

Boyle Brothers Inc. (“Carrier”)
MC 123383
USDOT 31929

RULES / ACCESSORIALS TARIFF

TRUCKING SERVICE

**RULES, REGULATIONS, AND CLAIMS PROCEDURES
FOR MOTOR CARRIER SERVICES**

BETWEEN

POINTS IN NORTH AMERICA

ALL FEES AND VALUATIONS STATED IN U.S. DOLLARS

Effective
08/01/2017

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Item 10: APPLICATION OF TARIFF AND BILL OF LADING

The provisions of this Tariff, as amended, shall apply to services provided by Carrier in interstate, intrastate, and/or foreign commerce between points in North America, except as otherwise set forth herein. The provisions of this Tariff may be waived in a written agreement signed by Carrier and a Customer. For purposes of this Tariff, the term “Customer” shall mean any entity responsible for requesting that a Carrier provide services governed by this Tariff, any entity responsible for payment to Carrier for such services, or any entity receiving the benefit of such services.

Unless expressly disclaimed by a written agreement signed by the Carrier and Customer, this Tariff shall apply to all services provided by Carrier that are otherwise within the scope of this Tariff (including services performed pursuant to a short form rate confirmation or “spot” quote agreement which such agreement does not specifically disclaim the provisions of this Tariff) and the terms and conditions of Carrier’s standard bill of lading shall apply notwithstanding the use of any other bill of lading or shipping document. If there is a conflict between the terms and conditions of this tariff and the terms and conditions on any other bill, manifest, label, bill of lading, other transit documentation, the terms and conditions of this tariff, as amended, modified, changed, or supplemented, will control.

Item 20: MILEAGE

Mileage shall be calculated using the most current version of Rand McNally practical miles

Item 30: NOTICE AND AMENDMENTS

Upon written request, carrier will provide Customer with copies of all applicable rules and rates.

When this Tariff is amended by revised pages, the cancellation of prior pages will be effected by means of this item. A revised page will not show a cancellation notice for the prior version. A revised page takes effect as of 12:01 A.M. Eastern time on the Effective Date shown thereon, and cancels any and all uncanceled revised or original pages, or uncanceled portions thereof.

Item 100: RATES AND SCHEDULES

Rates and schedules may be published in rate catalogues or sheets, on a customer specific basis or pursuant to a spot market rate quotation. Rates and service quotations are good faith estimates based upon information

provided to Carrier, but final rates and service may vary based upon the shipment actually tendered, unknown circumstances, incorrect or incomplete information, and subsequent inclusion of the terms, services and conditions of this Tariff.

Item 110: PAYMENT

Absent a written waiver by Carrier or contractual specification to the contrary, all freight transportation and related charges are due and payable within fifteen (15) days of delivery of shipment, or in the event of a cancelled move, within fifteen (15) days of the date of the scheduled delivery.

Item 120: DELINQUENT ACCOUNTS

Payments received more than 15 days after the date of Carrier's bill will be assessed a late payment fee equal to 1.5% of the total freight bill for each 30-day period or portion thereof, from the date of the Carrier's freight bill until the date the payment is received, in addition to all other charges. In any action to recover unpaid freight bills from delinquent accounts, carrier shall be entitled to interest, reimbursement for reasonable attorney's fees, court costs, and any related fees associated with the collection or attempted collection of past due bills.

Item 130: ADDITIONAL COSTS

Whenever Carrier incurs costs due to customer requirements, the customer shall be invoiced at cost plus 15% of any and all fees, charges, repairs, replacements, and/or general expenses associated with those incurred costs.

Item 140: LIEN RIGHTS

Carrier shall have a possessory lien on shipments and any proceeds therefrom in its dominion and control for the payment of any amounts due and owing to carrier. In addition, to the extent permitted by applicable law, carrier will have a general lien on any goods that have come or will come into its possession, and on any proceeds thereof, for any and all charges due and owing to carrier regardless of whether those charges related to the goods or proceeds against which the general lien is enforced.

Item 200: APPLICATION OF ACCESSORIAL CHARGES

In addition to the line haul or base transportation rates, unless otherwise agreed in writing, the accessorial charges and fees set forth herein shall govern.

Item 210: LOADING AND UNLOADING

Adequate facilities must be provided by shipper or consignee for safe and timely loading or unloading, receiving or shipping of freight. Carrier is not responsible for loading or offloading. All rates in the Tariff contemplate loading of cargo by the shipper, consignor and unloading by the consignee, except that if the Customer, consignor or Consignee requests and Carrier furnishes outside labor to load or unload, all charges for such outside labor are to be paid by the Customer, who will be billed at actual cost of outside labor, plus fifty (50) percent.

If carrier elects to provide driver assisted loading or offloading service by employing carrier's driver to perform such tasks, a charge of \$200.00 per hour, or fraction thereof, and subject to a minimum fee of \$250.00 will be assessed in addition to all other applicable charges.

ITEM 215 – SPECIAL SERVICE – SPOTTING OF TRAILERS

Carrier may spot empty or loaded trailers at shipper's or consignee's or consignor's premises for loading or unloading, subject to the following:

- a) Loading or unloading is to be performed by shipper, consignee or consignor, and in the case of spotting for loading, the bills of lading will always be subject to and reflect that carrier will never be subject to shortage claim as the shipper is in absolute control of shipped quantity, quality and count. Bills of lading will reflect "shipper load and count" condition whether noted on bill of lading or not.
 - b) Carrier may establish reasonable fees associated with spotting, retrieving or maintaining of spotted trailer pools.
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Item 220: DETENTION

a) When Carrier's vehicles are delayed or detained at premises of consignor or consignee, or other places designated by consignor or consignee for loading or unloading, the following charges will be assessed which will be in addition to all other lawful transportation charges.

Type of Equipment	Total "Free Time" Allowance for Loading and Unloading Combined	Charge per each <u>15 minutes</u> or <u>fraction thereof</u> in excess of "Free Time"
Trailer Only	3 hours	\$300.00/day
Trailer With Power	2 hours per truckload or 1 hour per stop off	\$150.00/hour billed in 15 minute increments

- b) Time per vehicle shall begin upon notification by driver to the consignor or consignee or consignee representative made available to driver that the vehicle is available for loading or unloading, and end upon completion of loading or unloading and receipt by driver of a signed bill of lading or delivery receipt.
- c) When shipments move under a prepaid basis, the detention charge will be billed to the prepay party regardless of whether the consignor, the consignee, or a third party was responsible for the detention of the vehicle. When shipments move under a collect basis, the detention charges will be billed to the consignee regardless of whether the consignor, the consignee, or a third party was responsible for the detention of the vehicle. When a third party was established as the bill-to party for the shipment, the detention charges will be billed to the third party regardless of whether a consignor, a consignee, or a third party was responsible for the detention of the vehicle.
- d) When shipments are stopped for either partial loading or partial unloading service, or both, only one hour free time for each stop will be permitted and not two hours per stop as allocated for full truckload pick up or delivery.

Item 230: FUEL SURCHARGE

Absent Carrier's written waiver, a fuel surcharge shall be applied to every shipment. The calculated fuel surcharge cost is determined using the U.S. Department of Energy's (DOE) Information Administration U.S. National Average On-Highway diesel fuel price published each week.

Adjustments, if any, in surcharges will be made effective for shipments picked up the calendar day following the calendar day in publication of each week's price. The surcharge shall be applied and utilize the criteria established herein regardless of whether shipments are entirely within the U.S., involve the U.S. and Canada, or entirely within Canada. Fuel surcharges will be applied to all line haul charges based on loaded miles, and should prices rise to \$5.00/gallon or above, Carrier reserves the right to implement an extended surcharge. Minimum fuel surcharge is \$25.00.

see following page 7 for Fuel Charge Table

FUEL CHARGE TABLE

DOE fuel index range	Fuel surcharge in % of line haul	DOE fuel index range	Fuel surcharge in % of line haul
0 - 153.9		304.0 - 309.9	26
154.0 - 159.9	1% or minimum	310.0 - 315.9	27
160.0 - 165.9	2	316.0 - 321.9	28
166.0 - 171.9	3	322.0 - 327.9	29
172.0 - 177.9	4	328.0 - 333.9	30
178.0 - 183.9	5	334.0 - 339.9	31
184.0 - 189.9	6	340.0 - 345.9	32
190.0 - 195.9	7	346.0 - 351.9	33
196.0 - 201.9	8	352.0 - 357.9	34
202.0 - 207.9	9	358.0 - 363.9	35
208.0 - 213.9	10	364.0 - 369.9	36
214.0 - 219.9	11	370.0 - 375.9	37
220.0 - 225.9	12	376.0 - 381.9	38
226.0 - 231.9	13	382.0 - 387.9	39
232.0 - 237.9	14	388.0 - 393.9	40
238.0 - 243.9	15	394.0 - 399.9	41
244.0 - 249.9	16	400.0 - 405.9	42
250.0 - 255.9	17	406.0 - 411.9	43
256.0 - 261.9	18	412.0 - 417.9	44
262.0 - 267.9	19	418.0 - 423.9	45
268.0 - 273.9	20	424.0 - 429.9	46
274.0 - 279.9	21	430.0 - 435.9	47
280.0 - 285.9	22	436.0 - 441.9	48
286.0 - 291.9	23	442.0 - 447.9	49
292.0 - 297.9	24	448.0 - 453.9	50
298.0 - 303.9	25	Continued in like increments	Continued in like increments

Item 240: SPECIAL PERMITS OR FEES

Any fees paid to any Federal, State, or Municipal Government or Canadian Authority, including special ferry or conveyance fees or any subdivision thereof for special permits as may be required in connection with such movement will be added at a cost plus 15% of such cost.

Item 250: TOLLS

Toll charges will be added in addition to any and all other lawful transportation and related charges as listed below:

All loads destined wholly or in part to NY zip coded 100 – 119 will have a NY Metro toll fee of \$300.00 added.

All loads destined wholly or in part to the states of ME, VT, NH, MA, RI and CT will have a New England toll fee of \$150.00 added

A charge of \$60.00 will be added in addition to all other lawful charges on shipments when the mileage is calculated using the Chesapeake Bay Tunnel Bridge

A charge of \$150.00 will be added in addition to all other lawful charges on shipments when the mileage is calculated using the Lake Champlain (NY) ferry service.

A charge of \$250.00 will be added in addition to all other lawful charges on shipments when the mileage is calculated using the Long Island (NY) ferry service.

Item 253 – CONGESTION

To compensate Carrier for time incurred traveling through certain recognized congestion zones, a fee of \$75 per county listed below will be charged whenever Carrier is required to travel through or within any listed county when mileage is calculated through such counties:

GA : Fulton

NY: Suffolk, Nassau, Queens, Kings, New York, Bronx, Richmond, Rockland, West Chester

IL: Cook

MD: Baltimore

DC: District of Colombia

TX: Harris, Dallas, Tarrant

MA: Norfolk, Suffolk

PA: Philadelphia

Item 255 : SATURDAY, SUNDAY, HOLIDAY SERVICE

When customer requests pick up or delivery on a Saturday, Sunday or Holiday, an additional fee of six hundred dollars (\$600.00) will be added to all other lawful charges. Holiday and or weekend service is subject to availability.

For the purposes of this rule, the day Saturday, Sunday or Holiday shall be deemed to end at 7:00 AM on the succeeding day.

For the purposes of this rule, whenever a holiday falls on a Sunday, it shall be considered as falling on the succeeding Monday.

The following shall be deemed holidays under this rule:

Christmas Eve	Good Friday	New Years Day
Christmas Day	Independence Day	Thanksgiving Day
Memorial Day	Labor Day	

Item 260: TRANS-BORDER FEE: CANADA

A trans border fee of \$400.00 will be charged on all shipments that

- a) pick up in the U.S. and deliver to Canada
- b) pick up in Canada and deliver to the U.S.

Item 265: PROTECTIVE SERVICE

Rates named in this tariff do not include protection by carrier of articles subject to freezing. Carrier does not afford or provide such services under any condition unless expressly agreed in writing by carrier's official (note- carriers driver is not deemed a carrier official).

Should such protect from freeze service be requested, shipper and or customer must notify carrier in writing before placing such shipment into carriers vehicle. Carrier may, at its choosing, agree or not agree to provide such services dependant on carriers ability to provide such service.

Should carrier agree in writing to provide such protective services, a fee of \$250.00 per day or part thereof will apply, payable by shipper or consignee responsible for the corresponding freight charges.

Item 270: VEHICLE ORDERED BUT NOT USED

When a request for carriers equipment to make a pick up is canceled after a vehicle has been dispatched, a fee for truck ordered but not used will be charged to compensate carrier for the lost revenue opportunity and positioning / repositioning of equipment. The fee shall be \$450.00 fixed fee plus \$2.00 per mile for all deadhead (empty) miles carrier's equipment incurred to arrive at requested pick up and all deadhead (empty) miles carrier's equipment incurs to next laden point.

Item 280: LAYOVER

When Carrier's vehicle is held overnight to complete loading or unloading (through no fault of carrier) a layover fee of \$600.00 will be assessed.

Item 300: CARRIER LIABILITY AND RELEASED VALUE

- a) Carrier's liability for loss, damage, or destruction to cargo transported shall be that of a motor carrier as set forth in the Carmack Amendment commonly referred to as 49 U.S.C. § 14706 (Carmack), as amended from time to time, regardless of whether transport is interstate or intrastate, or involves foreign commerce. Unless a higher value is declared by Customer in accordance with the provisions herein and carrier acknowledges such higher value in writing and any additional freight charges, insurance surcharges or special insurance coverage fees applicable to such declaration have been paid, Carrier's standard liability for loss or damage as to any shipment shall not exceed \$50,000 per trailer load or conveyance.
- b) Any shipment loaded into carriers vehicles will be considered by all parties at all times as not exceeding \$50,000 in total value regardless of actual value.
- c) Declaring values in excess of \$50,000 – Customer's responsibility. Carrier may at the request of customer agree to transport shipments that exceed \$50,000 in value. Should customer choose to utilize services of carrier and tender shipments that exceed \$50,000 in value with customer requesting additional coverage exceeding \$50,000, carrier must be notified in writing and such writing must be signed off by carrier official from carriers home office prior to loading of shipment. In no instance will carrier's driver be considered a carrier official. Such written notification must specify customer coverage need for such shipment but in any event customer recognizes that in any event coverage and carriers liability will never exceed \$100,000.
- d) Customer will be billed and agrees to pay for any additional insurance coverage fees that may apply in insuring shipments in excess of \$50,000.
- e) Declared value in excess of \$100,000 shall not be accepted, and in the event Customer attempts to declare a value in excess of \$100,000 per trailer on conveyance, Carrier's liability shall continue to be limited to \$50,000 per trailer or conveyance.
- f) Regardless of commodity shipped or valuation, all transportation charges must be paid in full before any settlement for a claim for loss or damage will be made. No payor or other party with an interest in a shipment may deduct or offset any cargo loss, damage, or delay claims from any freight charges owed to Carrier. Carrier reserves the right, at its sole

discretion, to either credit an account or provide an actual refund for any sums determined to be owed by carrier.

- g) The valuation as determined by the provisions of this item shall be the maximum liability in connection with a shipment of the specific cargo, including, but not limited to, any loss, damage, misdelivery, non-delivery, misinformation, any failure to provide information, or misdelivery of information relating to the shipment. It is Customer's responsibility to prove actual damages. Exposure to and risk of any loss in excess of the released value provisions or declared value provisions as provided for in this item is assumed by the Customer.
- h) On shipments where any shipment or portion thereof is not able to be directly inspected by Carrier at the time of pick-up due to packaging, preloading, sealing, and/or otherwise consisting of "containerized" cargo, there will be no presumption of delivery of cargo to Carrier in good condition based on a clean bill of lading.

Item 310: FILING OF CARGO CLAIMS

a) Claims in writing required. Claims for loss, damage, or injury to cargo must be filed in writing, as provided in subparagraph (b) below, and as otherwise may be required by law, the terms of the bill of lading, and all tariff provisions applicable hereto.

b) Minimum filing requirements. A communication in writing from a claimant for loss or damage must be filed within thirty (30) after the delivery of the property or the date upon which delivery should have been made: (1) containing facts sufficient to identify the shipment (or shipments) or property involved, (2) asserting liability for alleged loss, damage, or injury, and (3) making claim for the payment of a specified or determinable amount of money, will be considered as sufficient compliance with the provisions for filing claims embraced in the bill of lading or other contracts of carriage.

c) Documents not constituting claims. Notations of shortage or damage, or both, on freight bill, delivery receipts, or other documents will not be considered by Carriers as sufficient to comply with the minimum claim filing requirements specified in subparagraph (b) above.

d) Claims filed for uncertain amounts. Whenever a claim is presented against a Carrier for an uncertain amount, such as "\$100 more or less," the Carrier against whom such claim is filed will determine the condition of the shipment involved at the time of delivery by it, if it was delivered, and will ascertain as nearly as possible the extent, if any, of the loss or damage by it, if it was delivered, and will ascertain as nearly as possible the extent, if any, of the loss or damage for which it may be responsible. It will not, however, voluntarily pay a claim under such circumstances unless and until and formal notification in writing for a specified or determinable amount of money will have been filed in accordance with the provisions of subparagraph (b) above.

e) Concealed damage claims. When damage to the contents of a shipping container is discovered by the consignee which could not have been determined at the time of delivery, it must be reported by the consignee to the Carrier within the above stated 30 day period upon discovery and a request for

inspection by the carrier's representative made by consignee. Notice of loss or damage for inspection may be given by telephone or in person, but in either event must be confirmed in writing by mail or overnight courier.

f) If more than two (2) days pass between date of delivery of shipment by Carrier and the date of report of loss or damage and subsequent request for inspection by consignee, it shall be the obligation of the consignee to offer reasonable evidence to the carrier's representative when inspection is made that loss or damage was not incurred by the consignee after delivery of shipment by carrier. While awaiting inspection by Carrier, the consignee must hold the contents in the same condition they were in when damage was discovered insofar as it is possible to do so. Carrier reserves the right to inspect any claim as well as offset any loss with salvage.

g) Institution of Suits. Suits for loss, damage, or injury shall be instituted against Carrier no later than one year and one day from the day when written notice is given by the Carrier to the claimant that the Carrier has disallowed all or any part of the claim specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, Carrier shall not be liable, and such claims will not be paid.

Item 320: INVESTIGATIONS OF CARGO CLAIMS

Each claim for loss or damage filed against Carrier in the manner prescribed herein will be promptly and thoroughly investigated.

Carrier reserves the right to require any and all other documentation it deems necessary, in its sole discretion, to investigate any claim. Regardless of the foregoing, each claim will be supported by the original bill of lading, evidence of the freight charges, if any, and either the original invoice, a copy of the original invoice, or an extract made therefrom, certified by the claimant to be true and correct.

For shipments or any part thereof which are not delivered, Carrier reserves the right to require certification from the claimant that the missing cargo has not been received from any other source.

Item 330: ACKNOWLEDGEMENT OF CLAIMS

Carrier will, upon such receipt of a proper claim in the manner and required, acknowledge the receipt of such claim in writing to the claimant within 30 days after the date of its receipt by Carrier unless Carrier will have paid or declined such in writing within 30 days of the receipt thereof. Carrier will indicate in its acknowledgement to the claimant what, if any, additional documentary evidence or other pertinent information may be required by it to further process the claim as its preliminary examination of the claim as filed, may have revealed.

Carrier will, at the time each claim is received, create a separate file and assign thereto a successive claim file number, and note that number on all documents filed in support of the claim and all records and correspondence with respect to the claim, including the written acknowledgement of

receipt, and, if in its possession, the shipping order and delivery receipt to be recorded on the face of the claim document, and the date of receipt will also appear in the carrier's written acknowledgment of receipt to the claimant.

Item 350: PROCESSING OF SALVAGE

Wherever material, goods, or other property transported by Carrier is damaged or alleged to be damaged and is, as a consequence thereof, not delivered or is rejected or refused upon tender thereof to the owner, consignee, or person entitled to receive such property, Carrier, after giving due notice whenever practicable to do so to the owner and other parties that may have an interest therein, and unless advised to the contrary after giving such notice, will undertake to sell or dispose of such property or by the employment of a competent salvage agent. Carrier will only dispose of the property in a manner that will fairly and equally protect the best interests of all persons having an interest therein. Carrier will make an itemized record sufficient to identify the property involved so as to be able to correlate it to the shipment or transportation involved and claim, if any, filed thereon. Carrier also will assign to each lot of such property a successive lot number and note that lot number on its record of shipment and claim, if any claim is filed thereon.

Whenever disposition of salvage material or goods will be made directly to an agent or employees of Carrier or through a salvage agent or company in which Carrier or one or more of its directors, officers, or managers has any interest, financial, or otherwise, Carrier's salvage records will fully reflect the particulars of each transaction or relationship, or both as the case may be.

Upon receipt of a claim on a shipment on which salvage has been processed in the manner hereinbefore prescribed, Carrier will record on its claim file thereon the lot number assigned, the amount of money recovered, if any, from the disposition of such property, and the date of transmittal of such property to the person or persons lawfully entitled to receive the same.

If Carrier does not receive the disposition instructions within forty-eight (48) hours of sending its initial notice, Carrier may, in its sole discretion, attempt to issue a second and final confirmed notification. Such second notice shall advise that if carrier does not receive disposition instructions within ten (10) days of that notification, Carrier may offer the shipments for sale at a public auction and Carrier has the right to offer the shipment for sale. If Carrier determines in its sole discretion that the potential for recovery will be prejudiced by such second notice period (e.g., where the goods to be salvaged are perishable), Carrier may shorten the second notice or forego the second notice altogether. The amount of sale will be applied to the costs of the sale and Carrier's invoice for transportation and other lawful charges. The owner will be responsible for the balance of the charges not covered by the sale of goods. If there is a balance remaining after all charges and expenses are paid, such balance will be paid to the owner of the property sold hereunder, upon written claim and proof of ownership.

Item 400: CLAIMS FOR OVERCHARGE, UNDERCHARGE, OR DUPLICATE PAYMENT

- a) "Overcharge" means an overcharge as defined in Section 49 & U.S.C. § 14704(b). It also includes duplicate payments and unidentified payments as hereinafter defined when a dispute exists between the parties concerning such charges.
- b) "Duplicate payment" means two or more payments for transporting the same shipment. Where one of more payment is not in the exact amount of the applicable rates and charges, refunds shall be made on the basis of the excess amount over the applicable rates and charges.
- c) "Unidentified payment" means a payment which carrier has received but which the carrier is unable to match with its open accounts receivable or otherwise identify as being due for the performance of transportation services.
- d) "Claimant" means any shipper or receiver, or its authorized agent, filing a request with a carrier for the refund of an overcharge or duplicate payment.
- e) "Undercharge" means charges for transportation services which are less than those applicable thereto.
- f) All claims shall be filed in accordance with the provisions of Item 410.

Item 410: FILING, DOCUMENTING, AND PROCESSING CLAIMS

Claims for overcharge or duplicate payment shall be accompanied by sufficient information to allow Carriers to conduct an investigation and pay or decline the claim within 30 days of the date of the invoice. Claims shall include the name of the claimant, its file number, and the amount of the refund sought to be recovered and shall be accompanied by the original freight bill along with all other documents or data in the possession of the claimant which substantiates the basis for the claim. Claims for duplicate payment shall be accompanied by the original freight bill(s) for which charges were paid and by applicable payment information.

If Carrier invoices the shipper, receiver or its authorized agent for charges for transportation services which are less than those applicable to such services, Carrier shall file an undercharge claim within 365 days of the date of the original invoice to the party responsible for payment of the freight charges. Carrier shall provide the amount of the undercharge sought to be recovered and such claim shall be accompanied by a copy of the original freight bill and a corrected freight bill along with all other documents or data substantiating Carrier's claim.

Item 500: LIABILITIES NOT ASSUMED

Carrier shall not be liable, regardless of the actual or alleged negligence or other wrongful conduct of Carrier, its employees, contractors, or utilized individuals or business entities, for any special, indirect, incidental, consequential, or exemplary damages, including but not limited to loss of profits or income, business good will or factory shutdown, related to loss damage, or delay to a shipment, regardless of whether Carrier had knowledge that such damages might be incurred.

Item 510: COD SHIPMENTS

Unless otherwise provided, Collect-On-Delivery (COD) shipments will be accepted by Carrier subject to the following provisions and charges:

- a) Notification of a COD shipment must be given at time order is first communicated to carrier. Carrier assumes no liability for the form of tender accepted.
- b) The following, with the words “Collect on Delivery” in boldface type or red ink must appear prominently and legibly on the bill of lading:

COLLECT ON DELIVERY \$_____ and remit to:

Name: _____

Address: _____

- c) Only one COD amount may be shown and may not be subject to change dependent upon time or condition of payment.
- d) The charge for collecting and remitting the amount of each COD bill will be \$150.00.
- e) Carrier’s responsibility for COD payment is limited to the exercise of reasonable care and diligence in forwarding the check or money order to the consignor, or to such other party as may be designated by the consignor as the payee.
- f) Carrier assumes no liability whatsoever for COD payments that default, without exception or limitation, for any reason whatsoever, including but not limited to those that default due to a lack of funds, credit exceeding established limits, erroneous, forged, counterfeit, stolen or fraudulent checks, drafts, currency, credit card, or voucher.
- g. In no case whatsoever will Carrier accept or be asked to pick up cash as a COD payment.

Item 520: FORCE MAJEURE EVENTS

Carrier shall have no liability for damage, loss, delay, or any other failure to perform services under this tariff where such damage, loss, failure, or delay in performance is wholly and partially due to an Act of God, War, Fire, Weather, Explosion, Riot, Civil Commotion, Act of Terrorism, Restriction by Government or other Authority, Strikes, Lock Outs, Failure of Suppliers, or to any cause whatsoever which is beyond the direct and exclusive ability of Carrier to control, or which could not be reasonably anticipated by Carrier.

Item 530: APPOINTMENTS

Carrier is not bound to transport a shipment by a particular appointment schedule, or in time for a particular market, but is responsible to transport with reasonable dispatch. Carrier will not be liable for late deliveries or unkept appointments unless such late delivery or unkept appointment is beyond Carrier's duty of reasonable dispatch. In no event shall a time quotation be considered a guarantee of delivery time.

Item 540: IMPRACTICABLE OPERATIONS

Nothing in this tariff shall be construed as making it binding upon this carrier to accept freight from or make delivery to locations to which it is impracticable to operate vehicles, inclusive of performing pickup or delivery services, because of conditions of alleys, roadways or streets, because of riots or strikes, conditions typically referred to as Acts of God or Force Majeure events, as defined in that item of this tariff, local, state, or federal regulations restricting or prohibiting certain vehicle types, commodities, services, or if perceived to constitute a risk to environment, vehicle, cargo, vehicle operations, the general public, or pose a security risk. Further, at its sole discretion, Carrier reserves the right to refuse or reject requests for service, or to return accepted shipments, if it is known or perceives that any of the foregoing may exist or occur. Any applicable service guarantees are rendered null and void in the event of any of the foregoing are experienced.

When carrier is instructed to drive its vehicle from the public highway, street or roadway into or onto private property (other than an established pick up or delivery area or facility) for the purpose of making a pickup or delivery, such person (s) or entity instructing carrier or carrier's driver shall assume all responsibility and liability for the vehicle, its contents and the premises. Such person shall complete the following release which shall be attached to the pick up or delivery paperwork, and reference thereto, before the driver complies with the instructions:

I (We) hereby release Boyle Brothers Inc from any and all responsibility and liability for complying with my instructions regarding the movement of any Boyle vehicle upon delivery location”

Signed	print	title	date
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Item 550: LIMITATION OF SIZE AND WEIGHT

The obligation to accept articles for shipment shall be subject to capacity, type of vehicle, facilities, equipment, and to requirements of laws or ordinances limiting or regulating the transportation of property or the use of vehicles or facilities. Without limiting the foregoing, Carrier is not required to accept for transportation any shipment that exceeds 45,000 pounds including dunnage, packaging and bracing materials or which occupies the full visible capacity of the trailer provided.

Item 560: WARRANTIES

Carrier makes no warranties, implied or other, for any transportation and/or related services provided.

Item 570: NON-WAIVER

Failure by Carrier to apply or enforce the provisions of its tariff(s), service guides, standard operating procedures, terms & conditions, or requirements shall not be considered a waiver of its ability to enforce application of such on any past, current, or future transportation services provided.

Item 580: PACKAGING, MARKING, AND PAPERWORK

The Customer not Carrier, is responsible for ensuring compliance with all applicable laws and/or governmental authority relating to packing, marking, labeling, commodity identification, certifications, and all paperwork required for the safe and lawful transportation of its tendered cargo.

Item 610: PIER DELIVERIES

Carrier expenses incurred for pickup or delivery service on shipments involving piers, docks, pier terminals, transit sheds, or wharves, including the loading and/or unloading charges of the longshoremen, stevedores, public loaders, gate passes, and all other applicable charges, the charge will be actual costs plus 15%, subject to a \$100 minimum. Detention will be applied normally.

Item 620: RECONSIGNMENT OR DIVERSION

Shipments may be diverted or reconsigned upon instructions from the shipper, consignee or owner. A one-time fee of \$250.00 will apply and carrier's applicable prevailing tariff mileage rates from point of original destination to reconsignment destination will be applied and added to the original shipment mileage charges as well as any additional charges that may be incurred

Item 630: REDELIVERY

When a shipment is consigned to businesses, warehouses and other generally recognized receiving locations, and the Carrier vehicle is capable of making delivery and through no fault of the Carrier such delivery cannot be accomplished, applicable detention charges will be assessed until delivery is made, subject to a maximum of four (4) hours detention per calendar day, regardless of whether or not Carrier's vehicle remains on the consignee premises or departs from said premises while waiting. Delays resulting in redelivery in excess of four (4) hours will also result in application of layover fees as deemed applicable by carrier.

In addition, if delivery is to a location other than original consignee location, detention charges will accrue as provided for herein until carrier receives instruction to deliver to a new consignee location. An additional charge based on mileage and vehicle furnished will also be assessed for all miles from the original consignee location to the newly designated consignee location.

Item 640: RETURN, REJECTED, AND DAMAGED SHIPMENTS

On shipments or portions thereof which are returned (refused) or rejected or damaged, Carrier will return such shipments or portions thereof upon request of the shipper or owner back to the original point of origin and charges will be assessed at the mileage rates shown in carrier's applicable tariffs in effect on the date of the return shipment or carriers prevailing rate for such lane with mileage calculated from delivery point to point of original pickup. Return charges will be in addition to all charges applicable for the original shipment prior to the requested return.

Item 645 – ON HAND FREIGHT

Freight held in Carrier's possession (i) by reason of an act or an omission of the shipper, consignor, consignee, or owner or for customs clearance or inspection, or by order of a government authority, and through no fault of the Carrier, or (ii) when held by Carrier due to rejection by consignee or instruction from shipper based on damage, will be deemed to be "on-hand".

Freight will be deemed on-hand with or without notice. When freight is "on-hand" the legal liability of Carrier is altered from that of a motor carrier to that of a warehouseman pursuant to the Uniform Commercial Code. The procedures which Carrier agrees to and will take as a warehouseman

involve the use of ordinary care to keep the lading in a safe or suitable place or to store the lading properly.

On Hand Freight will be subject to a fee of \$450.00 per day per vehicle (trailer), whether trailer is fully or partially utilized. Such charges will commence on first day such condition arises.

On Hand Freight charges will end when carrier is enabled to deliver or transport the freight as a result of actions by consignee, consignor owner or customs official.

Carrier reserves the right to require payment to be received in full by carriers office prior to release of on hand freight.

Item 650: SPECIALIZED SERVICES AND/OR EQUIPMENT

Upon request, Carrier may provide the following services and/or equipment. Carrier will not be responsible to provide special and/or extra equipment or perform accessorial services if not specifically requested to do so prior to the tender of the shipment. If prior arrangements for specialized services and/or equipment are not made with the carrier, carrier reserves the right to refuse such shipment. A customer may however, at their own risk, choose to unload the shipment and wait for the required equipment to be furnished. Requests for special equipment and/or services must be noted on all shipping orders, bills of lading, and/or electronic media.

Item 660: STOP-OFF IN TRANSIT: LOADING/UNLOADING

- a) Shipments may be stopped in transit for the purpose of partial loading and/or unloading. One (1) hour additional free time will be given for each such in-transit stop.
- b) The rate to be assessed shall be the rate applicable from point of origin to point of final destination through each successive stop point (See Note).
- c) The initial pickup stop and the final delivery stop are not subject to stop-off charges. For all other stops for partial loading or unloading, the charge shall be \$150.00 for the first stop, \$175.00 for the second stop, and \$200.00 for the third and any additional stops.
- d) Highest prevailing rate rules apply to all shipments. In any instance where a shipment is stopped for partial loading or unloading at a point which would result in a higher calculated total rate than carriers calculated rate to actual destination, carrier will apply and customer will pay the higher of the calculated rates, regardless of actual destination.

NOTE: When rates are based on mileage, the rate to be applied shall be the rate applicable for the total mileage of the shipment calculated from the original point of origin to point of final destination via all stop-off points.

Item 670: STORAGE RIGHTS

On refused, rejected, or other shipments where Carrier is unable to deliver a shipment or part of a shipment to its intended destination, Carrier shall be entitled to recover any and all costs in any way associated with the storage of any cargo. At its sole option, Carrier may deposit the cargo in a public warehouse or storage facility under the consignee's, and/or shipper's name so that storage fees do not accrue against Carrier. Shipper will be responsible for any and all storage fees.

Carrier liability for loss or damage to cargo is eliminated once cargo is deposited.

Item 700: SHIPPER BILL OF LADING/ AIRWAY BILLS / PAPERWORK

Bills of Lading and/or paperwork provided by a shipper, broker, forwarder, other carrier, intermediary, or other documents not issued by Carrier, shall act solely as "recipients" for the transfer of custody of cargo only. All terms and conditions of transport shall be pursuant to Carrier's Bill of Lading and applicable tariffs in effect when service is provided.

Item 710: SUBCONTRACTING RIGHTS

When necessary to honor service commitments, Carrier may, at its sole discretion, utilize the services of other carriers or modes of transportation. Carrier's liability to its customer will not change unless agreed upon in writing by Carrier and its customer.

Item 720: VEHICLE USED TO TRANSPORT CUSTOMER TRAILER

All such moves are considered to be round-trip moves, even if the customer trailer is only transported one-way. If carrier is requested or required to provide power to transport a customer trailer, charges will be 200% of the applicable one-way mileage (outbound) rate.

Item 730: DISPUTE RESOLUTION

If a dispute arises in the application or interpretation of this Tariff:

- a) Carrier, Shipper, and Consignee (if applicable) shall attempt to resolve said dispute between themselves or upon mutual agreement by the intervention of an experienced mediator and upon the terms and cost allocation agreed upon.
- b) Mediation. Any controversy, claim, or dispute arising between the parties including those arising out of or relating to the breach, termination, enforceability, scope of validity hereof, whether such claim existed prior to or arises on or after the Effective Date (a "Dispute") will be resolved by mediation. The parties shall attempt in good faith to resolve the Dispute by mediation under the

procedures established by the Transportation ADR Council, Inc. in effect at the time of the Dispute. If the parties cannot agree on the selection of a mediator within 20 days after receipt of a notice of Dispute, the mediator will be selected in accordance with said procedures.

c) All matters arising from or related to transportation services provided pursuant to this Tariff are subject to federal transportation law, jurisdiction and venue. To the extent federal law does not apply, the Parties agree that any action, suit, or proceeding must be commenced and litigated solely in the Common Pleas Court of Burlington County, New Jersey and the Customer hereby consents to the exclusive jurisdiction of such court for any action.