734 | 3963 | 10961 | 3619 | 14975 | 3387 |
| 341 - 360 | 11364 | 670 | 7607 | 1513 | 5752 | 3281 | 4718 | 6815 | 4018 | 10941 | 3663 | 15253 | 3492 |
| 361 - 380 | 11478 | 668 | 7658 | 1508 | 5773 | 3276 | 4727 | 6840 | 4041 | 11131 | 3749 | 15301 | 3585 |
| 381 - 400 | 11511 | 671 | 7713 | 1504 | 5800 | 3266 | 4736 | 6887 | 4076 | 11249 | 3821 | 15244 | 3640 |
| 401 - 420 | 11603 | 668 | 7742 | 1506 | 5828 | 3257 | 4745 | 6997 | 4150 | 11263 | 3894 | 15401 | 3749 |
| 421 - 440 | 11696 | 669 | 7819 | 1496 | 5847 | 3257 | 4761 | 7087 | 4217 | 11436 | 4018 | 15344 | 3854 |
| 441 - 450 | 11746 | 671 | 7873 | 1488 | 5856 | 3260 | 4771 | 7250 | 4324 | 11356 | 4092 | 15417 | 3943 |

SECTION 2

ⓧ ▲ TRANSPORTATION RATE TABLE A (PEAK RATES - MAY 2ND THRU SEPTEMBER 30TH)

Rates are in cents per 100 pounds, apply to actual weight (subject to minimum weights as provided in rules herein) and include loading and unloading and the actual movement or transportation of property from origin to destination, but do not include Additional Services and Charges shown in Section 1.

| (Rate in Cents Per 100 Pounds) | | | | | | | | | | | | | |
|--|-----------------------------------|----------------|---------------------------------------|----------------|---------------------------------------|----------------|---------------------------------------|----------------|--|----------------|---|----------------|-------------------------------|
| Break Point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket. | | | | | | | | | | | | | |
| MILES | 500 to 999 LBS. INCL. | BREAK POINT | 1,000 to 1,999 LBS. INCL. | BREAK POINT | 2,000 to 3,999 LBS. INCL. | BREAK POINT | 4,000 to 7,999 LBS. INCL. | BREAK POINT | 8,000 to 11,999 LBS. INCL. | BREAK POINT | 12,000 to 15,999 LBS. INCL. | BREAK POINT | 16,000 LBS. AND OVER |
| 41 - 50 | 10114 | 651 | 6578 | 1575 | 5179 | 3200 | 4143 | 6540 | 3386 | 10355 | 2922 | 15153 | 2767 |
| 51 - 60 | 10256 | 647 | 6629 | 1575 | 5219 | 3222 | 4203 | 6514 | 3422 | 10466 | 2985 | 15177 | 2831 |
| 61 - 70 | 10319 | 655 | 6756 | 1557 | 5259 | 3225 | 4239 | 6651 | 3524 | 10305 | 3026 | 15243 | 2883 |
| 71 - 80 | 10431 | 653 | 6808 | 1575 | 5359 | 3198 | 4284 | 6693 | 3584 | 10260 | 3064 | 15259 | 2922 |
| 81 - 90 | 10550 | 654 | 6895 | 1565 | 5394 | 3217 | 4337 | 6763 | 3666 | 10163 | 3105 | 15316 | 2972 |
| 91 - 100 | 10655 | 653 | 6952 | 1566 | 5441 | 3250 | 4420 | 6669 | 3684 | 10176 | 3124 | 15285 | 2985 |
| 101 - 110 | 10737 | 656 | 7035 | 1564 | 5499 | 3262 | 4484 | 6649 | 3726 | 10319 | 3204 | 15112 | 3026 |
| 111 - 120 | 10875 | 652 | 7087 | 1564 | 5539 | 3265 | 4521 | 6772 | 3827 | 10168 | 3242 | 15123 | 3064 |
| 121 - 130 | 10955 | 655 | 7170 | 1556 | 5576 | 3316 | 4622 | 6683 | 3861 | 10163 | 3270 | 15192 | 3105 |
| 131 - 140 | 11029 | 656 | 7229 | 1571 | 5676 | 3283 | 4658 | 6773 | 3943 | 10000 | 3286 | 15213 | 3124 |
| 141 - 150 | 11128 | 654 | 7272 | 1577 | 5733 | 3338 | 4784 | 6627 | 3963 | 10063 | 3323 | 15244 | 3166 |
| 151 - 160 | 11230 | 653 | 7327 | 1582 | 5792 | 3327 | 4818 | 6650 | 4004 | 10100 | 3370 | 15211 | 3204 |
| 161 - 170 | 11350 | 653 | 7407 | 1580 | 5851 | 3321 | 4858 | 6637 | 4030 | 10085 | 3386 | 15340 | 3247 |
| 171 - 180 | 11489 | 655 | 7523 | 1567 | 5892 | 3327 | 4900 | 6733 | 4123 | 9910 | 3405 | 15376 | 3272 |
| 181 - 190 | 11548 | 656 | 7568 | 1584 | 5991 | 3288 | 4924 | 6732 | 4143 | 9913 | 3422 | 15363 | 3286 |
| 191 - 200 | 11652 | 657 | 7646 | 1573 | 6013 | 3282 | 4933 | 6744 | 4158 | 9950 | 3448 | 15422 | 3323 |
| 201 - 220 | 11790 | 652 | 7684 | 1576 | 6052 | 3278 | 4958 | 6782 | 4203 | 10062 | 3524 | 15177 | 3343 |
| 221 - 240 | 11881 | 658 | 7808 | 1572 | 6137 | 3248 | 4982 | 6808 | 4239 | 10147 | 3584 | 15119 | 3386 |
| 241 - 260 | 11967 | 661 | 7905 | 1557 | 6152 | 3289 | 5058 | 6747 | 4265 | 10366 | 3684 | 14787 | 3405 |
| 261 - 280 | 12107 | 660 | 7982 | 1553 | 6194 | 3281 | 5081 | 6746 | 4284 | 10438 | 3726 | 14696 | 3422 |
| 281 - 300 | 12249 | 659 | 8068 | 1557 | 6277 | 3249 | 5099 | 6765 | 4311 | 10652 | 3827 | 14416 | 3448 |
| 301 - 320 | 12347 | 661 | 8154 | 1544 | 6291 | 3254 | 5117 | 6782 | 4337 | 10751 | 3885 | 15097 | 3666 |
| 321 - 340 | 12443 | 664 | 8259 | 1530 | 6314 | 3281 | 5179 | 6734 | 4359 | 10961 | 3981 | 14975 | 3726 |
| 341 - 360 | 12501 | 670 | 8368 | 1513 | 6327 | 3282 | 5190 | 6814 | 4420 | 10941 | 4030 | 15253 | 3842 |
| 361 - 380 | 12625 | 668 | 8423 | 1508 | 6350 | 3276 | 5200 | 6840 | 4446 | 11131 | 4123 | 15301 | 3943 |
| 381 - 400 | 12662 | 671 | 8485 | 1504 | 6380 | 3267 | 5210 | 6886 | 4484 | 11249 | 4203 | 15244 | 4004 |
| 401 - 420 | 12763 | 668 | 8516 | 1506 | 6410 | 3257 | 5219 | 6997 | 4565 | 11263 | 4284 | 15401 | 4123 |
| 421 - 440 | 12866 | 669 | 8601 | 1496 | 6432 | 3257 | 5237 | 7087 | 4638 | 11436 | 4420 | 15344 | 4239 |
| 441 - 450 | 12921 | 671 | 8660 | 1488 | 6442 | 3259 | 5248 | 7251 | 4756 | 11356 | 4501 | 15417 | 4337 |

**SECTION 2
SCHEDULE OF RATES**

ITEM 41

FLIGHT CARRYING CHARGE

A charge of \$1.10 per 100 pounds per flight of stairs shall be added to the LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES when there are flights of stairs at both origin and destination of the shipment.

NOTE A - A flight of stairs shall be considered to be a minimum of 8 steps and a maximum of 15 steps. The 16th step shall be considered to be the start of a second flight of stairs. A flight of 6 steps ending immediately before a landing, a turn and the start of another flight shall be considered one flight.

NOTE B - This charge shall apply at both origin and destination of the shipment.

NOTE C - This charge shall be based on the entire weight of the shipment, not actual goods being carried up or down flights. However, this charge shall not apply when the shipper has placed the entire shipment on the first floor of the origin dwelling before carrier's arrival and/or the shipper requests for the entire shipment to be placed on the ground floor at destination.

ITEM 42

**DISASSEMBLY AND/OR REASSEMBLY OF BEDS, ENTERTAINMENT CENTERS,
AND OTHER REGULAR HOUSEHOLD FURNISHINGS REQUIRING DISMANTLING
FOR SAFE TRANSPORT**

A charge of \$16 per quarter hour (15 minutes) spent disassembling and/or reassembling beds, entertainment centers and other regular household furnishings shall be added to the LINEHAUL TRANSPORTATION and other ADDITIONAL SERVICES charges.

NOTE A - A minimum quarter hour charge shall apply when such service is needed at both origin and destination

NOTE B - This charge shall only apply all disassembly and reassembly.

ITEM 43

ADDITIONAL LABOR CHARGE

When the Carrier deems it to be necessary to provide additional personnel for the safe loading and/or unloading of a shipment, the following REGULAR TIME and OVERTIME charges shall apply in addition to the LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES charges:

\$35.00 per hour per each additional personnel for NON-PEAK SEASON & \$37.00 per hour per each additional personnel during PEAK SEASON for REGULAR TIME loading and unloading

\$45.00 per hour per each additional personnel for NON-PEAK SEASON & \$48.00 per hour per each additional personnel during PEAK SEASON for OVERTIME loading and unloading.

NOTE A - A 3 hours minimum shall apply at both origin and destination when this service is rendered.

ITEM 44

ELEVATOR SERVICE

The following charges shall apply when the use of an elevator is necessary for loading and unloading of a shipment:

A charge of \$1.60 per 100 pounds of the total weight of the shipment shall apply in addition to the LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES charges at both origin and/or destination when the use of an elevator is necessary for loading or unloading.

NOTE A - Carrier reserves the right to choose elevator usage over stair carry for loading and/or unloading at all times.

NOTE B - Should the shipment include any items that cannot fit into the elevator at origin and/or destination, and the use of stairs becomes necessary for the removal or delivery of that item, a flat charge of \$26.00 shall apply followed by a charge of \$1.25 per flight of stairs (for definition of a flight of stairs, see NOTE A in SECTION 2, ITEM 35) This charge shall be in addition to the LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES charges and is per item.

**SECTION 2
SCHEDULE OF RATES**

ITEM 45 **LONG CARRY CHARGES**

A charge of \$1.30 per hundred pounds of the weight of the shipment shall apply in addition to the LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES charges when the removal and/or delivery of a shipment must involve a carry of 90 feet or more from the vehicle to the entrance of the building at both origin and destination.

NOTE A - This charge shall apply per 75 feet of personnel carriage.

NOTE B - In the event that it becomes necessary for carrier's personnel to traverse hallways in order to reach the particular dwelling of the shipper, the counting of distance for this charge shall continue until the entrance to the shipper's particular dwelling within the building is reached.

ITEM 46 **SHUTTLE SERVICES**

A charge as outlined below shall apply when the use of a shuttle vehicle is necessary for the pick up and /or delivery of a shipment at origin and/or destination:

When the shuttle is one (1) mile or less, the charge shall be \$9.00 per 100 pounds of the total shipment weight.

When the shuttle is greater than one (1) mile, but not more than five (5) miles, the charge shall be \$11.00 per 100 pounds of the total weight of the shipment.

When the shuttle is greater than five (5) miles, but not more than ten (10) miles, the charge shall be \$14.00 per 100 pounds of the total weight of the shipment.

NOTE A - This charge shall apply in addition to any LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES charges.

ITEM 47 **CARRIER WAITING/STANDBY TIME**

The following charge shall apply at both origin and destination in addition to the LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES charge when the commencement of loading and/or unloading is delayed on the account of the shipper and/or their agent, or when the Shipper or their agent request for the moving crew to be on standby.

\$52.00 per hour of REGULAR TIME waiting time - \$70.00 per hour of OVERTIME waiting time. Charged by the quarter hour.

NOTE A - On moves 41 - 100 miles, this charge will not be assessed until 30 minutes has passed after the arrival of the carrier at origin and/or destination.

NOTE B - On moves 101 - 200 miles, this charge will not be assessed until 1 hour has passed after arrival of carrier at origin and/or destination.

NOTE C - On moves 201 - 300 miles, this charge will not be assessed until 1 ½ hours has passed after the arrival of carrier at origin and/or destination.

NOTE D - On moves 301- 400 miles, this charge will not be assessed until 2 hours has passed after the arrival of carrier at origin and/or destination.

NOTE E - After a vehicle is unloaded, the calculated time for the standby charge shall commence after 15 minutes has passed and will terminate upon the commencement of reloading.

NOTE F - Service shall be subject to the hours of service rules of the Pennsylvania Public Utility Commission.

NOTE G - Should the vehicle in use not be equipped for sleeping accommodations, when the Shipper has requested a waiting/standby time that exceeds hours of service limits, a charge of \$180.00 per overnight delay, shall be assessed.

ITEM 48 **OVERNIGHT STORAGE ON CARRIER'S VEHICLE**

At the request of the Shipper and/or their authorized agent, the Carrier will allow a shipment to be stored in its vehicle for an agreed upon time, subject to the availability of that vehicle. This service will be provided at the following rate for both hourly rated and over 40 miles shipments:

\$190.00 per overnight per vehicle.

NOTE A - Charges for this service will be assessed in addition to LINEHAUL TRANSPORTATION and any other ADDITIONAL SERVICES charges.

**SECTION 2
SCHEDULE OF RATES**

ITEM 56

FUEL COST RECOVERY SURCHARGE

LOCAL MOVES (40 miles & under from origin to destination)

The following Fuel Cost Recovery Surcharge will apply as follows on shipments of household goods in use, between points in Pennsylvania, transported distances of forty (40) miles and less.

- (a) The Fuel Cost Recovery Surcharge will be calculated using a "BASE PRICE PER GALLON" of \$1.267.
- (b) On the first Monday of each calendar month, the "CENTRAL ATLANTIC" average price per gallon of diesel fuel will be determined based on the price stated by the U. S. Department of Energy (DOE), Energy Information Administration (EIA) survey of "Retail-On-Highway Diesel Prices." This price will be obtained by calling the DOE Fuel Hot Line at 202-586-6966 or via the DOE Internet Website at www.eia.doe.gov.
- (c) If the first Monday of the calendar month is a federal holiday, the price will be determined based on the stated DOE price available on the next subsequent business day (Tuesday).
- (d) The DOE fuel price obtained will then become effective on the fifteenth (15th) day of the same month. The adjustment determined will apply for shipments loaded beginning on the 15th day of the month and remain in effect through the 14th day of the subsequent following month starting from the effective date of this item.

THIS PROCESS WILL CONTINUE MONTH AFTER MONTH BASED ON THE "NEW" MONTHLY FUEL COSTS.

FOR EXAMPLE

If the reported price of self-service diesel fuel determined on Monday, 10/01/2018, is \$3.447 per gallon, that amount will apply for the purpose of calculating the difference between that amount and the base price of \$1.267 per gallon for shipments loaded as of October 15, 2018 to November 14, 2018.

TO DETERMINE THE FUEL ADJUSTMENT AMOUNT TO APPLY, FIRST DETERMINE THE DIFFERENCE BETWEEN THE "BASE PRICE PER GALLON" AND THE MOST CURRENT SELF-SERVICE DIESEL FUEL PRICE PER GALLON.

- Stays Constant * - Variable
MILEAGES

(From Origin of Shipment to Destination)

| <u>OVER</u> | <u>NOT OVER</u> | <u># AVERAGE MILEAGE</u> | <u># FACTOR FOR TO & FROM TERMINAL</u> | <u># TOTAL MILEAGE</u> | <u>* EXCESS FUEL COST</u> |
|-------------|-----------------|--------------------------|--|------------------------|---------------------------|
| 0 | 10 | 5 | 40 | 45 | \$19.62 |
| 10 | 20 | 15 | 40 | 55 | \$23.98 |
| 20 | 30 | 25 | 40 | 65 | \$28.34 |
| 30 | 40 | 35 | 40 | 75 | \$32.70 |

| | |
|---|--------------------|
| DOE current price of self-service diesel fuel | \$3.447 per gallon |
| BASE PRICE of self-service diesel fuel | \$1.276 per gallon |
| Increased Difference | <u>\$2.180</u> |

EXAMPLE

IF TOTAL MILEAGE IS 75.
AVERAGE MILEAGE PER GALLON IS FIVE (5).
FUEL CONSUMED IN GALLONS IS FIFTEEN (15).
INCREASED FUEL DIFFERENCE IS \$2.18 TIMES 15 GALLONS OR \$32.70 SURCHARGE.

CONTINUED ON NEXT PAGE

**SECTION 2
SCHEDULE OF RATES**

ITEM 56 (continued)

FUEL COST RECOVERY SURCHARGE

INTRASTATE MOVES (41 miles & over from origin to destination)

The following Fuel Cost Recovery Surcharge will apply as follows on shipments of household goods in use, between points in Pennsylvania, transported distances in excess of forty (40) miles.

- (a) The Fuel Cost Recovery Surcharge will be calculated using a "BASE PRICE PER GALLON" of \$1.267.
- (b) On the first Monday of each calendar month, the "CENTRAL ATLANTIC" average price per gallon of diesel fuel will be determined based on the price stated by the U. S. Department of Energy (DOE), Energy Information Administration (EIA) survey of "Retail-On-Highway Diesel Prices." This price will be obtained by calling the DOE Fuel Hot Line at 202-586-6966 or via the DOE Internet Website at www.eia.doe.gov.
- (c) If the first Monday of the calendar month is a federal holiday, the price will be determined based on the stated DOE price available on the next subsequent business day (Tuesday).
- (d) The DOE fuel price obtained will then become effective on the fifteenth (15th) day of the same month. The adjustment determined will apply for shipments loaded beginning on the 15th day of the month and remain in effect through the 14th day of the subsequent following month starting from the effective date of this item.

THIS PROCESS WILL CONTINUE MONTH AFTER MONTH BASED ON THE "NEW" MONTHLY FUEL COSTS.

FOR EXAMPLE

If the reported price of self-service diesel fuel determined on Monday, 10/01/2018, is \$3.447 per gallon, that amount will apply for the purpose of calculating the difference between that amount and the base price of \$1.267 per gallon for shipments loaded as of October 15, 2018 to November 14, 2018.

TO DETERMINE THE FUEL ADJUSTMENT AMOUNT TO APPLY, FIRST DETERMINE THE DIFFERENCE BETWEEN THE "BASE PRICE PER GALLON" AND THE MOST CURRENT SELF-SERVICE DIESEL FUEL PRICE PER GALLON.

| | | | | |
|---|-------------------------------------|--|----------------------------|-------------------------------|
| # - Stays Constant | * - Variable | | | |
| # MILEAGES | | | | |
| (From Origin of Shipment to Destination) | <u>EMPTY RETURN MILEAGE</u> | # FACTOR FOR TO & FROM TERMINAL | # TOTAL MILEAGE | * EXCESS FUEL COST |
| 100 | 100 | 40 | 240 | \$104.64 |
| | | | | |
| DOE current price of self-service diesel fuel | | | | \$3.447 per gallon |
| BASE PRICE of self-service diesel fuel | | | | <u>\$1.276 per gallon</u> |
| Increased Difference | | | | \$2.180 |

EXAMPLE

- IF TOTAL MILEAGE IS 240.
- AVERAGE MILEAGE PER GALLON IS FIVE (5).
- FUEL CONSUMED IN GALLONS IS FORTY EIGHT (48).
- INCREASED FUEL DIFFERENCE IS \$2.18 TIMES 48 GALLONS OR \$104.64 SURCHARGE.

**SECTION 2
SCHEDULE OF RATES**

ITEM 57

EXPLANATION OF TERMS

SHIPPER means an individual who engages a motor carrier for services in exchange for monetary compensation.

CARRIER means household goods carrier who provides the transportation and movement of household goods and other commodities. In this tariff, the term is especially in reference to S&P Network, LLC.

PACKING means any additional service performed in preparing a shipment (or portion thereof), prior to loading, especially for small, non-furniture articles such as kitchenware, clothing, shoes, electronics, books, smaller fragile/breakables, etc.

UNPACKING means the removal from containers/cartons/boxes of smaller, usually non-furniture items.

RATE means any unit charge for services including the rating, governing rules, and accessorial charges applying to connection with that service.

SHIPMENT means a quantity of property tendered for transportation to one carrier, at a time, on one shipping document by:

- (a) One shipper at one point of origin for one consignee at one point of destination; or
- (b) One shipper at more than one point of origin (or more than one shipper at one or more points of origin), for one consignee or one point of destination (Split Pickup); or
- (c) One shipper at one point of origin for one consignee at more than one point of destination (or for more than one consignee at one or more points of destination) (Split Delivery); or
- (d) One shipper at more than one point of origin (or more than one shipper at one or more points of destination) (Split Pickup and Delivery in Combination); or
- (e) One or more shippers in a manner described in subparagraphs (a), (b), or (c) above to and from one point of storage-in-transit, except as provided in Note of Item.

ORIGIN means the current physical location of the goods to be shipped pre-loading

DESTINATION means the location where the shipment is to be unloaded

TERMINAL means the physical location of the carrier's place of business where all employees report to work, equipment and supply is stored, carrier departs from to travel to origin of a move, and returns to once a move is completed.

EXPLANATION OF ABBREVIATIONS, REFERENCE MARKS AND SYMBOLS

| | |
|-----------------|----------------------------|
| AM | Before Noon |
| Am | Amendment |
| Cu. | Cubic |
| Ft. | Foot or Feet |
| Inc. | Incorporated |
| Lb. or Lbs. | Pound or Pounds |
| No. | Number |
| PM | Afternoon |
| PA or Pa | Pennsylvania |
| P.U.C. | Public Utility Commission |
| (A) or ◆ or ◇ | Denotes increase |
| (R) or Ⓚ | Denotes reduction |
| (C) or ▲ or △ | Denotes addition or change |
| ● | Denotes no change |
| \$ | Denotes dollar(s) |
| & | Denotes and |
| ¢ | Denotes cent(s) |
| X | Denotes times |
| % | Denotes percent |
| " | Denotes inch(es) |
| ' | Denotes foot or feet |

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