

Certificate No. A-8917083
A-2024-3046224

Freight Pa P.U.C. No 1

OFFICIAL FILED TARIFF

NEW WORLD VAN LINES, INC.

Rates and Rules Governing the Transportation of Household Goods

To transport, as a common carrier, by motor vehicle, household goods in use,
between points in Pennsylvania

Issued: June 5, 2024

Effective: June 6, 2024

Issued Under authority of PA Code, Title 52, Section 23.42

New World Van Lines Inc.
5875 N Rogers Ave
Chicago, IL 60646
773-509-5900

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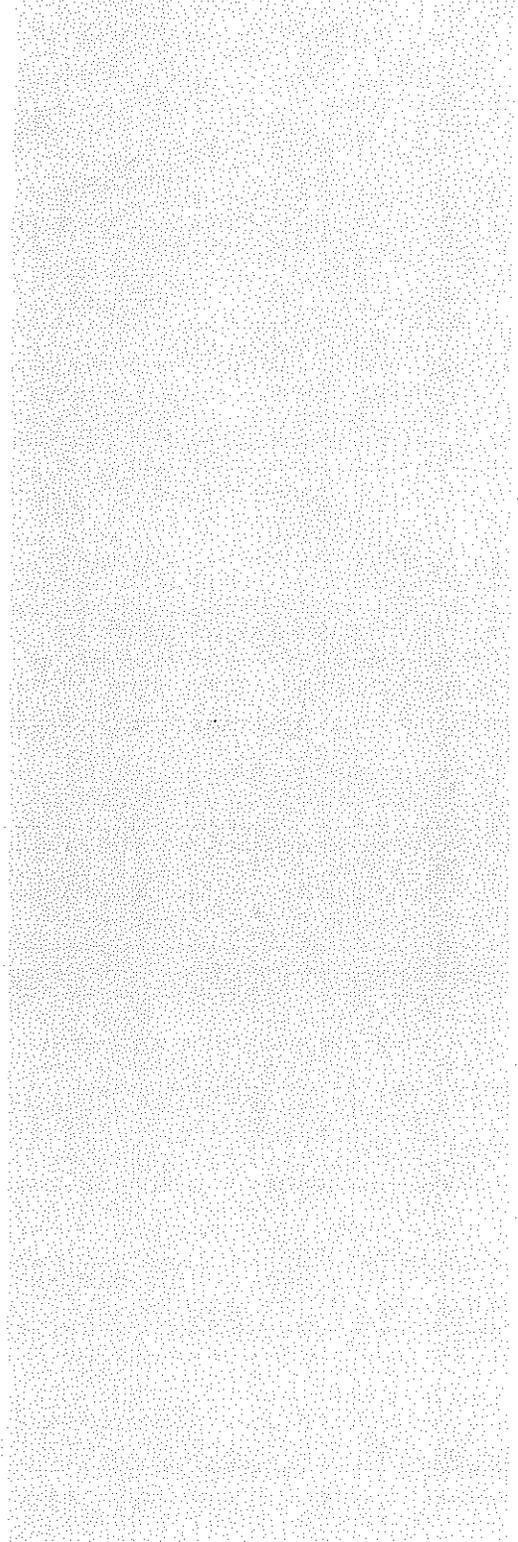
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PA PUBLIC UTILITY COMMISSION
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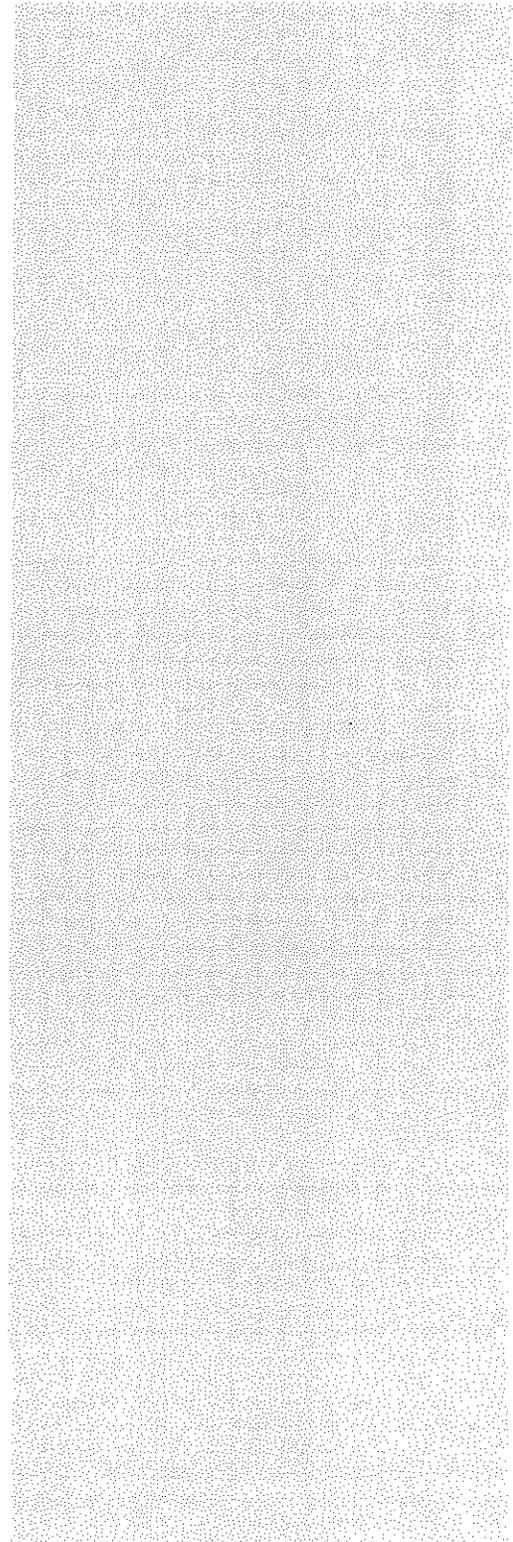
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STANDARD TERMS & CONDITIONS

Governs all sections of this tariff unless otherwise provided within individual sections. Except as otherwise provided herein, the rates named in this tariff include one pickup and loading at point of origin and one delivery and unloading at point of destination. The rates published herein include all charges for drayage or other transfer services at intermediate transfer points on shipments handled through and not stopped for special services at such intermediate transfer points.

RULE 1

BILL OF LADING AND RATES

- a). Unless otherwise provided in this tariff, when property is transported subject to the provisions of this tariff, or as amended, the acceptance and use of the Uniform Household Goods Bill of Lading as described herein is required. If the bill of lading is issued on the order of the shipper, or his agent, in exchange or substitution for another bill of lading, the shipper's signature to the prior bill of lading or order for service as to the statement of value or otherwise, or election for common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of the original bill of lading as fully as if the same were written or made in connection with the original bill of lading and/or order for service. Any alteration, addition or erasure on a bill of lading which shall be made without special notation thereon of the agent of the carrier issuing the bill of lading shall be without effect and the bill of lading shall be enforceable according to its original tenor.

- b). All rates and charges herein are dependent upon the shipment being released in accordance with the provisions of Rule 3 of this tariff.

RULE 2

INSURANCE

The cost of insurance against marine risk or any other insurance for the benefit of the shipper, will not be assumed by the carrier

RULE 3

DECLARATION OF VALUE - LIABILITY LIMITATION

- a) As used in this tariff, the phrases, "released value", "declared value", "excess value" and "value declared by shipper" shall have the same meaning.

- b) Shippers are required to state specifically, in writing, the agreed or declared value of the property.

- c) If Shipper declines to declare the value or agree to a released value in writing, the shipment cannot be accepted.

- d) For rates contained herein, the carrier shall limit it's liability for loss or damage to goods in storage or in transit and for all additional services to an amount not to exceed \$.60 per pound per article.

- e) For an additional charge, the carrier may agree to accept an increased or excess level of liability for loss or damage. The agreed or declared value shall be deemed to relate to all services undertaken by the carrier or its agent and to each article separately and to the shipment as a whole and such agreed and

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declared value must be entered on the BILL OF LADING and/or ORDER FOR SERVICE and/or ADDENDUM in the following form: The total value of my shipment is: \$

- e) Shipper may declare on specific articles, valuation in excess of value declared on the shipments, and each such article must be described and its excess value set forth in space provided on Bill of Lading.
- f) Carrier shall publish rates and rules for minimum values that will apply to excess liability in Section V
- g) Carrier may offer a discounted rate for excess liability when the shipper agrees to waive the carrier's liability for an agreed deductible portion of the liability risk. Shipper shall initial their acceptance of the deductible agreement on the BILL OF LADING and/or ORDER FOR SERVICE and/or ADDENDUM.

RULE 4

DEFINITION OF A SHIPMENT

The term "shipment" means property tendered by one shipper, and accepted by carrier, at one place of origin (except as otherwise provided in Rule 32) and at one time, for one consignee, at one destination (except otherwise provided in Rule 32) and covered by one bill of lading. The name of only one shipper and one consignee shall appear on the bill of lading, but the bill of lading may also specify the name of a party (or more than one party when Rule 32 is applicable) to notify of the arrival of the shipment at destination.

RULE 5

WAREHOUSE PICK-UP OR DELIVERY

Except as otherwise provided herein, if shipment is delivered to or picked up at a warehouse the rates for transportation include only the loading and unloading at door, platform, or other point convenient or accessible to the vehicle.

RULE 6

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 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 not packed or are improperly packed, crated or boxed and by reason thereof the articles not packed or contents of containers are more susceptible to damage, carrier will arrange to have such articles properly packed at charges as shown in this tariff.

RULE 7

COMPLETE ARTICLE

Each shipping piece or package and contents thereof shall constitute one article except for the total component parts of any article taken apart or knocked down for handling or loading in vehicle shall constitute one article for the purpose of determining carrier's liability as provided in Rule 3.

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.

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RULE 8

PERISHABLE ARTICLES OR ARTICLES OF EXTRAORDINARY VALUE

- a) The carrier will not assume any liability whatsoever for: documents, currency, money, credit cards, jewelry, watches, precious stones or articles of extraordinary value including accounts, bills, deeds, evidence of debt, securities, notes, postage stamps, stamp collections, trading stamps, revenue stamps, letters or packets of letters, articles of peculiarly inherent value, precious metals or articles manufactured there from which are not specifically listed on the bill of lading.
- b) When perishable articles are included in a shipment with or without knowledge of the carrier, responsibility for consideration of flavor will not be assumed by the carrier.
- c) Plants, animals, fish or household pets will not be accepted for transportation.

RULE 9

ARTICLES LIABLE TO CAUSE DAMAGE

- a) Carrier will not accept shipment property liable to impregnate or otherwise damage equipment or 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.

RULE 10

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 sufficient evidence to determine the actual character of the property.

RULE 11

SERVICING SPECIAL ARTICLES

The transportation rates in this tariff do not include servicing or unservicing articles or appliances such as Refrigerators, Deep Freezers, Cabinets, Radios, Record Players, Washing Machines, Television Sets, Air Conditioners, Computers and the like which, if not properly serviced may be damaged in, or incident to, transit: nor is liability assumed for any such damage unless said articles or appliances are serviced and unserviced as provided in (a) or (b) below.

- a) Upon request of shipper, owner or consignee of goods, carrier will, subject to (b) below, service and unservice such articles and appliances at origin and destination for the additional charges provided in section 1. Additional Services. Such servicing and unservicing does not include removal or installation of articles secured to the premises, or plumbing, electrical or carpentry services necessary to disconnect, remove, connect and install such articles and appliances.
- b) If carrier does not possess the qualified personnel to properly service and unservice such articles or appliances, carrier will upon request of shipper, owner or consignee and as agent for them engage third persons to perform the servicing and unservicing. When third persons are engaged by carrier to perform any services, the carrier will not assume responsibility for their activities or conduct, amount of their charges: or for the quality or quantity of service furnished.
- c) All charges of the third persons must be paid by the shipper, and are in addition to all other charges in this tariff. Such charges will be advanced by the carrier, and billed as an Advanced Charge as provided in Rule 22 herein.

RULE 12

IMPRACTICAL PICK-UP OR DELIVERY AND AUXILIARY SERVICES

- a) It is the responsibility of the shipper to make shipment accessible to carrier or accept delivery from carrier at a point at which the road haul vehicle may be safely operated.
- b) When it is physically impossible for carrier to perform pick-up of shipment at origin address or to complete delivery of shipment at destination address with normally assigned road haul equipment, due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in shipment, the carrier shall hold itself available at point of pickup or tender delivery at destination at the nearest point of approach to the desired location where the road haul equipment can be made safely accessible.
- c) Upon request of the shipper, consignee or owner of the goods, the carrier will use or engage smaller equipment than its normal road haul equipment to the destination address, the carrier may place the shipment, or any part thereof not reasonably possible for delivery in storage at the nearest available warehouse of the carrier, or, at the option of the carrier, in a public warehouse, subject to a lien for all lawful charges. The liability on the part of the carrier will cease when the shipment is unloaded into the warehouse and the shipment shall be considered as having been delivered.
- d) If the shipper does not accept the shipment at nearest point of safe approach by carrier's road haul equipment to the destination address the carrier may place the shipment, or any part thereof not reasonably possible for delivery, in storage at the nearest available warehouse of the carrier, or, at the option of the carrier, in a public warehouse, subject to a lien for lawful charges. The liability on the part of the carrier will cease when the shipment is unloaded into the warehouse and the shipment shall be considered as having been delivered.
- e) Transportation charges to cover the movement of shipment or part thereof from point at which it was originally tendered to warehouse location shall be computed on basis of applicable rate as provided in Section II: Transportation Rates-Time Basis, which shall be in addition to charges from initial point of origin to point at which shipment was originally tendered. All accrued charges on the shipment or any part thereof shall be due and payable upon delivery of same to warehouse. Any subsequent movement from warehouse shall constitute a new shipment.

RULE 13

PAYMENTS

- (a) The carrier will not deliver or relinquish possession of any property transported by it until all tariff rates and charges thereon have been paid in money order (other than personal money order), travelers check, cashiers check, bank treasury check, certified check or credit card except where other satisfactory arrangements have been made between the carrier and the consignor or consignee.
- (b) Nothing herein shall limit the right of the carrier to require, at time of or before shipment, the prepayment in part or full or guarantee of the charges.

RULE 14

DISPOSITION OF FRACTIONS

Unless otherwise provided, to dispose of fractions in computing a rate or charge, omit fractions of less than one-half cent and increase to the next whole figure fractions of one cent or greater.

RULE 15

HOURLY RATES

Charges based on time shall be computed by multiplying the hourly rate by the time involved. Unless

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otherwise provided fractions of an hour will be disposed as follows: Where the time involved is 15 minutes or less the charge shall be for one quarter of an hour. When in excess of 15 minutes, but not more than 30 minutes charge for one half hour. When in excess of 30 minutes but not more than 45 minutes, charge for three quarters of an hour. When in excess of 45 minutes, charge for one hour.

RULE 16

REISSUED ITEMS OR PAGES

Reference made herein to items or pages in this tariff include reference to reissue of such items or pages.

RULE 17

CLAIMS

- a) Any claim for loss, damage or overcharge shall be in writing. As a condition precedent to any claim adjustment or payment said claim shall be accompanied by the original bill for transportation and original bill of lading, if not previously surrendered to the 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.
- c) The carrier's liability shall not exceed the cost of repairing or replacing the property lost or damaged with materials like kind and quality not exceeding the actual cash value of the property at time and place of loss, with due allowance for depreciation or determination howsoever caused, but in no event to exceed the released value as determined under Rule 3.
- d) The carrier shall not be liable for loss or damage occurring after the property has been delivered to or receipted for by the consignee or shipper, or the authorized agent of either. When the carrier is directed to unload or to deliver property (or render any services) 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 delivery.
- e) Where the carrier is directed to load property from (or render any services 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 before loading.

RULE 17 (continued)

- f) The carrier's liability with regard to sets or matched pieces shall be limited to repair or replacement of the loss or damaged piece or pieces only and shall not exceed to repair, replacement or recovering of the entire set, but in no event to exceed the released value as determined under Rule 3.
- g) For the purpose of assessing carrier's liability, where such liability is measured by the weight of an article and in the absence of specific evidence to the contrary, the following containers and/or cartons shall be deemed to have the following weights:

CONTAINER	WEIGHT PER CONTAINER
DRUM, DISH-PACK	60
CARTONS: Less than 1 — 1/2 cu. ft.....	20
1 — 1/2 less than 3 cu. ft.....	25
3 - Less than 4 — 1/2 cu. ft	30
4 — 1/2 Less than 6 cu. ft	35
6 — Less than 6 — 1/2 cu. ft	45
6 — 1/2 cu.ft and over	50
Wardrobe Carton	50
Mattress or Spring Box (not exceeding 54"X75")	60
Mattress or Spring Box (exceeding 54"X75")	80
Crib Mattress Carton	22

NOTE 1: Cartons containing books or phonograph records will be deemed to weigh 50 pounds.

NOTE 2: Cartons containing lampshades will be deemed to weigh 10 pounds.

NOTE 3: Items not identified on the inventory as to contents will be settled for the heaviest weight on the

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schedule for box.

RULE 18

HOISTING OR LOWERING

Hoisting or lowering services will be performed only at points where carrier possesses necessary equipment and experienced personnel to perform such service, weather conditions permitting. Otherwise, upon request of shipper, consignee or owner of the goods, the carrier as agent of and for and in behalf of the shipper, consignee or owner will endeavor to arrange for qualified service, if available, at the expense of shipper, consignee or owner of the goods. In such instances, the carrier will not be responsible to shipment or property.

RULE 19

PERISHABLE FOOD

- a) Carrier will not accept for shipment frozen foods or other articles requiring refrigeration, except as provided in paragraph (b) of this rule.
- b) Frozen food may be accepted for transportation provided:
 - 1. The food is contained in a freezer which at time of loading is operating at normal deep freeze temperature. Carrier assumes no liability for damage to freezer caused by contents.
 - 2. The shipment is to be transported not more than 150 miles and/or accomplished within 24 hours from time of loading.
 - 3. No storage of shipment is required.
 - 4. No preliminary or enroute servicing by use of dry ice, electricity, or other preservative methods is required by carrier.
- c) When such articles are included in a shipment with or without the knowledge of the carrier, responsibility for condition or flavor will not be assumed by carrier.

RULE 20

IMPRACTICABLE OPERATION

Nothing in this tariff shall require the carrier to perform any line-haul service or any pick-up or delivery service or any other service from or to or at any point or location where through no fault or neglect of the carrier, the furnishing of such services is impracticable because:

- a) The conditions of roads, streets, driveways, alleys, or approaches thereto would subject operations to unreasonable risk of loss or damage to life or property.
- b) Loading or unloading facilities are inadequate.
- c) Any force majeure, war, insurrection, riot, civil disturbance, strike, picketing or other labor disturbance would (1) subject operations to unreasonable risk of loss or damage to life or property or (2) unreasonably jeopardize the ability of the carrier to render line-haul or pick-up or delivery of any service from or to or at other points or locations.
- d) When carrier's employees or carrier's agents are precluded, for reasons beyond carrier's control, from entering premises where pick-up or delivery is to be made.
- e) When service is impractical for reasons stated in this rule, and service can be completed through the employment of services of third persons, see Rule 22.

RULE 21

RIGGING SERVICE

When because of the size or nature of the lading, it is necessary to utilize the service of a rigger, such service must be provided by the shipper, consignee or owner of the goods. If requested by shipper, consignee or owner, carrier will, as agent for them and at their expense, arrange for such rigging service, if available, but carrier assumes no responsibility for the activities or conduct of third persons, amount of their charges, nor for

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the quality or quantity of service furnished.

RULE 22

ADVANCED CHARGES

Charges advanced by carrier for services of others engaged at the request of the shipper will be supported by carrier with a copy of invoicing setting forth services rendered, charges and basis thereof, together with reference to applicable schedule or tariff if charges are assessed in accordance therewith. The charges so advanced are in addition to and shall be collected with all other lawful rates and charges.

When carrier engages the services of third persons at the request of and as agent for the shipper, carrier will not assume responsibility for their activities or conduct, amount of their charges, nor for the quality or quantity of service furnished.

RULE 23

SHIPMENTS ACCEPTED

Shipments will be accepted to the requirements of ordinances or laws regulating the transportation of property, or the use of vehicles and facilities.

RULE 24

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RULE 25

EXPLOSIVE OR OTHER DANGEROUS ARTICLES

Explosive or dangerous goods will not be accepted for shipment. Any person or persons, whether principal or agent, shipping such goods, shall be liable for and indemnify carrier against all loss or damage caused by such goods and carrier shall not be liable for safe delivery of shipment.

RULE 26

DISASSEMBLING AND REASSEMBLING

The line haul transportation rate DOES NOT include removing any outdoor article embedded in the ground or secured to a building, nor the assembling or disassembling of any outdoor articles such as steel utility cabinets, swing sets, slides, sky rides, jungle gyms, or other outdoor articles of similar nature, nor the assembling or disassembling of unusual articles found inside buildings such as steel shelving, pool tables, elongated work tables, counters, etc. Upon request of shipper, owner or consignee the carrier will disassemble or reassemble such articles, subject to charges provided in item 2 of Section 1 herein. The shipper, in such case, will be required to furnish at the time of reassembling, any new hardware, nuts, bolts, etc., necessary to perform the service.

TERMS AND CONDITIONS (WEIGHT BASIS)

RULE 27

A) EXPEDITED SERVICE:

1. Expedited Service as used herein means tendering delivery of a shipment of less than 5000 pounds on or before a specified date.
2. Subject to the availability of equipment for the particular service desired, shippers may obtain expedited service on a shipment of less than 5000 pounds and transportation charges shall be computed on the basis of 5000 pounds and tariff rates applicable to 5000 pounds. The carrier shall not be required to provide exclusive use of vehicle under this paragraph. For exclusive use of vehicle refer to paragraph C) of this rule. Bill of Lading and Freight Bill to be marked or stamped:
EXPEDITED SERVICE ORDERED BY SHIPPER DELIVER ON OR BEFORE

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3. Except in case of the fault of the shipper, in the event the shipment is not tendered for delivery on or before the delivery date, this rule shall not apply. In such case, the charges for the shipment shall be subject to all other applicable rules and provisions of this tariff.
- B) COMPLETE OCCUPANCY OF VEHICLE:
Subject to availability of the equipment for the particular service desired, a shipment, the displacement of which completely occupies the loading space of a vehicle, or the peculiar character of which otherwise prevents its transportation with other shipments on the same vehicle, will be accepted at charges computed on the actual weight and subject to minimum weight based on 7 pounds per cubic foot of total vehicle space. **NOTE:** The complete occupancy of vehicle provisions will not apply on personal effects moving from or to a residence transported under Part (a) of Item 100, Commodity Description of Household Goods.
Bill of Lading and Freight Bill to be marked or stamped:
SHIPMENT COMPLETELY OCCUPIED A _____ CUBIC FOOT VEHICLE.
- C) EXCLUSIVE USE OF A VEHICLE :
1. Subject to the availability of equipment, a shipper may order Exclusive Use of a Vehicle of specific cubic capacity, for transportation of a shipment. Transportation charges shall be based on actual weight subject to minimum charges as follows: If the capacity of a vehicle ordered is in excess of 1000 cu. ft. or less, the minimum charge shall be based on 7000 pounds. If the capacity of a vehicle ordered is in excess of 1000 cu. ft., the minimum charge shall be based on 7 pounds per cubic foot of total vehicle spaced ordered.
2. If at time for loading such equipment, carrier does not have available a vehicle of capacity ordered, carrier may substitute a vehicle or vehicles of an equivalent or greater capacity and transportation charges and minimum therefore shall be the same as would apply had carrier furnished a vehicle of the capacity ordered.
Bill of Lading and Freight Bill to be marked or stamped. EXCLUSIVE USE
OF A _____ CU. FT.
VEHICLE ORDERED
3. Outside display by removable signs or banners of van contents of a shipment involving exclusive use of the vehicle will be permitted subject to the carrier's convenience, and providing such removable signs or banners be furnished by and maintained at the expense of the shipper. Any liability resulting because of the carrying of such signs or banners will be that of the shipper, not the carrier
4. Shippers painting of carrier's equipment will be permitted subject to the carrier's convenience and providing the shipper assumes all of the expense of painting and repainting. Repainting of the equipment shall be made according to the carrier's specifications at the termination of the shipment. Such painting shall not interfere with signs or markings required by the Department of Transportation, State Commissions, or other safety regulations.
- D) SPACE RESERVATION FOR A PORTION OF VEHICLE:
Subject to availability of equipment, shipper may reserve a portion of the capacity of a vehicle by ordering a specific quantity of space, in units of 100 cu. ft. and accepting transportation charges based on actual weight of shipment subject to minimum transportation charges as follows:
300 cu ft. or less 2100 pounds
More than 300 cu. ft 700 pounds per 100 cu. ft. unit ordered
Bill of Lading and Freight Bill to be marked or stamped:
SPACE RESERVATION _____ CU. FT. ORDERED _____
- E) SIGNATURE REQUIRED FOR SERVICES:
When Expedited Service, Exclusive Use of a Vehicle or Space Reservation for a Portion of a Vehicle is ordered, the Bill of Lading must be signed by the shipper or his agent, indicating that such specific special service was ordered. **NOTE:** All shipments subject to weighing provisions as provided in rule 31.

RULE 28 COMPUTING CHARGES

Unless otherwise provided herein, where rates are stated in amounts per hundred pounds, charges will be Computed by multiplying the total weight involved by the rate shown for a hundred pounds.

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When a Shipment is transported a distance in excess of that shown in the rate table, charges will be computed as Follows:

- a) First find the rate in the applicable weight column for the greatest distance shown in the applicable table of rates.
- b) Add to the above rate the amount indicated in Section III for each additional 100 miles or fraction thereof in excess of the distance shown in the rate table to obtain per hundred pound rate applicable on shipment.

RULE 29 ALTERNATE CHARGES

The total transportation charge on any shipment shall not exceed the charge as would apply on the same shipment under the next greater unit of weight at rate applicable to such next greater unit of weight.

RULE 30

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RULE 31 BASIS OF WEIGHT

- A) Loaded weight, Tare weight and Constructive Weight. The tare weight of each vehicle used in transportation under this tariff, 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. After the vehicle has been loaded, it shall be weighed, without the crew thereon, at point of origin of the shipment, and the net weight of the shipment shall be obtained by deducting the tare weight from the loaded weight. Where no adequate scale is available at point of origin, the loaded weight shall be obtained at the nearest certified scale in the direction of the movement of the shipment, or in the direction of the next pickup or delivery in case of part loads. If no adequate scale is available at origin, at any point enroute, or at destination, a constructive weight, based upon 7 pounds per cubic foot of properly loaded van space, may be used. Such a constructive weight also may be used for a part load where the circumstances are such that its scale weight could not be obtained at origin, enroute or at destination without first unloading it or part loads being carried in the same vehicle.
- b) Part loads. In the transportation of part loads, this rule shall apply in all respects, except that the gross weight of a vehicle containing one or more part loads may be used as the tare weight of such vehicle as to part loads subsequently loaded thereon. A part load for any one shipper not exceeding 1000 pounds may be weighed on a certified scale prior to being loaded on the vehicle.
- c) Weight Ticket. Whenever weights are required to be obtained pursuant to this rule, the carrier shall cause to be executed a weight ticket, in the form prescribed by the D.O.T. and such weight ticket shall be maintained by the carrier as part of its record of shipment.

NOTE: For reweighing charges, see SECTION I, ITEM 8.

RULE 32 EXTRA PICK-UP OR DELIVERY

Portions of a shipment may be picked up or delivered at one or more places of origin, destination, or enroute. Charges will be for total weight of entire shipment for total distance via points of pickup or delivery or both from the first point of pickup to final point of delivery. Plus additional service charges applicable to each portion of the shipment. (See Section I). The total charges for picked up or delivered portions shall not, in any case, exceed the total charges as would apply if computed to each portion as a separate shipment.

RULE 33 MILEAGE AND INTERMEDIATE APPLICATION

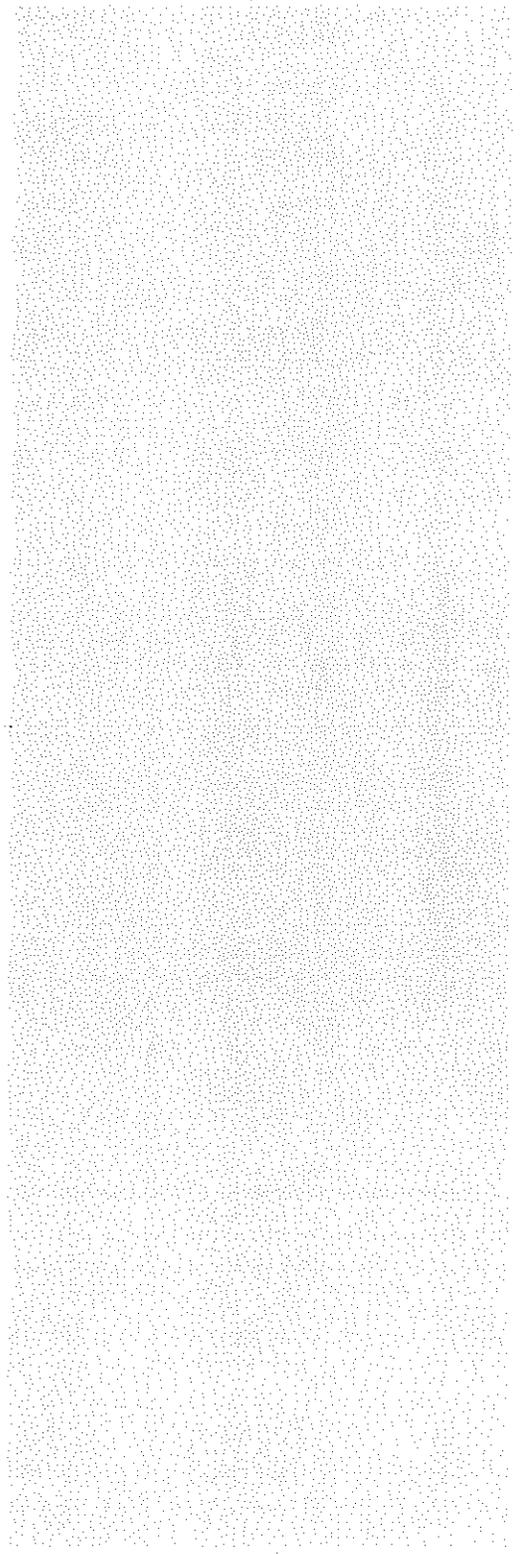
Calculation of distances shall be based on actual shipper origination address to destination address using www.googlemaps.com. All mileage based rates will be based on one-way, not round-trip miles.

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RULE 34 APPLICATION OF MILEAGE RATES

Where cities, towns, or points are partly within the applicable mileage distance between origin and destination, such cities, towns or points will be considered as wholly within such mileage.



CONTRACT TERMS AND CONDITIONS

SECTION 1.

- a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided. EXCEPTIONS TO ABOVE LIABILITY FOR MECHANICAL, ELECTRICAL OR FUNCTIONING, DELAYS, QUARANTINE, OR CONTENTS OF PIECES OR CONTAINERS.
- b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the acts of public authority, quarantine, riots, strikes, perils of navigation, the act of default of the shipper or owner, the nature of the property or defect or inherent vice therein. Except in cases of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for the loss or damage thereto or responsible for its condition, operation or functioning, whether or not such property of any part of it is packed unpacked, or packed and unpacked by the shipper or its agent or the carrier or its agent. Except in cases of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for damage to or loss of contents of pieces of furniture, crates, bundles, cartons, boxes, barrels or other containers unless such contents are open for the carrier's inspection and then only for such articles as are specifically listed by the shipper and receipted for by the carrier or its agent.
- c) Except in cases of negligence of the carrier or party in possession, the carrier or party in possession of any of the property herein described shall not be liable for delay caused by highway obstruction, or faulty or impossible highway, or lack of capacity of any highway, bridge, or ferry, or caused by breakdown or mechanical defect of vehicles or equipment.
- d) Except in cases of negligence of the carrier or party in possession the carrier or party in possession shall not be liable for loss, damage or delay occurring while the property is stopped and held upon request of the shipper, owner, or party entitled to make such request, whether such request was made before or after the carrier comes into possession of the property.
- e) In case of quarantine, the property may be discharged at the risk and expense of the owners into quarantine depot or elsewhere, as required by quarantine regulations, or authorities, and in such case, carrier's responsibility shall cease when the property is discharged, or property may be returned by carrier at owner's expense to shipping point earning charges both ways. Quarantine expense of any nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts done or required by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss or damage of any kind occasioned by quarantine of the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carrier harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

CLAIMS PROCEDURES AND LIMITATIONS

SECTION 2.

- a) No carrier is bound to transport said property by any particular schedule, vehicle, train or vessel or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

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SECTION 2 (continued)

- b) All actions at law against movers or warehousemen for recovery of charges, or any part thereof, or for the recovery of overcharges shall begin within 2 years from the time the cause of action accrues. All claims against any mover or warehouseman for damage to property shall be filed in writing with the mover or warehouseman within 90 days from the time the cause of action accrues and all suits in respect thereof shall be instituted within 2 years of the day the mover or warehouseman has disallowed the claim or any part or parts thereof specified in the notice.
- c) Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property so far as this shall not avoid the policies or contracts of insurance, provided that the carrier reimburse the claimant for the premium paid thereon.
- d) Any claim for loss, damage or overcharge whether made by the consignee, consignor or a third party beneficiary, shall be in writing and shall be accompanied by the original Bill for transportation and original Bill of Lading, if not previously surrendered to carrier. Carrier may require certified or sworn statement of claim.

SECTION 3.

Except where such service is required as a result of carrier's negligence, all property shall be Subject to necessary cooperage, packing and repacking at owner's cost.

SECTION 4.

- a) Property not received by the party entitled to receive it within the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, at the time tender of delivery of the property to the party entitled to receive it or at the address given for delivery has been made, may be kept in vehicle, warehouse or place of business of the carrier, subject to charges for storage and carrier's responsibility as warehousemen, only, or at the option of the carrier, may be removed and stored in a warehouse at the point of delivery or at other available point, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all transportation and other lawful charges, including a reasonable charge for storage. In the event the consignee can not be found at the address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be left at the address given for delivery and mailed to any other address given on the bill of lading for notification, showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.
- b) Where non-perishable property which has been transported to destination hereunder is refused by consignee upon tender of delivery, or said consignee fails to receive it or claim within 15 days after notice of arrival of the property at destination shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier, provided, that the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published; provided, that 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, set or given.

CLAIMS PROCEDURES AND LIMITATIONS (continued)

- c) Where perishable property which has been transported to destination is refused by consignee, or consignee shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration, sell the same to the best advantage at private or public sale; provided, that, if there be time for service of notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given in such manner as the exercise of the diligence requires, before the property is sold.
- d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraph shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.
- e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of the advances, tariff charges, packing, storage, and any other lawful charges and the expense of notices, advertisement sale, and other necessary expense and of caring for and maintaining the property, if proper care of same requires special expenses and should there be a balance it shall be paid to the owner of the property sold hereunder.
- 0 Where the carrier is directed to load property from (or render any service) at a place or places at which the consignor or his agent is not present, the property shall be at the risk of the owner before loading. Where the carrier is directed to unload or delivery property (or render any services) at the 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.

ARTICLES OF EXTRAORDINARY VALUE, DOCUMENTS, SPECIE

SECTION 5

No carrier hereunder will carry or be liable in any way for articles of extraordinary value, documents, specie not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

SECTION 6

Explosives or dangerous goods will not be accepted for shipment. Every party whether principal or agents, shipping such goods shall be liable for and indemnify the carrier against all loss or damage caused by such goods and carrier will not be liable for safe delivery of the shipment.

MOVER (CARRIER) WILL NOT RELINQUISH POSSESSION UNTIL ALL CHARGES ARE PAID

SECTION 7

The owner or consignee shall pay the advances, packing and storage, if any and all other lawful charges on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the advances, tariff charges, packing charges, storage and all other lawful charges, except that if the consignor stipulates, by signature in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier contrary to such stipulation, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has not beneficial title in

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**MOVER (CARRIER) WILL NOT RELINQUISH POSSESSION UNTIL ALL
CHARGES ARE PAID (continued)**

SECTION 7 (continued)

said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, in the case of shipment so reconsigned or diverted, the beneficial owner shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the advances or tariff charges must be paid upon the articles actually shipped.

SECTION 8

If this bill of lading is issued on the order of the shipper, his agent, in exchange or substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election for common law or bill of lading liability, on or in connection with such prior bill of lading shall be considered a part of this bill of lading as fully as if the same were written or made on or in connection with this bill of lading.

SECTION 9

Any alterations, additions or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be, without effect, and this bill of lading shall be enforceable according to its original tenor.

ITEM 100

COMMODITY DESCRIPTION

The description of property to which rates, rules and regulations apply as follows:

- a) **HOUSEHOLD GOODS** means personal effects, fixtures, equipment, stock and supplies or other property usually used in or as part of the stock of a dwelling, when it is put into storage or when it is transported by virtue of its removal, in whole or in part, by a householder from one dwelling to another, or from the dwelling of a householder to the dwelling of another householder, or between the dwellings of a householder and a repair and storage facility, or from the dwelling to an auction house or other place of sale. The term "household goods" shall not apply to property moving from a factory or store, except property which the householder has purchased and which is transported at his request as part of the movement to the householder from one dwelling to another.

Section 1

Accessorial Services

Item 1. Packing and Unpacking

Rates for packing include packing and materials; rates for packing and unpacking include packing, the use of packing containers and materials from origin to destination and unpacking. Rates do not include: 1. shipper elects not to have unpacking performed and elects to retain the containers and specifically directs carrier or its agent not to perform unpacking. 2. shipper elects not to have unpacking performed at time of delivery and specifically so directs carrier or its agent. 3. shipment is delivered to a warehouse.

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A) Price per item

Item	Material	Packing Labor	Unpacking Labor
Drum, Dishpack			
Cartons:	\$29.89	\$29.89	\$13.27
1.5 cu ft	\$7.16	\$7.16	\$3.18
3 cu ft	\$10.83	\$10.83	\$4.79
4.5 cu ft	\$13.20	\$13.20	\$5.86
6.0 cu ft	\$15.09	\$15.09	\$6.72
6.5 cu ft	\$17.24	\$17.24	\$7.66
Wardrobe Carton not less than 10 cu ft	\$14.67	\$14.67	\$6.51
Mattress Cartons:			
Crib	\$7.00	\$7.00	\$3.36
Twin	\$12.57	\$12.57	\$5.59
Double	\$12.80	\$12.80	\$5.69
Queen	\$20.71	\$20.71	\$5.69
King	\$20.71	\$20.71	\$5.69
Mirror Carton	\$26.00	\$26.00	\$11.55
TV Carton	\$100.00	\$75.00	\$75.00

B). Overtime Packing and Unpacking:

35% will be added to packing and unpacking labor charges

C). Delivery of Packing Material

(cost per delivery; specify flat rate or show on www.googlemaps.com)

\$175.00

Item 2. Labor Charges, (Per Man Per Hour)

Covering all services for which no charges are provided elsewhere:

Regular Hours	Overtime	Sunday & Holiday
\$65.00	\$90.00	\$120.00

These charges are in addition to carton charges on page 19

See page 23 for overtime definitions.

Item 3. Extra Pickup or Delivery

(Not applicable on hourly rate moves):

Per additional stop: \$160.00

Item 4-A Piano/Organ Handling Charge

(Not applicable on hourly rate moves):

Pipe organs, grand pianos & all other pianos in excess of 38" in height \$ 350.00 per article

All other pianos & organs less than 38" in height \$ 250.00 per article

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Item 4-B. Piano/Organ Flight Carry Charge

(Not Applicable on Hourly Rate Moves):

Note: A flight shall consist of at least 8 steps. This charge is in addition to piano/organ handling charges, Above, but not assessed when elevator or stair carry charges apply.

Inside Building:

First Flight \$150.00

Each Additional Flight \$150.00

Outside Building:

First Flight \$150.00

Each Additional Flight \$150.00

Other Charges/Exceptions:

This Section Intentionally left Blank

Item 5 Bulky Articles and Weight Additives

(Not Applicable on hourly rate moves):

Note: These charges are in addition to net weight or cubic ft. measurement of shipment.

Automobile, trucks, vans, dune buggies & all terrain & Specialty motor vehicles	\$ 160.00 each
Motorcycles of 250cc and over	\$ 160.00 each
Boats, canoes, skiffs, sailboats, boat trailers, kayaks	\$ 160.00 each
Tractors, and riding mowers of 25 h.p. and over	\$ 160.00 each
Tractors and riding mowers of less than 25 h.p.	\$ 100.00 each
Snowmobiles or riding golf carts	\$ 160.00 each
Trailers (utility & pop-up)	\$ 200.00 each
Campers (unmounted on trucks)	\$ 200.00 each
Campers mounted on pickup trucks: apply truck charge above	
Playhouses, tool sheds, utility sheds, (set up, not dismantled) in excess of 100 cu. ft.	\$300.00 each

Item 6. Disposal Fee

Debris removal charges apply only when Carrier is requested by the shipper to remove unpacked cartons subsequent to the delivery date, but with 30 days of delivery, at a charge of \$200.00

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Item 7 Elevator, Stair, & Excessive Distance Carry Charges
(Not applicable on hourly rate)

Note: Elevator or stair and excessive distance carry charges will apply to pickup or delivery, except as Shown in Item 5 and for single family dwellings.

Elevators: Where pickup or delivery involves use of adequate elevator service up or down one or more flights (see note 4).

One or more flights at Origin (see notes 2 & 3) \$3.00 per cwt
One or more flights at Destination (see notes 2 & 3) \$3.00 per cwt

Stairs (inside a building): Where pickup or delivery involves carriage up or down one or more flights of stairs (see note 4).

For each flight at origin \$3.00 per cwt
For each flight at destination \$3.00 per cwt

Stairs (Outside) attached to a building: Where pickup or delivery involves carriage up or down one or more flights of stairs (see note 7).

For each flight at origin \$3.00 per cwt
For each flight at destination \$3.00 per cwt

Extra Carry: Where pickup or delivery involves an excessive distance carry (see note 8)

For each extra carry at origin \$3.00 per cwt
For each extra carry at destination \$3.00 per cwt

Item 8 Reweighing Charge

(Not applicable on hourly rate moves):

The carrier, upon request of shipper, owner or consignee, made prior to delivery of a shipment and when practicable 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 5000 pounds or less or two percent or less of the lower net scale weight on shipment in excess of 5000 pounds, the reweigh charge shall be

\$250.00 per service.

Item 9 Overtime Loading and Unloading

(Not applicable on hourly rate moves)

An additional charge for each overtime loading or each overtime unloading will be: When service is performed between the hours of 5 p.m. and 8 a.m. Monday through

Friday or all day Saturday: \$16.00 per cwt

When service is performed on Sundays or holidays: \$15.00 per cwt

(Minimum charge of 2,000lbs)

Note 1: The above charges apply when this service is made necessary by landlord requirements or is required by prevailing laws or ordinances, or is rendered at the specific request of the shipper or his agent made in writing and the shipper or his agent is notified he will be assessed the legal tariff charge

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(Item 9 continued)

for this service before the loading and/or unloading begins.

Note 2: These charges shall not apply when the service is performed for carrier's convenience. This overtime service will be rendered at the option of the carrier.

Item 10 Wait Time

Not the fault of the carrier (Not applicable on hourly rate moves):

Free waiting time 2 hour(s)

Rate Application Apply rates from transportation Rates- Time basis

Note 1. Unless otherwise provided by agreement, loading and unloading will be performed between the hours of 8 a.m. and 5 p.m. and waiting time will be applicable only between these hours, subject to allowable free waiting time.

Note 2. At expiration of free waiting time, additional waiting time service will be subject to carrier's convenience.

Note 3. When through no fault of the carrier, delivery cannot be affected at destination and it is necessary for the carrier's vehicle and personnel to return to the carrier's terminal, the time required for travel from destination to terminal will be considered waiting time and the hourly rate applied, including time after 5 p.m. If the shipment cannot be redelivered without loading or reloading, the travel time from carrier's terminal to destination will be considered as waiting time, payable at the appropriate hourly rate. If the shipment must be unloaded and thereafter reloaded for delivery, the shipment will be subject to the carrier's warehouse charges and redelivery will be considered as a new shipment and billed at the applicable rates.

Item 11 Additional Transportation Charges

(Not applicable on hourly rate moves):

All shipments of household goods, having either an origin or destination in the areas described below, will be subject to an additional transportation charge, applicable once at origin and once at destination.

COUNTIES OF: all counties, \$4.75 per cwt

Item 12 Credit Card Transaction Fee

A fee of 3% will apply for processing all credit card transactions.

Item 13 Deposit, Refund, & Cancellation

Carrier will require a refundable deposit, not to exceed 10% of the estimate, to reserve moving date.

Shipper may cancel the move and obtain a full refund provided that the shipper does notify the carrier in writing by regular mail or email no less than 7 days prior to the scheduled date of the move. The deposit will be applied to rescheduled date, subject to availability and advance notice. A cancellation fee of \$300.00 will apply for cancellation with less than 7 days notice.

Item 14 Parking Permits

Parking permits will be charged at the exact cost plus applicable third party handling fee.

Other Charges/Exceptions:

This section intentionally left blank

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Section II Transportation Rates (Time Basis)

40 Miles or Less

Rates in this section apply on shipments transported 25 miles or less (26 miles and up are weight based), except commercial moves or special commodities moves. Time will be computed from time vehicle and helpers report at original point of loading until completion of unloading and placement at final destination, less time spent for meals and/or vehicle breakdown, unless otherwise stated.

Item 1 Travel Time

Travel time is a charge based upon geographical location of carrier. These charges are in addition to all other tariff charges and includes mileage from Carrier location to origin, the destination location to Carrier, based on www.googlemaps.com.

Times will be computed at hourly rate applicable. Rates from Item 2 will apply.

0 to 50 Miles, charge 1 hours	151-200 miles, charge 4 hours
51-100 miles, charge 2 hours	201-250, charge 5 hours
101-150 miles, charge 3 hours	251-300, charge 6 hours
301-350, charge 7 hours	351-400, charge 8 hours
401-450, charge 9 hours	451-500, charge 10 hours

For each 1 hour additional miles over 500

Other:

Item 2 Rates

Regular hours apply when service is requested to be performed: Monday to Friday from: 8:00am to 4:00pm. Overtime rates apply when services is requested to be performed: Monday to Friday from 4:30pm and Saturday all day Other: all day on Sundays and holidays

Minimum charge of 4 hours on regular time moves.

Minimum charge of 6 hours on overtime moves.

Minimum charge of 8 hours on Sunday and Holiday moves.

Other:

RATES PER VAN AND DRIVER:

Regular work hours: \$149.50

Over time hours: \$183.35

Sunday & Holiday hours: \$229.15

Rates per helper:

Regular work hours: \$ 68.70

Overtime hours: \$103.00

Sunday & Holiday hours: \$149.80

Rates per supervisor

Regular hours: \$110.00

Overtime hours: \$160.00

Sunday & Holiday hours: \$200.00

Section II A

Item 3

This section has been intentionally left blank

Item 4 Residential Rates- Other

4A. Additional Fuel Transportation Charge:

A Fuel-Related Cost Price Adjustment (Surcharge) will apply on transportation charges as provided herein.

1. On the first Monday of each calendar month, the "national U.S. 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's (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 web site at www.eia.doe.gov.
2. 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).
3. The DOE fuel price obtained will then be indexed based on the fuel price/adjustment factor matrix set forth in this item to determine the Fuel Cost Price Adjustment that will become applicable 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 following month starting from the effective date of this item.

For example, if the reported price of self-service diesel fuel determined on Monday, June 4th is \$2.239 per gallon, a two (2.0%) percent Fuel Cost Price Adjustment will apply for shipments loaded as of June 15th through July 14th. Then, if the reported price of diesel fuel on Monday, July 2nd increases to \$2.269 per gallon, a three (3.0%) percent Fuel Cost Price Adjustment will apply for shipments loaded as of July 15th through August 14th.

4. Notwithstanding any other provisions of the tariff, the Fuel Cost Adjustment WILL APPLY to the transportation charges applicable on SIT shipments when such shipments are delivered to or removed from the storage-in-transit location during the period that a Fuel Surcharge is in effect.

LOCAL (shipments transported 40 miles or less)

Commented [DC1]: FSC verbiage

FUEL COST RECOVERY CHARGE

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.

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(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

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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)

OVER	NOT OVER	#	AVERAGE MILEAGE	#	FACTOR FOR TO & FROM TERMINAL	#	TOTAL
MILEAGE	* EXCESS		FUEL COST				
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 \$2.180

EXAMPLE

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Docket No. A-2024-3046224

Freight Pa. P.U.C. No. 1

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.

INTRASTATE (shipments transported in excess of 40 miles)

FUEL COST RECOVERY CHARGE

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.

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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) EMPTY RETURN MILEAGE # 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 \$1.276 per gallon

Increased Difference \$2.180

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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 III Transportation Rates (Weight and Mileage Rates)

In Excess of 40 Miles

Rates in this section apply on shipments transported 26 miles or more except on commercial moves or special commodities moves with a minimum of 2,000 lbs applies.

Transportation rates are in dollars and cents per 100 pounds applied to actual weight subject to minimum weights as provided. Rates including loading, unloading and actual movement of property from origin to destination, but do not include accessorial service charges.

Add to the rate shown on the attached \$43.00 cents for each additional 100 pounds or fraction thereof in excess of the weight shown in the rate table to obtain the rate applicable on the shipment.

Supervisor Rate (When authorized in writing by shipper for a weight and mileage move)

Regular Hours	Overtime Hours	Sunday & Holiday hours
\$110.00	\$160.00	\$210.00

TRANSPORTATION RATES (WEIGHT AND MILEAGE BASIS)

MILES	2,000 POUNDS	3,000 POUNDS	4,000 POUNDS	5,000 POUNDS	6,000 POUNDS	7,000 POUNDS	8,000 POUNDS	9,000 POUNDS	10,000 POUNDS	11,000 POUNDS
40-100	1,680.00	2,540.00	3,333.00	4,130.00	4,920.00	5,580.00	6,240.00	6,770.00	7,290.00	7,820.00
101 - 150	2,080.00	2,940.00	3,730.00	4,520.00	5,310.00	5,970.00	6,630.00	7,160.00	7,690.00	8,220.00
151 - 200	2,540.00	3,400.00	4,190.00	4,980.00	5,780.00	6,440.00	7,100.00	7,620.00	8,150.00	8,680.00
201 - 250	3,070.00	3,930.00	4,720.00	5,510.00	6,300.00	6,960.00	7,620.00	8,150.00	8,680.00	9,210.00
251 - 300	3,630.00	4,490.00	5,280.00	6,070.00	6,860.00	7,520.00	8,180.00	8,710.00	9,240.00	9,770.00

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301 - 500 4,220.00 5,080.00 5,870.00 6,670.00 7,460.00 8,120.00 8,780.00 9,310.00 9,830.00 10,360.00

	12,000	13,000	14,000	15,000	16,000	17,000	18,000	19,000	20,000
	POUNDS								
MILES									
40 - 100	8,350.00	8,880.00	9,540.00	10,200.00	10,730.00	11,250.00	11,780.00	12,180.00	12,570.00
101 - 150	8,750.00	9,270.00	9,930.00	10,590.00	11,120.00	11,650.00	12,180.00	12,570.00	12,970.00
151 - 200	9,210.00	9,740.00	10,400.00	11,060.00	11,580.00	12,110.00	12,640.00	13,040.00	13,430.00
201 - 250	9,740.00	10,260.00	10,920.00	11,580.00	12,110.00	12,640.00	13,170.00	13,560.00	13,960.00
251 - 300	10,300.00	10,820.00	11,480.00	12,140.00	12,670.00	13,200.00	13,730.00	14,120.00	14,520.00
301 - 500	10,890.00	11,420.00	12,080.00	12,740.00	13,270.00	13,790.00	14,320.00	14,720.00	15,110.00

Add to the above rate \$40.00 for each additional 100 pounds or fraction thereof in excess of the weight shown in the rate table to obtain rate applicable on the shipment.

Section IV Warehousing

Per CWT

Storage per day \$0.39
 Handling in \$8.00
 Handling out \$6.00

Minimum weight for storage 2,000 lbs.

Section V ALL OTHER CHARGES OR EXCEPTIONS TO TERMS AND CONDITIONS

NOT INCLUDED IN THIS TARIFF: (List)

Delivery out of storage: Per 1,000 lbs or fraction thereof

2,000 lbs = \$924.00	12,000 lbs = \$4,750.00
3,000 lbs = \$1,320.00	13,000 lbs = \$5,150.00
4,000 lbs = \$1,720.00	14,000 lbs = \$5,410.00
5,000 lbs = \$1,980.00	15,000 lbs = \$5,810.00
6,000 lbs = \$2,380.00	16,000 lbs = \$6,200.00
7,000 lbs = \$2,770.00	17,000 lbs = \$6,470.00
8,000 lbs = \$3,170.00	18,000 lbs = \$6,730.00
9,000 lbs = \$3,560.00	19,000 lbs = \$7,000.00
10,000 lbs = \$3,960.00	20,000 lbs = \$7,260.00
11,000 lbs = \$4,360.00	Over 20,000 lbs = \$35.00 per 100 lbs or fraction thereof

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Shuttle Service Costs per CWT

2,000-3,000	\$25.00
3,001-6,000	\$23.00
6,001-9,000	\$21.00
9,001-12,000	\$19.00
12,001-15,000	\$18.00
15,001-18,000	\$16.00
18,000 lbs and greater	\$14.00
Overtime	150%

Item 1 Released Value Rates:

Released value \$0.50 per \$100.0 of delivered value, minimum of \$10.00 per pound or \$25,000.00 whichever is greater.

When a shipment is moved by the hour, shipper will either declare a value or a minimum of \$25,000.00 of value or \$5,000.00 per hour (total hours charged including travel time) whichever is greater.

Example: 6 hours to load, travel, and delivery, the values would be 6 X \$5,000 = \$30,000 valuation.