



A company of



# ***STANDARD FORWARDING LLC***

## ***RULES AND ACCESSORIALS***

### ***STD 200-A***

**Effective May 15, 2024**

Standard Forwarding LLC provides transportation services including pick up service, transfer of freight, line haul service and final delivery service. These services are billed under line haul rates and charges (up to 10M line of rates).

At times, customers will need services beyond the normal items listed in paragraph one. Our rules and accessorial tariff (200-A) will explain these special services and the application of rates for such services.

Standard Forwarding LLC participates in the NMFC under SCAC code STDF. Except as otherwise noted herein, all rules and regulations regarding bills of lading, claims and released value will default to the current NMFC service unless otherwise specified.

This rules tariff is published by Standard Forwarding LLC and pertains to services performed by Standard Forwarding LLC. Shipments handled on an interline basis may be subject to charges published by an interline carrier for specific functions they perform. In such cases the interline carriers charge will apply and may result in the issuance of a balance due billing.

We have attached our [simplified reference sheet](#) that refers to the entire STD 200-A. It applies to all non-contracted Standard Forwarding customer business and customers whose tariff's makes reference to 200-A.

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# Accessorial Charges

(As published in STD-200A, effective May 15, 2024. Charges subject to change without notice.)

MINIMUM CHARGE	Per customer tariff
BLIND SHIPMENT	\$70.00
CANADIAN BORDER CROSSING	\$40.00
CORRECTED BILL OF LADING	\$40.00
DETENTION: <ul style="list-style-type: none"> <li>• TRAILER</li> <li>• TRAILER FREE TIME</li> <li>• DRIVER/POWER</li> <li>• DRIVER/POWER FREE TIME</li> </ul>	\$85.00 per day First 24 hours free \$3.15 per minute (\$70.00 minimum) Less than 1,000 lbs.: 20 minutes free 1,001 – 5,000 lbs.: 30 minutes free 5,001 – 9,999 lbs.: 45 minutes free 10,000+ lbs.: 60 minutes free
EXCESSIVE LENGTH <ul style="list-style-type: none"> <li>• 8-11.99 FEET</li> <li>• 12-15.99 FEET</li> <li>• 16 – 19.99 FEET</li> <li>• 20-23.99 FEET</li> <li>• 24 FEET OR MORE</li> </ul>	\$200.00 \$450.00 \$775.00 \$1,100.00 \$1,500.00
HAZARDOUS MATERIALS	\$40.00
ILLINOIS FUEL TAX SURCHARGE	\$1.75 per IL shipment
INSIDE PICKUP/DELIVERY	\$11.75/cwt (\$130.00 minimum)
LIFTGATE	\$11.75/cwt (\$200.00 minimum)
LIMITED ACCESS PICKUP/DELIVERY:	\$160.00
AIRPORT PICKUP/DELIVERY	\$200.00
MAJOR METROPOLITAN (HIGH COST) PU/DEL	\$70.00
NOTIFY	\$45.00
PALLET EXCHANGE	\$15.00 per pallet
PROTECTIVE SERVICE	\$3.00/cwt (\$35.00 minimum)
RE-DELIVERY (no address change)	\$11.75/cwt (\$110.00 minimum)
RECONSIGNMENT/DIVERSION	\$130.00 (Charge applies to shipments within the same city; otherwise line haul rates apply)
RESIDENTIAL PICKUP/DELIVERY	\$160.00
RETAIL DISTRIBUTION/GROCERY WAREHOUSE	\$11.75/cwt (\$160.00 minimum)
REWEIGH FEE	\$30.00
SORT/SEGREGATE	\$1.30 per package (\$125.00 minimum)
STORAGE (Per Day)	\$11.75/cwt (\$110.00 minimum)
VEHICLE FURNISHED – NOT USED (LTL)	\$105.00

Visit [www.standardforwarding.com](http://www.standardforwarding.com) for the most current Fuel Surcharge rates and version of STDF 200-A.

### **MINIMUM WEIGHT – LINEAL FOOTAGE (Item 310 of the STDF 200-A)**

Any shipment tendered will be subject to the following minimum weights and rate applicable, based on the lineal feet of floor space occupied in the carrier's vehicle (Customers' discount will apply off new billed weight class 60 rating unless otherwise indicated). To be considered for lineal footage, shipment must be noted as such on the bill of lading at the time of pick-up with the length of freight and/or under a shipper load and count arrangement. If SL&C, carrier must verify length at first dock handling. Such a shipment occupies or exceeds twelve (12) feet in length and exceed six (6) feet in width in order to be rated as a lineal foot shipment. Such a shipment will be rated at 800 pounds per lineal foot, at class 60, less the customer's discount. The greater of the two charges will apply.

All shipments are subject to the rules, classification provisions, liability limits and packaging requirements of the current NMFC tariff and STD 200-A. Payment terms are net 15.

### **CUBIC CAPACITY (Item 315 of the STDF 200-A)**

1. Shipments with an average density of less than 3 lbs. per cubic foot that require at least 350 cubic feet but less than 750 cubic feet OR shipments with an average density of less than 6 lbs. per cubic foot that require 750 cubic feet or more of trailer space of trailer space will be subject to a minimum charge based on a "calculated weight" of 6 pounds per cubic foot, at the customer's class 125 contracted or tariff rate excluding any FAK provisions.

2. Shipments under this item shall be subject to a minimum charge per shipment determined based on the "calculated weight" of the shipment based on the criteria above in lieu of the actual weight of the shipment as outlined in the example below.

**Example: Shipment with 800 cu ft and a density of 5 pcf shall be rated at a calculated weight of 4,000 lbs.  
(800 cu ft \* 6 pcf = 4800 lbs.)**

3. The cubic capacity of the shipment shall be determined by totaling the cubic feet of all articles, pieces, and packaged units in the shipment, in accordance with NMFC Item 110 section 8(a) and (b). If any one of the following criteria occur, the height of the article or articles will be considered as 96 inches.

a. Special instructions by the shipper on the bill of lading specifying no other freight is to be loaded on top of or next to this article, this article is not to be top loaded, or double stacked.

b. Packaging or labeling of any kind bearing instructions specifying no other freight is to be loaded on top of, or next to this article, this article is not to be top loaded, or double stacked.

**Example: Pallets are "pyramided", "rounded off", or "topped off."**

c. The nature of the article is such that it cannot be top loaded, stacked upon, or will allow other freight to use the trailer space around it.

d. If the shipping units are over 52 inches high

4. The minimum charge in this item is not to be combined with capacity load or exclusive use of trailer provisions, TL or volume rates or charges, rates stated to apply per mile, or rates that are subject to the linear foot rule herein.

5. The minimum charge determined by this item shall not exceed the charge determined by rating the shipment as a full capacity truckload as outlined in Item 390 (Over Dimension Freight).

**100 APPLICATION OF RATES**

Carrier utilizes and applies discounts on the 0 – 10M line of rates across all rate bases. All shipments over 10,000 will be rated at the 10M line of rates with appropriate discounts applied.

Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than an approximation of freight charges which is not binding either on the carrier or the shipper.

All transportation charges on a shipment will be assessed on the basis of published tariff provisions legally in effect at the time of shipment, as applicable to the commodity or commodities shipped and transportation and related services performed in connection therewith.

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**110 BILLS OF LADING**

Unless otherwise agreed to in writing, the only acceptable bill of lading is the Uniform Straight Bill of Lading as specified in NMF 100 series along with its terms and conditions. STDF may accept freight on another bill of lading subject to the terms and conditions of the Uniform Straight Bill of Lading as the only terms and conditions applicable to such other form.

The signature of a Standard Forwarding Driver on any Bill of Lading other than a Standard Forwarding Bill of Lading will act only to acknowledge the receipt of freight as described on the document. This signature will not acknowledge agreement to any terms and conditions of carriage and/or liability conditions that may also appear on the document. Unless there is a written agreement, separate from the Bill of Lading, signed by shipper and carrier, the Standard Forwarding Bill of Lading Terms and Conditions will apply.

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**111 BILLS OF LADINGS – CORRECTIONS**

Corrections to bills of lading and/or other written instructions requiring a change in the original bill of lading, including but not limited to change in the debtor, change in billing address, addition of previously omitted information including but not limited to class and quote #'s, the addition or deletion of a third party billing may be permitted at the sole discretion of carrier and subject to the following conditions:

A change in collection status or paying party will not be allowed after payment has been received on the basis of the original bill of lading. The party requesting the change in the collection status or paying party must show as the shipper or paying party on the original bill of lading and guarantee in writing immediate payment of the applicable freight charges. When the shipper fails to state the freight terms (prepaid or collect) in writing on the bill of lading, Standard Forwarding will contact the shipper or whoever scheduled the pickup for invoicing authorization. Regardless of the amount of time required to verify payment terms, fee will be applied.

When the original bill of lading neglected to include a valid quote number and a change is required to add the quote number at a later date. Changes in commodity description, weight or pieces shall be accompanied by written documentation, such as original invoice or descriptive advertising copy.

The original and new debtor must have established credit with STDF.

Corrected bills of lading or other writing instructions to change freight charge collections status will not be accepted if Section 7 of the corrected bill of lading has been signed once the shipment has been delivered or if shipment is lost or damaged. A \$40.00 charge will apply to any correction request received after pick-up of said shipment.

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**120 BLIND SHIPMENTS**

When requested of the carrier, Blind Shipments will be performed if requestor completes and faxes to carrier a “Letter of Authority for Blind Shipment” and corrected bill of lading or letter of authority with desired change. Only requests received prior to pickup will be considered for this service. There is a \$70.00 charge for this service. If

"Letter of Authority for Blind Shipments" is not received by carrier prior to pickup, the request will be handled as a reconsignment.

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**130 CANADIAN BORDER CROSSING (HOMELAND SECURITY FEE)**

Also known as the Homeland Security Fee, this charge is assessed on all shipments originating from, or destined to, Canada using one of Standard Forwarding's Canadian partners. The fee is a flat charge of \$40.00.

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**135 CANADIAN RATES**

Unless specified in writing with special contracted rates or a documented pricing agreement for Canadian pricing, a current customer's domestic discount will apply off class rates only for shipments to/from Canada. (FAK pricing to/from Canada must be approved in writing between customer and carrier).

**Canada Direct Points:**

An absolute minimum charge of \$240.00 will apply on all direct shipments to/from Canada direct points unless otherwise stated.

**Canada Non-Direct Points:**

An absolute minimum charge of \$505.00 will apply on all direct shipments to/from Canada non-direct points.

An absolute minimum charge of \$740.00 will apply on all non-direct shipments to/from Canada non-direct points.

Unless otherwise negotiated, all Canada non-direct shipments will be subject to a 40% discount off Current House Tariff rates using actual class only, subject to the provisions described in Item [440](#).

All Canada direct and non-direct points are subject to a \$40.00 Border Crossing Fee as well as any other applicable accessorial charges, including fuel surcharges.

For a listing of Non-Direct postal codes by Province please refer to [Appendix B](#).

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**140 CANCELATION OF PRICING PROGRAM**

When an account fails to tender shipments for twelve (12) consecutive months their agreed upon pricing program will be deemed inapplicable and cancelled without notice. Any shipments made after will rate using the current house default pricing.

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**150 CLAIMS FOR OVERCHARGE, UNIDENTIFIED PAYMENT, DUPLICATE PAYMENT OR OVERCOLLECTION**

U.S. Motor Carrier regulations allow carriers to conditionally retain unidentified payments as revenue in the absence of a timely response by the payer. After 90 days from the date of notice of unidentified funds, regular overcharge claims procedures will apply.

All claims for overcharge, duplicate payment or over collection must be filed within 180 days from the date of the carrier's original freight bill.

See National Motor Freight Classification 100 services for further details.

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**155 CLAIMS, LOSS AND DAMAGE**

Cargo Loss and Damage Claims must be filed within nine (9) months after the delivery of the property; except that claims for failure to make delivery must be filed within nine (9) months. Any action at law or proceeding to recover for freight loss or damage shall be instituted against carrier no later than two (2) years from the date the claimant receives written disallowance of a claim. To the extent permitted by applicable law, the expiration of the time limitations noted above shall be a complete and absolute defense to any such action or proceeding, without regard to any mitigating or extenuating circumstances or excuse whatsoever.

Pending or un-filed claims against the carrier for loss, damage, over collection, duplicate, overpayment, stating errors, or overcharge dollar amounts may not be deducted from freight charges billed to the claimant (the party who filed or will file the claim or claims).

See National Motor Freight Classification 100 services and Uniform Bill of Lading Contract Rules for further information.

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**160 COLLECT ON DELIVERY (COD) SHIPMENTS**

Shipments tendered for COD must be stamped, typed or written with the word "COD" on all Bills of Ladings and shipping orders immediately before name of consignee. "COD" in red letters must be stamped or printed across the face of all Bills of Ladings or shipping orders. Shipper must complete the COD section of the Bill of Lading, provide the amount to be collect, form of payment accepted, and remit to name and address. Failure of the shipper to specify the method of payment would make a bank cashier's check, bank certified check, money order or personal check acceptable.

STDF will accept checks and money orders only as the agent of the shipper and responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to shipper.

When carrier is requested to perform COD service, carrier will perform said service at a charge of 7.3% of the COD amount, in addition to all other lawful charges, with a minimum charge of \$185.00 per shipment, unless otherwise indicated in customer's tariff.

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**170 CONCEALED OR UNNOTED DAMAGE**

Notification of damage must be given within 15 days from the date of delivery. When the notification is received within this time frame, possible consideration of up to 1/3 payment may be made if it is determined the carrier may have contributed to the damage. It is incumbent upon the claimant 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.

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**180 CONSTRUCTION SITE PICKUP/DELIVERY**

Shipments picked up or delivered to a construction site will be subject to an additional charge of \$11.75/cwt (with a minimum charge of \$110.00 and a maximum of \$540.00). This includes the site of any construction of buildings, roads, bridges, or other structures including the entire property upon which the construction is taking place and any facility located on such property.

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**190 DETENTION WITH POWER UNITS**

Carrier's linehaul charges for each shipment include a reasonable amount of time to accomplish the pickup and/or delivery of the shipment(s) at the premises of the shipper or consignee during normal business hours. When the time required completing pickup and/or delivery takes longer than the standard free time, extra charges will apply.

**SECTION 1—Charges:**

1. When the loading or unloading is delayed, the charge per vehicle for each minute beyond free time will be \$3.15 per minute for LTL shipments, subject to a minimum charge of \$70.00.
2. The party responsible for the freight charges shall also be responsible for the charges accrued under this item.

**SECTION 2—Free Time:**

Free time per vehicle stop shall be as follows:

<b><u>Actual Weight (in pounds)</u></b>	<b><u>Free Time (in minutes)</u></b>
Less than 1,000	20
1,000 through 5,000	30
5,001 through 9,999	45
10,000+	60

**SECTION 3—General Provisions:**

1. When vehicle is both unloaded and reloaded, each transaction will be treated independently of the other, except that when loading is begun before unloading is



completed, free time for loading shall not begin until free time for unloading has expired.

2. Computation of time shall begin upon arrival of the driver to the responsible representative of the shipper or consignee of the vehicle for loading or unloading. Time shall end upon completion of loading/unloading and receipt by the driver of a signed Bill of Lading or receipt for delivery.
3. When shipper tenders or consignee receives more than one LTL shipment at one time, the combined weight will be used to determine free time for each party responsible for payment.

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#### **195 DETENTION WITHOUT POWER UNITS**

- (a) Subject to availability of equipment, when at the request of shipper or consignee, trailer or semi-trailer, not accompanied by power unit, is placed for loading or unloading, for shipper or consignee. Free time to complete loading or unloading will be 24 hours from placement (subject to paragraph c).
- (b) In the event that the trailer or semi-trailer is detained by the shipper and/or consignee beyond the 24 hour free time period, a charge of \$85.00 per day will apply.
- (c) In computing time, Saturdays, Sundays and legal holidays will be excluded. Please see Item 255 for Hours of Operation definitions.
- (d) Strike Interference Charge: When, because of a strike of its employees, it is impossible for consignor, consignee, or other party designated by them to make available for movement by carrier any partially loaded or empty trailers detained on their premises, a detention charge of \$27.00 for each day or portion thereof will be made for the first day; thereafter the charge will be \$37.50 for each day or portion thereof following expiration of free time. SATURDAYS, SUNDAYS AND HOLIDAYS SHALL BE INCLUDED.

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#### **200 DISTANCES – DETERMINATION OF MILEAGES**

Mileages referred to in this tariff will be computed according to mileages shown in the Governing Mileage Guide, subject to the following:

- a) Where the shipper or consignee requests transportation of the shipment over a particular route longer than the shortest route, the mileage over the longer route will be used for computation of charges.
- b) If operation over the shortest or specified route is not feasible because of operating hazards, load limitations of highways or bridges, underpasses or other highway limitations, the mileage computed over the actual route of movement of the shipment will apply.
- c) When shipments move under special permits as required by or obtained from a Municipal or State Regulatory Body or Commission, which specifies the route to be traveled by the motor vehicle, the mileage to be used will be for the mileage via the route specified in the special permit.
- d) When the distance or mileage has been determined between considered points, apply the number of miles determined by the mileage table of rates, and where mileages determined are not specifically shown in the table of rates, apply the rates shown for the next higher mileage.

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#### **205 DRIVER ASSISTED PICKUPS AND DELIVERIES**

When a shipping or receiving location requires the driver to perform loading or unloading of freight where there is no dock facilities, or is required to break down pallets and or packages, a flat charge of \$110.00 per shipment, as well as any additional service charges, will be added.

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**210 EXCESSIVE LENGTH**

When a shipment contains any shipping unit occupies or exceeds eight feet (8) the following charges will apply.

<b>Length</b>	<b>Charge</b>
8-11.99 FEET	\$200.00
12-15.99 FEET	\$450.00
16-19.99 FEET	\$775.00
20-23.99 FEET	\$1,100.00
24+ FEET	\$1,500.00

This item does not apply to shipments subject to exclusive use, lineal footage, cubic capacity, or volume rates.

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**220 EXHIBITION FACILITIES/TRADE SHOW**

Any exhibition booth or stall and their contents having prior use shall be deemed a used article and a limitation of liability of 10 cents per pound per package or article shall apply.

Charges on shipments consigned to or in care of convention centers, trade shows, traveling shows, fairs, or exhibitions, must be prepaid. Shipments consigned to exposition facilities that pose a delivery problem will not be accepted. If a shipment is inadvertently accepted, the shipment will be tendered to an agent who has standing appointments with said facilities and the resulting charge will be invoiced to the shipper and payment of these charges are d by the shipper. A \$205.00 minimum charge will apply in addition to normal line haul charges.

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**230 FUEL SURCHARGE**

All shipments are subject to a fuel surcharge. The surcharge will be adjusted each Tuesday, based upon the U.S. National Average Diesel price as published by the Department of Energy on Monday. See Appendix A for further information on application of charges.

All shipments originating or destined to IL will incur a \$1.75 surcharge. Shipments that originate and end in IL will only be charged one time.

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**240 GUARANTEED EXPEDITED SERVICES**

- a) Failure to meet the agreed-upon delivery time as provided in the Service Agreement will cause the freight charges to be void within 20 days of the day of delivery.
- b) The delivery time and day noted on the delivery receipt will be utilized to determine when the shipment was delivered.
- c) In the event the delivery time and day are not noted on the delivery receipt, the shipment will be considered to have been delivered on time.
- d) If a failure to deliver by the agreed time is due to an act of God, the freight charges will be assessed according to the Service Agreement, minus the expedited surcharge.
- e) Freight charges for shipments delivered short as evidenced by payment of a freight claim will be void within 20 days of the payment of the claim. Maximum liability will be governed by Item 480 of STD 200-A.
- f) Corrected or amended pick-up or delivery instructions will be accepted in writing at the discretion of Standard Forwarding.
- g) Pick-up and delivery service must be provided by or at the direction of Standard Forwarding. Pick-up by cartage agents or connecting line carriers without authorization by Standard Forwarding will not qualify for a guaranteed expedited service.
- h) Service into and from Canada will not qualify for guaranteed expedited service.
- i) The Bill of Lading must contain a guaranteed expedited service contract number in order to qualify for this service.
- j) Minimum charge for guaranteed service next day delivery (by end of business 5:00pm) is \$170.00. For guaranteed shipments next day delivery before 12:00 pm, the minimum charge is \$315.00.

k) Guaranteed service requiring a time specific pickup or delivery will be quoted based on shipment parameters, and as agreed to between carrier and party responsible for payment. Guaranteed charges are in addition to normal linehaul charges.

In the event freight is not ready for pickup at the scheduled time, guaranteed delivery services will no longer apply.

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**250 HAZARDOUS MATERIALS - EXPLOSIVES AND OTHER DANGEROUS ARTICLES**

Hazardous materials in the categories listed below will not be transported by carrier:

- Explosives (Divisions 1.1, 1.2, 1.3)
- All Radioactive Materials (Class 7)
- Dangerous When Wet (Table 1:4.3)
- Hazardous Waste
- Organic Peroxide (Division 5.2)
- Poison/Toxic Inhalation Hazard Zone A
- Etiologic Agents/Infectious Substances (Division 6.2)

Carrier may accept shipments of hazardous materials for transportation in accordance with the transportation requirements of the US Department of Transportation, subject to the following provisions:

- Hazardous materials (HM) shipments must be tendered on Uniform Straight Bill of Lading forms as shown in NMF 100 series.
- The shipper is required to provide the following information at time of pickup:
  - Proper Packaging and Labeling
  - 24-hour Emergency Phone Number
  - Proper Shipping Name
  - Hazardous Class
  - Identification Number
  - Packing Group (Where required)
  - Total Quantity
  - Shippers certification or any other certification requirements as specified in the 49 CFR series

Fines and/or penalties will be billed to the shipper, who will reimburse carrier for all losses when such are imposed on the carrier as a result of the shipper's failure to provide proper shipment information. A \$40.00 charge will apply in addition to normal line haul charges.

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**255 HOURS OF OPERATION**

"Normal Business Hours" are defined as Monday through Friday between 8:00 AM and 5:00 PM, based on the time of the local pickup or delivery service center. 'After Hours' will be considered as any part of the delivery process that extends outside "Normal Business Hours".

As used herein, the term "legal holiday" will include the days observed as the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day following Thanksgiving, Christmas Eve and Christmas Day.

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**260 IMPRACTICABLE OPERATION**

Nothing in this schedule shall require the carrier to pick up or deliver freight at origin or destination points at which, on account of conditions of alleys, streets, roads or driveways, it is impracticable to operate carrier's vehicles.

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**270 INSIDE PICKUP AND DELIVERY**

When requested by the consignor or consignee, and the carrier's operating conditions permit, the carrier may move shipments or portions of shipments from or to a position beyond the immediately adjacent truck loading or unloading positions. Inside delivery is generally defined as inside the first door.

Service provided under this item will be assessed the following charges per shipment or per vehicle if more than one vehicle is involved in the transport of the shipment:

A charge of \$11.75/cwt (with a minimum charge of \$130.00 and a maximum of \$575.00) will be assessed if service applies when tailgate service is not enough.

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## 275 INVOICING

Carrier will reference its 10-digit shipping number, referred to as a Pro Number on each invoice. Unless otherwise agreed upon by the parties in writing, Carrier is not required to include on its invoice any other shipment identifier, but may do so as a matter of convenience for tracking and tracing purposes. Other identifiers that the Carrier may include (but are not limited to) are; purchase order numbers, work order numbers, department name or code, plant number or code, shipper account number, consignee account number or any other identifier used for the internal billing requirements of the shipper, consignee or payor of the freight charges.

Carrier's preferred and default invoice delivery is electronic, and all customers are encouraged to participate in electronic invoicing, either by e-mail, statement billing, Electronic Data Interchange (EDI) or other form of paperless transaction as a means of reducing costs and preserving resources. For customers that require a paper invoice, a surcharge of \$4.50 will apply.

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## 280 LATE PAYMENT PROVISIONS

Freight charges not paid within 30 days of invoice will be subject to a late payment charge of 2.1% or a \$50.00 minimum.

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## 290 EQUIPMENT

The carrier's obligation to accept articles for shipment will be subject to the suitability of its equipment and to requirements of ordinances or laws limiting or regulating the transportation of the property or use of equipment.

Carrier is not obligated to receive freight that may damage other freight or the carrier's equipment. Such freight may be accepted and receipted for "Subject to delay for suitable equipment" or may, for lack of suitable equipment, be refused. If specialized equipment is required to pick up or deliver freight, the following conditions will apply:

**LIFTGATE:** When required or requested to provide mechanical loading or unloading devices to accomplish pickup or delivery of freight an additional charge of \$11.75/cwt per shipment will apply (\$200.00 minimum and a maximum of \$480.00), based on the actual weight of each shipment. At locations where STDF does not maintain suitable equipment and elects to outsource this service, additional charges incurred by STDF will apply.

**STRAIGHT TRUCK:** When required because of space or safety constraints, or when specifically requested by the customer, the use of a straight truck will be employed and a charge of \$155.00 will apply.

STDF is not obligated to perform this service where suitable equipment or operators are unavailable, nor at locations inaccessible to our vehicles where the safety of our vehicles or personnel are jeopardized.

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## 300 LIMITED ACCESS PICKUPS OR DELIVERIES

Shipments picked up at or delivered to the locations listed below will, in addition to all other applicable charges, be subject to a charge \$160.00. Locations include, but are not limited to:

Amusement Parks	Government Sites*	Parks
Camps	Hotels	Railroad Yards
Carnivals	Indian Reservations	Ranches
Cemeteries	Libraries	Restaurants

Country Clubs	Medical Facilities*	Religious Buildings*
Educational Buildings*	Motels	Steel Mills
Farms	Movie Theaters	Water Treatment Plants
Golf Courses	Nuclear Power Plants	

\*Educational buildings include schools, colleges and universities. Government sites include post offices, fire departments, military locations, prisons and other correctional facilities, police departments, and other locations managed by the government. Medical facilities include hospitals, retirement homes, and nursing homes. Religious buildings include churches, synagogues and mosques.

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**301 AIRPORT SERVICE CHARGE**

Shipments picked up at or delivered to an airport, or other facilities that are subject to management of the Transportation Security Administration (“TSA”), in addition to all other applicable charges, will be subject to a charge of \$200.00.

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**310 LINEAL FOOTAGE**

Any shipment tendered will be subject to the following minimum weights and rate applicable, based on the lineal feet of floor space occupied in the carrier’s vehicle (Customers’ discount will apply off new billed weight class 60 rating unless otherwise indicated). To be considered for lineal footage, carrier must verify length either at time of pick-up or at first dock handling. Lineal Foot will apply on a shipment that occupies or exceeds twelve (12) feet in length and six (6) feet in width. Such a shipment will be rated at 800 pounds a lineal foot, at class 60, less the customers discount. The greater of the two charges will apply.

12’ = 9,600 lbs	13’ = 10,400 lbs	14’ = 11,200 lbs	15’ = 12,000 lbs
16’ = 12,800 lbs	17’ = 13,600 lbs	18’ = 14,400 lbs	19’ = 15,200 lbs
20’ = 16,000 lbs	21’ = 16,800 lbs	22’ = 17,600 lbs	23’ = 18,400 lbs
24’ = 19,200 lbs	25’ = 20,000 lbs	26’ = 20,800 lbs	27’ = 21,600 lbs
28’ = 22,400 lbs	29’ = 23,200 lbs	30’ = 24,000 lbs	

Deficit Weight will not apply to the billed weights shown above.

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**315 CUBIC CAPACITY**

1. Shipments with an average density of less than 3 lbs. per cubic foot that require at least 350 cubic feet but less than 750 cubic feet OR shipments with an average density of less than 6 lbs. per cubic foot that require 750 cubic feet or more of trailer space of trailer space will be subject to a minimum charge based on a “calculated weight” of 6 pounds per cubic foot, at the customer’s class 125 contracted or tariff rate excluding any FAK provisions.

2. Shipments under this item shall be subject to a minimum charge per shipment determined based on the “calculated weight” of the shipment based on the criteria above in lieu of the actual weight of the shipment as outlined in the example below.

**Example: Shipment with 800 cu ft and a density of 5 pcf shall be rated at a calculated weight of 4,000 lbs. (800 cu ft \* 6 pcf = 4800 lbs.)**

3. The cubic capacity of the shipment shall be determined by totaling the cubic feet of all articles, pieces, and packaged units in the shipment, in accordance with NMFC Item 110 section 8(a) and (b). If any one of the following criteria occur, the height of the article or articles will be considered as 96 inches.

- a. Special instructions by the shipper on the bill of lading specifying no other freight is to be loaded on top of or next to this article, this article is not to be top loaded, or double stacked.

b. Packaging or labeling of any kind bearing instructions specifying no other freight is to be loaded on top of, or next to this article, this article is not to be top loaded, or double stacked.

Example: Pallets are “pyramided”, “rounded off”, or “topped off”)

c. The nature of the article is such that it cannot be top loaded, stacked upon, or will allow other freight to use the trailer space around it.

d. If the shipping units are over 52 inches high

4. The minimum charge in this item is not to be combined with capacity load or exclusive use of trailer provisions, TL or volume rates or charges, rates stated to apply per mile, or rates that are subject to the linear foot rule herein.

5. The minimum charge determined by this item shall not exceed the charge determined by rating the shipment as a full capacity truckload as outlined in Item 390 (Over Dimension Freight).

**320 LUMPER SERVICE**

When carrier is required to utilize a third party to load or unload the carrier’s vehicle the following will apply:

- Carrier will not accept any liability or be responsible for damage or injury caused by any act or omission of the third party in performing the services referenced herein.
- A charge of \$2.85 per hundredweight, with a minimum charge of \$68.00, as well as any additional service charges assessed to the carrier, will be added for the third party “lumper” service.
- The party responsible for the freight charges shall also be responsible for the charges accrued under this item.

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**330 MAJOR METROPOLITAN DOWNTOWN PICKUPS OR DELIVERIES (HIGH COST SERVICE)**

Due to the extra time and consideration required to negotiate the streets of metropolitan areas a surcharge will apply.

Shipments originating from or destined to Chicago, IL ZIP code locations 60601-60608, 60610-60614, 60622, 60647, 60654, 60661, 60673, 60674, 60677-60678 are subject to a surcharge of \$70.00.

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**340 MINIMUM CHARGE**

Except as specified by individual tariff, the absolute minimum charge for shipments within carrier’s direct service area will not be lower than \$136.00. For shipments to and/or from a non-direct service point, the absolute minimum charge will be no less than \$225.00 (See Item [370](#)). For shipments to and from Canada, the absolute minimum charge shall be no less than \$240.00 (See Item [135](#)).

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**350 MIXED COMMODITY SHIPMENTS (EXCEPTION TO NMFC RULES ITEM 640, SECTION 3)**

The provisions of Item 640, Section 3 of NMF 100 do not apply.

Unless otherwise provided, a shipment which consists of articles subject to more than one commodity description of articles, where one or more articles are not accurately identified on the Bill of Lading, will be rated at the applicable class shown below based on the density of the total shipment. Density will be calculated utilizing the total weight of the shipment divided by the total cubic feet of the entire shipment.

Where articles are unitized with a pallet, platform, rack, or skid; the pallet, platform, rack or skid constitutes the shipping package or a part thereof and shall be included in the computation of density.

Notwithstanding the applied class, any article that is subject to the released value provisions of the NMFC in effect on date of shipment shall be considered released at the lowest released value stated therein.

Density (PCF)	Class
Less than 1	400
1 but less than 2	300
2 but less than 4	250
4 but less than 6	150
6 or greater	125

When properly describing the commodity(s) contained in a shipment, customers may separate a line item description on the Bill of Lading for the pallets, platforms, racks or skids. The weight of pallets, platforms, racks or skids must be shown on the Shipping Order and Bill of Lading and will be charged for at the lowest class applicable to any article comprising not less than 5 percent of the weight unitized on such pallets, platforms, racks or skids.

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**360 RESIDENTIAL PICKUP OR DELIVERY**

Non-commercial pickups and deliveries apply to such locations not generally recognized as commercial business locations, and are considered residences or private locations. These are places where commercial or business activity is NOT conducted that involve the sale of services, products or merchandise to the walk-in public during normal business hours.

Pickups deliveries to residences/private locations shall be limited to the entrance of the front door, back door, garage or car port.

When carrier is required by shipper to pick up or deliver to a residence or private location a charge of \$160.00 will apply.

The charge for this service will apply separately for pickup and for delivery, and are in addition to inside delivery and other charges.

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**370 NON-DIRECT SERVICE**

Unless otherwise specified in writing, a 50% discount off the current house tariff will be applied for shipments to or from any non-direct service area.

An absolute minimum charge of \$225.00 will apply on all shipments to or from a non-direct point unless otherwise stated.

Standard Forwarding's points list is available upon request. An additional transit time of at least, but not limited to, two (2) days may be required in non-direct areas.

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**380 NOTIFY PRIOR TO DELIVERY**

When a Bill of Lading or other shipping order is tendered bearing any notation requesting carrier to notify consignee prior to delivery by any means whatsoever, the charge for this service shall be \$45.00 per shipment. If there is no request for notification on the shipping document, but the consignee has a policy that they must be notified prior to delivery, a notification charge will be assessed. Charges are to be paid by the party responsible for all other charges.

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**390 OVER DIMENSION FREIGHT**

Unless otherwise provided, each vehicle on which the lading exceeds any or all of the following dimensions will be subject to a minimum weight of 24,000 pounds per vehicle used.

- a) 102 inches in width
- b) 53 feet in length
- c) Shipments over 50' in width will be considered 6' and rated per Item 310.

Permit fees, if any, assessed by an authorized regulatory body, will initially be paid for by carrier and carried forward as an advance charge, shown separately, on the freight bill for collection from the party responsible for payment of all otherwise applicable freight charges.

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**400 OVERFLOW FREIGHT**

Except as otherwise specifically provided in [Item 390](#), when the weight of any single shipment tendered for transportation in one day, on one bill of lading or shipping order, exceeds the weight or loading space capacity of a trailer, such trailer being no less than forty linear feet in external length, assessed charges will be based on the minimum weight, or actual weight if greater, at the applicable truckload rate for the quantity of freight loaded on each vehicle used to transport the shipment.

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**410 PALLET EXCHANGE FEE**

Customers requesting pallets from the carrier will be assessed a service charge of \$15.00 per pallet exchanged.

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**420 PALLET TARIFFS**

Unless otherwise stated pallet rated accounts will be subject to the following guidelines:

1. Rates apply only on direct points within carrier's service area. Pallet tariffs are subject to Item 370 regarding shipments to or from non-direct service points.
2. A single shipment fee of \$27.00 will be assessed on all single shipment pickups consisting of 1 skid.
3. Pallet sizes are not to exceed 4 feet in length x 4 feet in width, or exceed 2,500 lbs. per pallet. Pallets in excess of 2,500 will be subject to a \$4.50/cwt surcharge. Oversize skids will result in an additional pallet charge.
4. All prices are per pallet. If pallet position pricing is required please contact your sales representative.
5. All shipments are subject to STD 200A Rules and Accessorials.

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**430 PICKUP OR DELIVERY SERVICE**

- a) The rates named in this schedule include pickup and delivery service at all points within the limits of the cities, towns, villages and other points from and to which the rates apply, and include, as to any shipment, only one pickup and one delivery, except as otherwise provided.
- b) Subject to Item 400, the rates provided in this schedule, or as amended, include one pickup from shipping department directly accessible to trucks at consignor's warehouse, factory, store, place of business or residence, and one delivery to consignee's receiving department directly accessible to trucks at the consignee's warehouse, factory, and store, place of business or residence.
- c) Except as otherwise provided, loading truckload freight on the vehicle shall be performed by the shipper and unloading truckload freight from the vehicle shall be performed by the consignee.

**RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER:** Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, palletizing or breaking palletized freight, or any other hand loading or unloading of freight.

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**440 PRECEDENCE OF RATES**

Except as otherwise provided, when the shipper, consignee, or a third party each has a duly negotiated discount, commodity rate, contract rate, or allowance applicable to its linehaul charges on a given shipment, those provisions applicable to the payer of the freight charges will apply.

A spot quote or contract for an individual shipment may supersede a negotiated rate as long as that spot quote was offered by an authorized representative of the carrier.

Payor Precedence

The customer role includes shipper, consignee and third party payor (a third party payor is a party responsible for the charges by request of the shipper on the bill of lading at the time of the shipment and is not the shipper or consignee and who is not a paying agent or bureau).

The relationship between the customer role and the payer is derived from the payment terms on the shipment. Prepaid indicates the shipper or a third party of the shipper is



responsible for the charges. Collect means that the consignee or a third party of the consignee is responsible for the charges.

Determination of Payor Precedence of Freight Charges

If the payor of the freight charges does not have a negotiated discount program or other contracted rate, and the shipper or consignee (or affiliated paying agent) has a negotiated discount program using the Current House Tariff, the following precedence applies:

**PREPAID SHIPMENTS:**

Shipper Program  
Consignee Program  
\*Default Program

**COLLECT SHIPMENTS:**

Consignee Program  
Shipper Program  
\*Default Program

\*Default Program is defined as being a 50% Discount off of the current STDF Tariff, with an absolute minimum charge of the Current House Minimum (\$129).

Truckload rates take precedence if the result is lower charges than the LTL rate with a discount.

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**450 PROTECTIVE SERVICE**

Carrier will provide protected service for freezable shipments from October 15 through April 15 when requested in writing by the shipper prior to pick up. The acceptance of a freezable shipment will be contingent on the type of product, the freezing point of said product, and the forecasted overnight temperatures for the pickup and delivering terminals. Freezable shipments will be accepted Monday – Thursday on next day delivery points. No freezable shipments will be accepted on Fridays or the day preceding a holiday. Freezable shipments will only be accepted for deliveries occurring within STDF direct service points. All bills of lading and product must be clearly identified as freezable. Carrier will have no liability for shipments, which may be damaged due to freezing, that are not deliverable upon arrival at the destination, or for which delivery is refused by consignee.

STDF will not guarantee protective service nor assume liability for frozen product and will not participate in claims due to freezing on shipments from other carriers. A reasonable effort will be made to protect shipments and in tendering freezable shipments under the provisions as stated above.

The following surcharge will apply: \$3.00/cwt (\$35.00 minimum). This charge will be in addition to normal line haul charges.

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**460 RE-DELIVERY OF FREIGHT**

When a shipment is tendered for delivery and, through no fault of the carrier, such delivery cannot be accomplished, no further tender will be made except upon request. Additional tenders and final delivery will be subject to the following charges: \$11.75/cwt (\$110.00 minimum/\$525.00 maximum). These charges are in addition to all other lawful charges applicable to the shipment including any accrued storage charges.

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**470 RECONSIGNMENT OR DIVERSION**

Shipments moving under rates published in this tariff may be diverted in transit or after arrival at billed destination subject to the following rules, regulations and charges:

- a) The term “Diversion” or “Reconsignment” means a change in the name of the consignee and/or destination of the entire shipment, except as otherwise provided herein, or any other instructions given to the carrier requiring an addition to, or change in billing, necessary to effect delivery or involving an additional movement of the truck or both.
- b) Diversion or reconsignment instructions must be confirmed in writing to the carrier.
- c) Charges for diversion or reconsignment will be assessed as follows:

	<ol style="list-style-type: none"> <li>1. When shipment is diverted or reconsigned to another city other than the original point of destination; apply the applicable tariff rate from the origin to the point of diversion or reconsignment, plus the rate from the point of diversion or reconsignment to the new destination.</li> <li>2. When shipment is diverted or reconsigned within the same city, charge is a flat fee of \$130.00.</li> </ol> <p style="text-align: right;"><a href="#">[Back to top]</a></p>
<b>480 RELEASED VALUE / INSURANCE</b>	<p>Released value amounts per current NMFC service but not to exceed \$10.00 per pound per package or article. Pallet and FAK rated accounts with an exception class of 70 or lower will not exceed \$5.00 per pound per package or article. The maximum liability on spot rated shipments will be \$5.00 per pound per package or article. Additional insurance can be purchased at a rate of 95 cents per \$100.00 coverage if requested by payor and actual value must be stated on bills of lading. A minimum charge of \$85.00 will apply.</p> <p style="text-align: right;"><a href="#">[Back to top]</a></p>
<b>490 RETAIL DISTRIBUTION CENTER/GROCERY WAREHOUSE DELIVERIES</b>	<p>A charge of \$11.75 per cwt., with a minimum charge of \$160.00, will be applied to any shipments consigned to retail distribution centers (such as Wal-Mart or Target). These same charges will apply to shipments consigned to a grocery warehouse and/or food service distributor (which include food service, grocery, drug and general retail).</p> <p style="text-align: right;"><a href="#">[Back to top]</a></p>
<b>500 SERVICE AREA</b>	<p>Carrier's service area for picking up and delivering shipments is defined in its Points List and is subject to change at any time without prior notification. Service areas are defined as follows:</p> <ol style="list-style-type: none"> <li>a) DIRECT SERVICE AREA – defined as shipments picked up and delivered by Carrier's personnel and equipment within the states of IA, IL, IN, MN and WI.</li> <li>b) NON-DIRECT SERVICE AREA – defined as shipments that are either picked up or delivered that require partner carrier assistance, and are not in the locations as described in Item (a) above.</li> <li>c) OUT OF REGION AREA – defined as shipments having the origin ZIP code and/or the destination ZIP code that do not fall within the carrier's Direct or Non-Direct service area. Service for these shipments may be handled by carrier's U.S. Freight Operations network.</li> </ol> <p>For a more detailed listing of service points, please refer to <a href="http://www.standardforwarding.com">www.standardforwarding.com</a>.</p> <p style="text-align: right;"><a href="#">[Back to top]</a></p>
<b>520 SORTING AND SEGREGATING, RECOUPING, REPACKING OR REWORKING</b>	<p><b>RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER:</b> Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting or palletizing.</p> <ol style="list-style-type: none"> <li>a) When shipper or consignee requests carrier to perform SORTING AND SEGREGATING of a shipment, carrier will perform said service at an additional charge of \$1.30 per piece handled (\$125.00 minimum).</li> <li>b) When due to no fault of the carrier, any part or all of a shipment must be repacked or recouped to insure safe transportation of shipment; carrier will render such service at an additional charge of \$105.00 per hour subject to a minimum charge of \$95.00.</li> </ol> <p style="text-align: right;"><a href="#">[Back to top]</a></p>
<b>530 SPOT CONTRACTS</b>	<p>Subject to all rules and accessorials in 200-A.</p> <p style="text-align: right;"><a href="#">[Back to top]</a></p>
<b>540 STOP-OFF/EXCESS MILES</b>	<p>Truckload shipments may be billed to stop in transit to complete loading or to partially unload (but not both at the same point) at intermediate points (See Note) at a charge of \$120.00 for each stop exclusive of original pickup and final delivery, which charge is in addition to all other applicable charges. Not more than 6 stops will be permitted (exclusive of original pickup and final delivery). The rate to apply on any shipment</p>

subject to this rule is applicable truckload rate from the first point of origin to final destination or to intermediate points, whichever is higher, on the combined total weight transported.

Note – When the total mileage via highway routes from origin to destination via the stop-off point or points exceeds the shortest highway route by more than 10%, any excess mileage will be charged for at a rate of \$4.25 per excess mile, and will be assessed in addition to all other applicable charges, including stop charges.

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**550 STORAGE**

A charge of \$11.75/cwt per day will be assessed for any one shipment placed in storage, subject to a daily minimum charge of \$110.00 (24 hours free time) with a maximum charge of \$285.00 per day.

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**560 TRUCKLOAD  
DEFINITION**

Unless otherwise indicated shipments will be considered truckload if they weigh 24,000 pounds or greater and/or occupy 30' in length. Such shipments will be subject to carrier's FTL (Full truckload) fuel surcharge.

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**570 UNDELIVERED  
FREIGHT**

- a) When delivery service is to be performed by the carrier under the pickup and delivery service item, and the consignee or party entitled to receive delivery through no fault or negligence of the carrier, refuses to accept a shipment, or because of any condition attributable to the consignee or party entitled to receive delivery, a shipment cannot be delivered, such shipment will be placed in storage. On the day that such shipment is tendered for delivery or on the day delivery cannot be made for reasons attributable to the consignee or party entitled to receive delivery, the carrier shall notify the consignee and consignor by telephone, if convenient and practicable, or in writing of the failure to accomplish delivery of the shipment.
- b) If disposition is not furnished within 72 hours, it shall be carrier's option to store at carrier's facilities in his possession or to place the shipment in public warehouse at owner's and payor's expense. For charges associated with storage, see item 550, Storage.

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**580 USED MACHINERY**

Liability on used machinery will not exceed 10 cents per pound per package or article. Failure of shipper to declare a commodity as "USED" shall not alter the application of this item. Customer must declare actual value on the bill of lading.

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**590 VEHICLE FURNISHED  
BUT NOT USED**

When carrier is requested to perform service and dispatches a vehicle to the point of origin designated by the shipper, and such equipment or service is not used, due to no fault of the carrier, the following charges will be assessed:

- a) LTL SHIPMENTS – A flat charge of \$105.00.
- b) TL SHIPMENTS – A charge of \$4.25 per mile, computed from the point vehicle was dispatched, including all miles traveled, until vehicle returns to original point of dispatch, subject to a minimum charge of \$130.00.

NOTE – Charges in this item do not apply when equipment or service is ordered and not used due to acts of God, the public enemy, and the acts of public authority, quarantine, riots or strikes.

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**600 WEEKEND, HOLIDAY &  
NON-BUSINESS HOURS  
SERVICE**

When the shipper or consignee requests carrier to pick up or deliver freight on Saturdays, Sundays, Legal Holidays, or during non-business hours, or requests carrier to pick up or deliver equipment, either empty or containing freight, on Saturdays, Sundays, or after business hours, a charge of \$210.00 per hour will apply (with a minimum charge based on four hours of service). On legal holidays a charge of \$400.00 will apply. Such charges shall be in addition to all other applicable charges.

Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made.

Please see Item [255](#) for Hours of Operation.

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## 610 WEIGHING AND INSPECTION OF SHIPMENTS

1. If the shipper fails to enter weight of the shipment on the original bill of lading, or if the shipper requests that the carrier weigh or reweigh the shipment for any reason, a surcharge of \$30.00 will apply for each shipment.
2. If the carrier reweighs a shipment and the difference in the weight results in an increase of 50 pounds or more than the stated weight on the bill of lading, a reweigh fee of \$30.00 will be assessed, plus all other applicable freight, fuel surcharge and other accessorial charges.
3. In the event the carrier applies a reweigh correction as described in Item 2 above to a mixed commodity shipment, the difference between the stated weight and the actual weight will be calculated at the rate of the highest classed article in that shipment.

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## 620 DENSITY AND CLASSIFICATION

All shipments handled by Carrier are subject to inspection by Carrier or governmental agencies at any time for any reason, including but not limited to, confirmation that the shipment contains the items described on the bill of lading, that the shipment does not violate applicable laws, rules, regulations or tariff provisions, or for any other reason determined as necessary at Carrier's sole discretion. However, Carrier is not obligated to perform any such inspection and does not promise that acceptance by Carrier of customer's shipment is proof of customer compliance with any such applicable provisions. By tendering the shipment to Carrier, shipper, consignee, and any interested third party consent to such inspections and agree that Carrier will not be held liable for any loss, damage, action or event arising out of such inspection, except to the extent that Carrier is grossly negligent in performing the inspection.

When the commodity description on a bill of lading fails to conform to item 360, section 2 (c) of NMF 100 in that the commodity(s) descriptions are not sufficient for the carrier to ascertain the nature of the goods being shipped and the applicable classification, shipments will initially be billed/rated using class 125 and the shipment may be subject to inspection. If the commodity is not identifiable upon immediate visual inspection, the carrier reserves the right to use total shipment density to assign the shipment a class based on the table below in order to protect the packaging integrity of the shipment.

Density (PCF)	Class
Less than 1	400
1 but less than 2	300
2 but less than 4	250
4 but less than 6	175
6 or greater	125

An inspection that results in a correction to the Bill of Lading including (1) density of the shipment, (2) the actual or released value of items as defined in the NMFC, (3) lineal foot, or (4) classification is subject to a \$26.75 charge, plus all applicable linehaul and fuel surcharge as well as other accessorial charges.

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APPENDIX A

**FUEL SURCHARGE SCHEDULE**

Item # 995

Per Current 200-A

When the Diesel Fuel Index is at least:	The LTL Fuel Surcharge will be:	When the Diesel Fuel Index is at least:	The LTL Fuel Surcharge will be:	When the Diesel Fuel Index is at least:	The LTL Fuel Surcharge will be:	When the Diesel Fuel Index is at least:	The LTL Fuel Surcharge will be:
\$2.00	17.70%	\$2.50	20.20%	\$3.00	23.00%	\$3.50	28.00%
\$2.01	17.70%	\$2.51	20.30%	\$3.01	23.10%	\$3.51	28.10%
\$2.02	17.80%	\$2.52	20.30%	\$3.02	23.20%	\$3.52	28.20%
\$2.03	17.90%	\$2.53	20.40%	\$3.03	23.30%	\$3.53	28.30%
\$2.04	17.90%	\$2.54	20.40%	\$3.04	23.40%	\$3.54	28.40%
\$2.05	18.00%	\$2.55	20.50%	\$3.05	23.50%	\$3.55	28.50%
\$2.06	18.00%	\$2.56	20.50%	\$3.06	23.60%	\$3.56	28.60%
\$2.07	18.00%	\$2.57	20.60%	\$3.07	23.70%	\$3.57	28.70%
\$2.08	18.10%	\$2.58	20.60%	\$3.08	23.80%	\$3.58	28.80%
\$2.09	18.10%	\$2.59	20.60%	\$3.09	23.90%	\$3.59	28.90%
\$2.10	18.20%	\$2.60	20.70%	\$3.10	24.00%	\$3.60	29.00%
\$2.11	18.20%	\$2.61	20.80%	\$3.11	24.10%	\$3.61	29.10%
\$2.12	18.30%	\$2.62	20.80%	\$3.12	24.20%	\$3.62	29.20%
\$2.13	18.30%	\$2.63	20.90%	\$3.13	24.30%	\$3.63	29.30%
\$2.14	18.40%	\$2.64	20.90%	\$3.14	24.40%	\$3.64	29.40%
\$2.15	18.50%	\$2.65	21.00%	\$3.15	24.50%	\$3.65	29.50%
\$2.16	18.50%	\$2.66	21.00%	\$3.16	24.60%	\$3.66	29.60%
\$2.17	18.60%	\$2.67	21.00%	\$3.17	24.70%	\$3.67	29.70%
\$2.18	18.60%	\$2.68	21.10%	\$3.18	24.80%	\$3.68	29.80%
\$2.19	18.60%	\$2.69	21.10%	\$3.19	24.90%	\$3.69	29.90%
\$2.20	18.70%	\$2.70	21.20%	\$3.20	25.00%	\$3.70	30.00%
\$2.21	18.80%	\$2.71	21.30%	\$3.21	25.10%	\$3.71	30.10%
\$2.22	18.80%	\$2.72	21.30%	\$3.22	25.20%	\$3.72	30.20%
\$2.23	18.90%	\$2.73	21.40%	\$3.23	25.30%	\$3.73	30.30%
\$2.24	18.90%	\$2.74	21.40%	\$3.24	25.40%	\$3.74	30.40%
\$2.25	19.00%	\$2.75	21.50%	\$3.25	25.50%	\$3.75	30.50%
\$2.26	19.00%	\$2.76	21.50%	\$3.26	25.60%	\$3.76	30.60%
\$2.27	19.00%	\$2.77	21.50%	\$3.27	25.70%	\$3.77	30.70%
\$2.28	19.10%	\$2.78	21.60%	\$3.28	25.80%	\$3.78	30.80%
\$2.29	19.10%	\$2.79	21.60%	\$3.29	25.90%	\$3.79	30.90%
\$2.30	19.20%	\$2.80	21.70%	\$3.30	26.00%	\$3.80	31.00%
\$2.31	19.30%	\$2.81	21.80%	\$3.31	26.10%	\$3.81	31.10%
\$2.32	19.30%	\$2.82	21.80%	\$3.32	26.20%	\$3.82	31.20%
\$2.33	19.40%	\$2.83	21.90%	\$3.33	26.30%	\$3.83	31.30%
\$2.34	19.40%	\$2.84	21.90%	\$3.34	26.40%	\$3.84	31.40%
\$2.35	19.50%	\$2.85	22.00%	\$3.35	26.50%	\$3.85	31.50%
\$2.36	19.50%	\$2.86	22.00%	\$3.36	26.60%	\$3.86	31.60%
\$2.37	19.50%	\$2.87	22.00%	\$3.37	26.70%	\$3.87	31.70%
\$2.38	19.60%	\$2.88	22.10%	\$3.38	26.80%	\$3.88	31.80%
\$2.39	19.60%	\$2.89	22.10%	\$3.39	26.90%	\$3.89	31.90%
\$2.40	19.70%	\$2.90	22.20%	\$3.40	27.00%	\$3.90	32.00%
\$2.41	19.80%	\$2.91	22.30%	\$3.41	27.10%	\$3.91	32.10%
\$2.42	19.80%	\$2.92	22.30%	\$3.42	27.20%	\$3.92	32.20%
\$2.43	19.90%	\$2.93	22.40%	\$3.43	27.30%	\$3.93	32.30%
\$2.44	19.90%	\$2.94	22.40%	\$3.44	27.40%	\$3.94	32.40%
\$2.45	20.00%	\$2.95	22.50%	\$3.45	27.50%	\$3.95	32.50%
\$2.46	20.00%	\$2.96	22.60%	\$3.46	27.60%	\$3.96	32.60%
\$2.47	20.00%	\$2.97	22.70%	\$3.47	27.70%	\$3.97	32.70%
\$2.48	20.10%	\$2.98	22.80%	\$3.48	27.80%	\$3.98	32.80%
\$2.49	20.10%	\$2.99	22.90%	\$3.49	27.90%	\$3.99	32.90%
						\$4.00	33.00%

Table is effective April 1, 2015. A surcharge of .50% for each 5-cent increase or decrease in fuel will apply.

Truckload shipments will be subject to a 10% increase.

The surcharge will be adjusted if needed each Tuesday, based upon the U.S. National Average Diesel price as published by the Department of Energy on Monday. (Department of Energy phone number is 202-586-6966)

Also visit [STANDARDFORWARDING.COM](http://STANDARDFORWARDING.COM) for fuel surcharge updates.

**APPENDIX B**  
**CANADIAN NON-DIRECT POINTS**

**Province Non-Direct Postal Codes**

<b>NL</b>	A*											
<b>NS</b>	B*											
<b>PE</b>	C*											
<b>NB</b>	E*											
<b>QC</b>	G*,J*											
<b>ON</b>	P*											
<b>MB</b>	ROA0B0	ROA2N0	R0C0X0	R0C3B0	R0E1W0	R0G2L0	R0J0G0	R0J2H0	R0L0E0	R0L2K0	R0M2E0	
	ROA0E0	ROA2P0	R0C0Y0	R0C3C0	R0E1X0	R0G2N0	R0J0J0	R0K0B0	R0L0G0	R0M0B0	R0M2H0	
	ROA0G0	ROA2R0	R0C0Z0	R0C3G0	R0E1Y0	R0G2P0	R0J0K0	R0K0C0	R0L0H0	R0M0C0	R1N*	
	ROA0H0	ROA2V0	R0C1A0	R0C3H0	R0E2A0	R0G2R0	R0J0L0	R0K0E0	R0L0J0	R0M0E0	R4K*	
	ROA0J0	ROA2W0	R0C1B0	R0C3J0	R0E2C0	R0G2S0	R0J0M0	R0K0G0	R0L0K0	R0M0G0	R4L*	
	ROA0K0	ROB0B0	R0C1B1	R0E0A0	R0E2E0	R0G2T0	R0J0N0	R0K0J0	R0L0L0	R0M0H0	R5G*	
	ROA0L0	ROB0C0	R0C1C0	R0E0B0	R0E2G0	R0G2V0	R0J0P0	R0K0K0	R0L0M0	R0M0J0	R5H*	
	ROA0M0	ROB0E0	R0C1E0	R0E0C7	R0E2H0	R0G2W0	R0J0R0	R0K0L0	R0L0N0	R0M0K0	R6M*	
	ROA0N0	ROB0G0	R0C1G0	R0E0E0	R0G0A0	R0H0A0	R0J0S0	R0K0M0	R0L0P0	R0M0L0	R6W*	
	ROA0P0	ROB0H0	R0C1H0	R0E0J0	R0G0C0	R0H0B0	R0J0T0	R0K0N0	R0L0R0	R0M0M0	R7A*	
	ROA0S0	ROB0J0	R0C1J0	R0E0K0	R0G0G0	R0H0C0	R0J0V0	R0K0P0	R0L0S0	R0M0N0	R7B*	
	ROA0V0	ROB0L0	R0C1L0	R0E0L0	R0G0G3	R0H0E0	R0J0X0	R0K0R0	R0L0T0	R0M0R0	R7C*	
	ROA0Z0	ROB0W0	R0C1N0	R0E0N0	R0G0L0	R0H0G0	R0J0Y0	R0K0S0	R0L0V0	R0M0T0	R7N*	
	ROA1A0	ROB0Y0	R0C1P0	R0E0P0	R0G0M0	R0H0K0	R0J0Z0	R0K0T0	R0L0W0	R0M0V0	R8A*	
	ROA1B0	ROB1A0	R0C1R0	R0E0R0	R0G0N0	R0H0M0	R0J1A0	R0K0V0	R0L0X0	R0M0W0	R8N*	
	ROA1C0	ROB1B0	R0C1S0	R0E0T0	R0G0P0	R0H0N0	R0J1B0	R0K0X0	R0L0Y0	R0M0X0	R9A*	
	ROA1G0	ROB1G0	R0C1T0	R0E0V0	R0G0T0	R0H0P0	R0J1C0	R0K0Y0	R0L0Z0	R0M0Y0		
	ROA1J0	ROB1M0	R0C1V0	R0E0X0	R0G0V0	R0H0R0	R0J1G0	R0K1A0	R0L1B0	R0M0Z0		
	ROA1K0	ROB1N0	R0C1Y0	R0E0Y0	R0G0W0	R0H0S0	R0J1H0	R0K1C0	R0L1E0	R0M1A0		
	ROA1L0	ROB1P0	R0C1Z0	R0E0Z0	R0G0X0	R0H0T0	R0J1J0	R0K1G0	R0L1G0	R0M1B0		
	ROA1M0	ROB1S0	R0C2B0	R0E1A0	R0G1A0	R0H0V0	R0J1K0	R0K1J0	R0L1K0	R0M1C0		
	ROA1N0	ROB1T0	R0C2C0	R0E1C0	R0G1E0	R0H0Y0	R0J1L0	R0K1K0	R0L1L0	R0M1E0		
	ROA1P0	ROB1W0	R0C2E0	R0E1E0	R0G1G0	R0H0Z0	R0J1N0	R0K1L0	R0L1M0	R0M1G0		
	ROA1T0	ROB2B0	R0C2G0	R0E1J0	R0G1H0	R0H1C0	R0J1P0	R0K1M0	R0L1N0	R0M1H0		
	ROA1V0	R0C0A0	R0C2H0	R0E1J1	R0G1K0	R0H1E0	R0J1R0	R0K1P0	R0L1P0	R0M1J0		
	ROA1W0	R0C0B0	R0C2J0	R0E1J2	R0G1M0	R0H1G0	R0J1S0	R0K1R0	R0L1R0	R0M1K0		
	ROA1X0	R0C0C0	R0C2K0	R0E1J3	R0G1P0	R0H1H0	R0J1T0	R0K1T0	R0L1S0	R0M1L0		
	ROA1Y0	R0C0E0	R0C2L0	R0E1K0	R0G1R0	R0H1L0	R0J1V0	R0K1W0	R0L1T0	R0M1M0		
	ROA1Z0	R0C0H0	R0C2N0	R0E1L0	R0G1S0	R0H1M0	R0J1W0	R0K1Z0	R0L1W0	R0M1N0		
	ROA2B0	R0C0K0	R0C2R0	R0E1M0	R0G1T0	R0H1N0	R0J1X0	R0K2C0	R0L1X0	R0M1S0		
	ROA2C0	R0C0M0	R0C2S0	R0E1N0	R0G1V0	R0H1N1	R0J1Y0	R0K2E0	R0L1Y0	R0M1T0		
	ROA2E0	R0C0N0	R0C2T0	R0E1P0	R0G1Y0	R0H1P0	R0J1Z0	R0K2G0	R0L1Z0	R0M1X0		
	ROA2G0	R0C0P0	R0C2W0	R0E1R0	R0G1Z0	R0H1R0	R0J2B0	R0K2H0	R0L2A0	R0M1Y0		
	ROA2J0	R0C0S0	R0C2X0	R0E1S0	R0G2A0	R0J0A0	R0J2C0	R0L0A0	R0L2B0	R0M2A0		
	ROA2K0	R0C0V0	R0C2Y0	R0E1T0	R0G2E0	R0J0B0	R0J2E0	R0L0B0	R0L2C0	R0M2B0		
	ROA2M0	R0C0W0	R0C2Z0	R0E1V0	R0G2K0	R0J0E0	R0J2G0	R0L0C0	R0L2G0	R0M2C0		
	<b>SK</b>	SOA0B0	SOA1W0	SOA3T0	SOE0S0	S0G2J0	S0H2J0	SOJ1E0	S0K1A0	S0M2L0	S0N1T0	S2V1B9
		SOA0C0	SOA1X0	SOA3V0	SOE0T0	S0G2R0	S0H2T0	SOJ1K0	S0K2G0	S0M3E0	S0N1V0	S3N*
		SOA0E0	SOA1Y0	SOA3W0	SOE0W0	S0G2Y0	S0H2V0	SOJ1L0	S0K2M0	S0M3H0	S0N1W0	S6V*
		SOA0G0	SOA2A0	SOA3X0	SOE0Y0	S0G3A0	S0H2W0	SOJ1N0	S0K2R0	S0N0A0	S0N1X0	S6W*
SOA0H0		SOA2C0	SOA3Y0	SOE1B0	S0G3X0	S0H2X0	SOJ1V0	S0K2W0	S0N0B0	S0N1Y0	S6X*	
SOA0J0		SOA2G0	SOA3Z0	SOE1G0	S0G4C0	S0H3A0	SOJ1W0	S0K3B0	S0N0C0	S0N1Z0	S9H*	

	S0A0L0	S0A2H0	S0A4A0	S0E1J0	S0G4L0	S0H3C0	S0J1Y0	S0K3H0	S0N0G0	S0N2E0	
	S0A0M0	S0A2K0	S0A4B0	S0E1K0	S0G4R0	S0H3E0	S0J1Z0	S0K3Y0	S0N0H0	S0N2G0	
	S0A0P0	S0A2L0	S0A4C0	S0E1L0	S0G4Z0	S0H3K0	S0J2B0	S0K4B0	S0N0J0	S0N2H0	
	S0A0R0	S0A2M0	S0A4E0	S0E1N0	S0G5C0	S0H3M0	S0J2C0	S0K4H0	S0N0K0	S0N2L0	
	S0A0T0	S0A2R0	S0A4G0	S0E1S0	S0G5L0	S0H3P0	S0J2E1	S0K4K0	S0N0M0	S0N2M0	
	S0A0W0	S0A2V0	S0A4H0	S0E1V0	S0H0E0	S0H3S0	S0J2L0	S0K4X0	S0N0N0	S0N2N0	
	S0A0X0	S0A2W0	S0A4K0	S0G0A0	S0H0M0	S0H3V0	S0J2M0	S0L0B0	S0N0P0	S0N2P0	
	S0A0Y0	S0A2X0	S0A4L0	S0G0B0	S0H0R0	S0H3W0	S0J2N0	S0L1Y0	S0N0S0	S0N2R0	
	S0A1A0	S0A2Z0	S0A4M0	S0G0T0	S0H0T0	S0H4C0	S0J2P0	S0L2H0	S0N0T0	S0N2S0	
	S0A1B0	S0A3A0	S0A4P0	S0G0V0	S0H0V0	S0H4H0	S0J2R0	S0M0G0	S0N0V0	S0N2T0	
	S0A1C0	S0A3B0	S0A4R0	S0G0Z0	S0H0X0	S0H4J0	S0J2T0	S0M0J0	S0N0W0	S0N2V0	
	S0A1E0	S0A3C0	S0A4S0	S0G1G0	S0H1K0	S0J0C0	S0J2W0	S0M0K0	S0N0Y0	S0N2X0	
	S0A1G0	S0A3G0	S0A4V0	S0G1J0	S0H1L0	S0J0E0	S0J2X0	S0M0M0	S0N1A0	S0N2Y0	
	S0A1J0	S0A3H0	S0C0E0	S0G1K0	S0H1M0	S0J0H0	S0J2Y0	S0M0S0	S0N1C0	S0P0A0	
	S0A1K0	S0A3K0	S0C0J0	S0G1L0	S0H1T0	S0J0L0	S0J3A0	S0M1B0	S0N1E0	S0P0B0	
	S0A1L0	S0A3L0	S0C0L0	S0G1R0	S0H1W0	S0J0N0	S0J3C0	S0M1C0	S0N1G0	S0P0C0	
	S0A1M0	S0A3N0	S0C1Z0	S0G1S0	S0H2A0	S0J0S0	S0J3E0	S0M1G0	S0N1L0	S0P0E0	
	S0A1N0	S0A3P0	S0C2S0	S0G1X0	S0H2B0	S0J0W0	S0J3G0	S0M1S0	S0N1N0	S0P0G0	
	S0A1S0	S0A3R0	S0E0K0	S0G1Z0	S0H2C0	S0J1B0	S0J3H0	S0M2A0	S0N1P0	S0P0H0	
	S0A1V0	S0A3S0	S0E0N0	S0G2H0	S0H2E0	S0J1C0	S0K0H0	S0M2H0	S0N1S0	S0P0J0	
<b>AB</b>	T0A0A0	T0A3M0	T0B3A0	T0C0Y0	T0E2A0	T0H0G0	T0H3C3	T0J1M0	T0K1C0	T0L2A0	T1M*
	T0A0B0	T0A3N0	T0B3B0	T0C1A0	T0E2B0	T0H0H0	T0H3C4	T0J1N0	T0K1E0	T0L2B0	T1P*
	T0A0C0	T0A3P0	T0B3C0	T0C1B0	T0E2H0	T0H0J0	T0H3C5	T0J1P0	T0K1G0	T0L2C0	T1R*
	T0A0E0	T0A3T0	T0B3H0	T0C1C0	T0E2K0	T0H0K0	T0H3C6	T0J1R0	T0K1H0	T0L2H0	T1S*
	T0A0J0	T0B0A0	T0B3J0	T0C1G0	T0E2K1	T0H0L0	T0H3C7	T0J1S0	T0K1J0	T0M0A0	T1W*
	T0A0K0	T0B0B0	T0B3K0	T0C1H0	T0E2M0	T0H0P0	T0H3E0	T0J1V0	T0K1M0	T0M0C0	T3Z*
	T0A0K1	T0B0C0	T0B3L0	T0C1K0	T0E2Y0	T0H0S0	T0H3G0	T0J1W0	T0K1N0	T0M0G0	T4C*
	T0A0K2	T0B0G0	T0B3M0	T0C1L0	T0G0A0	T0H0W0	T0H3J0	T0J1X0	T0K1P0	T0M0H0	T4E*
	T0A0K3	T0B0H0	T0B3M1	T0C1M0	T0G0C0	T0H0W1	T0H3M0	T0J1X1	T0K1S0	T0M0J0	T4G*
	T0A0K4	T0B0J0	T0B3M2	T0C1N0	T0G0G0	T0H0W2	T0H3N0	T0J1X2	T0K1V0	T0M0J1	T4H*
	T0A0K5	T0B0K0	T0B3M3	T0C1R0	T0G0H0	T0H0W3	T0H3P0	T0J1X3	T0K1W0	T0M0J2	T4J*
	T0A0M0	T0B0M0	T0B3M4	T0C1W0	T0G0K0	T0H0W4	T0H3R0	T0J1Y0	T0K1Y0	T0M0J3	T4L*
	T0A0R0	T0B0P0	T0B3P0	T0C1X0	T0G0L0	T0H0W5	T0H3S0	T0J1Y1	T0K1Z0	T0M0K0	T4S*
	T0A0T0	T0B0R0	T0B3R0	T0C2A0	T0G0M0	T0H0W6	T0H3T0	T0J2B0	T0K2A0	T0M0L0	T4T*
	T0A1A0	T0B0S0	T0B3S0	T0C2C0	T0G0P0	T0H0W7	T0H3V0	T0J2C0	T0K2B0	T0M0M0	T4X*
	T0A1B0	T0B0T0	T0B3T0	T0C2E0	T0G0R0	T0H0Y0	T0H3W0	T0J2E0	T0K2C0	T0M0N0	T7A*
	T0A1C0	T0B0V0	T0B3V0	T0C2J0	T0G0S0	T0H1A0	T0H3Y0	T0J2J0	T0K2E0	T0M0P0	T7E*
	T0A1E0	T0B0W0	T0B3X0	T0C2L0	T0G0V0	T0H1B0	T0H4A0	T0J2K0	T0K2H0	T0M0R0	T7P*
	T0A1H0	T0B0X0	T0B3Y0	T0C2L1	T0G0W0	T0H1E0	T0H4G0	T0J2L0	T0K2J0	T0M0S0	T7S*
	T0A1M0	T0B0Z0	T0B3Z0	T0C2L2	T0G0X0	T0H1G0	T0J0A0	T0J2M0	T0K2K0	T0M0T0	T7V*
	T0A1P0	T0B1A0	T0B4A0	T0C2L3	T0G0Y0	T0H1H0	T0J0B0	T0J2N0	T0K2L0	T0M0V0	T7Z*
	T0A1S0	T0B1A1	T0B4B0	T0C2M0	T0G0Z0	T0H1J0	T0J0E0	T0J2S0	T0K2M0	T0M0W0	T8A*
	T0A1V0	T0B1B0	T0B4C0	T0C2N0	T0G1A0	T0H1K0	T0J0E1	T0J2T0	T0K2N0	T0M0X0	T8B*
	T0A1W0	T0B1C0	T0B4E0	T0C2P0	T0G1C0	T0H1L0	T0J0E2	T0J2V0	T0K2P0	T0M0Y0	T8C*
	T0A1X0	T0B1G0	T0B4G0	T0C2S0	T0G1E0	T0H1M0	T0J0G0	T0J2W0	T0K2R0	T0M0Z0	T8E*
	T0A1Y0	T0B1H0	T0B4H0	T0C2T0	T0G1G0	T0H1N0	T0J0H0	T0J2X0	T0K2S0	T0M1B0	T8G*
	T0A1Z0	T0B1J0	T0B4J0	T0C2V0	T0G1H0	T0H1P0	T0J0K0	T0J2Y0	T0L0B0	T0M1C0	T8H*
	T0A2A0	T0B1K0	T0B4K0	T0C2X0	T0G1J0	T0H1S0	T0J0L0	T0J2Z0	T0L0G0	T0M1E0	T8L*
	T0A2B0	T0B1M0	T0B4N0	T0C3B0	T0G1K0	T0H1V0	T0J0M0	T0J3B0	T0L0H0	T0M1G0	T8R*
	T0A2C0	T0B1N0	T0B4R0	T0E0A0	T0G1L0	T0H1W0	T0J0M1	T0J3C0	T0L0J0	T0M1H0	T8S*
	T0A2C1	T0B1R0	T0B4S0	T0E0A1	T0G1M0	T0H1X0	T0J0N0	T0J3E0	T0L0K0	T0M1J0	T8V*
	T0A2C2	T0B1S0	T0C0A0	T0E0B0	T0G1R0	T0H1Y0	T0J0P0	T0J3G0	T0L0N0	T0M1K0	T8W*

	TOA2E0	TOB1V0	T0C0B0	T0E0C4	T0G1S0	T0H1Z0	T0J0R0	T0J3J0	T0L0P0	T0M1L0	T8X*
	TOA2G0	TOB1W0	T0C0C0	T0E0E0	T0G1W0	T0H2A0	T0J0S0	T0J3K0	T0L0R0	T0M1M0	T9A*
	TOA2J0	TOB1X0	T0C0C1	T0E0G0	T0G1X0	T0H2B0	T0J0T0	T0J3L0	T0L0T0	T0M1R0	T9C*
	TOA2K0	TOB2A0	T0C0C2	T0E0H0	T0G1Y0	T0H2C0	T0J0V0	T0J3M0	T0L0V0	T0M1S0	T9E*
	TOA2P0	TOB2B0	T0C0C3	T0E0J0	T0G1Z0	T0H2E0	T0J0W0	T0J3P0	T0L0X0	T0M1V0	T9G*
	TOA2R0	TOB2C0	T0C0C4	T0E0K0	T0G2A0	T0H2G0	T0J0X0	T0J3W0	T0L0Z0	T0M1W0	T9H*
	TOA2T0	TOB2E0	T0C0C5	T0E0L0	T0G2A1	T0H2H0	T0J0Y0	T0K0B0	T0L1A0	T0M1X0	T9J*
	TOA2V0	TOB2G0	T0C0C6	T0E0N0	T0G2A2	T0H2J0	T0J0Y1	T0K0C0	T0L1E0	T0M1Y0	T9K*
	TOA2W0	TOB2H0	T0C0C7	T0E0S0	T0G2A3	T0H2L0	T0J0Y2	T0K0E0	T0L1G0	T0M2A0	T9M*
	TOA2Y0	TOB2J0	T0C0C8	T0E0T0	T0G2A4	T0H2M0	T0J0Y3	T0K0G0	T0L1H0	T0M2B0	T9N*
	TOA2Z0	TOB2K0	T0C0E0	T0E0V0	T0G2B0	T0H2N0	T0J0Y4	T0K0H0	T0L1K0	T0M2C0	T9S*
	TOA3A0	TOB2L0	T0C0J0	T0E0W0	T0G2C0	T0H2P0	T0J0Y5	T0K0J0	T0L1L0	T0M2E0	T9W*
	TOA3A1	TOB2M0	T0C0L0	T0E0X0	T0G2E0	T0H2R0	T0J0Y6	T0K0K0	T0L1M0	T0M2E1	
	TOA3A2	TOB2N0	T0C0M0	T0E0Y0	T0G2G0	T0H2T0	T0J0Y7	T0K0M0	T0L1N0	T0M2G0	
	TOA3A3	TOB2P0	T0C0N0	T0E1A0	T0G2H0	T0H2V0	T0J0Z0	T0K0N0	T0L1P0	T0M2H0	
	TOA3A4	TOB2R0	T0C0P0	T0E1E0	T0G2J0	T0H2W0	T0J1B0	T0K0P0	T0L1R0	T0P1C0	
	TOA3B0	TOB2S0	T0C0R0	T0E1K0	T0G2K0	T0H2Y0	T0J1C0	T0K0T0	T0L1S0	T0P1G0	
	TOA3C0	TOB2V0	T0C0S0	T0E1N0	T0G2M0	T0H3A0	T0J1E0	T0K0V0	T0L1V0	T0P1H0	
	TOA3G0	TOB2W0	T0C0T0	T0E1S0	T0H0A0	T0H3B0	T0J1G0	T0K0W0	T0L1W0	T0P1H1	
	TOA3J0	TOB2X0	T0C0V0	T0E1X0	T0H0C0	T0H3C0	T0J1H0	T0K0X0	T0L1X0	T0P1J0	
	TOA3K0	TOB2Y0	T0C0W0	T0E1Y0	T0H0C1	T0H3C1	T0J1K0	T0K0Z0	T0L1Y0	T1G*	
	TOA3L0	TOB2Z0	T0C0X0	T0E1Z0	T0H0E0	T0H3C2	T0J1L0	T0K1B0	T0L1Z0	T1L*	
<b>BC</b>	V0A0A0	V0B1M7	V0C1R0	V0E2V5	V0J1E1	V0J2Y0	V0L1P0	V0N2P0	V0R1L2	V0R3E1	V2R*
	V0A1B0	V0B1N0	V0C1X0	V0E3A0	V0J1E2	V0J2Z0	V0L1S0	V0N2R0	V0R1L3	V0T1C0	V8B*
	V0A1E0	V0B1R0	V0C2C0	V0G0C1	V0J1E3	V0J3A0	V0L1X0	V0N2S0	V0R1L4	V0T1H0	V8C*
	V0A1G0	V0B1R1	V0C2G0	V0G1A0	V0J1E4	V0J3A1	V0M1A0	V0N2W0	V0R1L5	V0T1M0	V8G*
	V0A1H0	V0B1S0	V0C2K0	V0G1C0	V0J1K0	V0J3A2	V0M1A1	V0N2W1	V0R1L6	V0T1W0	V8J*
	V0A1J0	V0B1T0	V0C2L0	V0G1G0	V0J1L0	V0J3A3	V0M1A2	V0N2W2	V0R1L7	V0V1G0	V8K*
	V0A1K0	V0B1T1	V0C2N0	V0G1H0	V0J1N0	V0J3S0	V0M1A3	V0N2W3	V0R1M0	V0X1K0	V8L*
	V0A1K1	V0B1T2	V0C2W0	V0G1H1	V0J1P0	V0K0A0	V0M1A4	V0N2W4	V0R1N0	V0X1L0	V8M*
	V0A1K2	V0B1T3	V0E1H0	V0G1H2	V0J1S0	V0K1A0	V0M1K0	V0N2W5	V0R1N1	V0X1L1	V8N*
	V0A1K3	V0B1T4	V0E1H1	V0G1J0	V0J1Y0	V0K1C0	V0M1L0	V0N2W6	V0R1N2	V0X1L2	V8P*
	V0A1K4	V0B1T5	V0E1H2	V0G1L0	V0J1Y1	V0K1C1	V0M1N0	V0N3A0	V0R1R0	V0X1L3	V8R*
	V0A1K5	V0B1T6	V0E1J0	V0G1L1	V0J1Y2	V0K1E0	V0N1A0	V0N3A1	V0R1S0	V0X1L4	V8S*
	V0A1K6	V0B1T7	V0E1L0	V0G1M0	V0J1Y3	V0K1H0	V0N1B*	V0N3A2	V0R1V0	V0X1L5	V8T*
	V0A1K7	V0B1V0	V0E1M*	V0G1N0	V0J1Y4	V0K1H1	V0N1G0	V0N3A3	V0R1W0	V0X1N0	V8V*
	V0A1L0	V0B1V1	V0E1N0	V0G1P0	V0J1Y5	V0K1J0	V0N1G1	V0N3A4	V0R1Y0	V0X1N1	V8W*
	V0A1M0	V0B1W0	V0E1N1	V0G1R0	V0J1Z0	V0K1K0	V0N1G2	V0N3A5	V0R1Z0	V0X1N2	V8X*
	V0A1P0	V0B1W1	V0E1N2	V0G1R1	V0J1Z1	V0K1M0	V0N1J0	V0N3A6	V0R2B0	V0X1N3	V8Y*
	V0A1T0	V0B1W2	V0E1Z0	V0G1R2	V0J1Z2	V0K1S0	V0N1L0	V0N3A7	V0R2C0	V0X1N4	V8Z*
	V0B1A0	V0B1X0	V0E1Z1	V0G1S0	V0J2A0	V0K1T0	V0N1N0	V0N3A8	V0R2G0	V0X1N5	V9A*
	V0B1A1	V0B2A0	V0E1Z2	V0G1S1	V0J2C0	V0K1T1	V0N1S0	V0N3E0	V0R2H0	V0X1N6	V9B*
	V0B1A2	V0B2B0	V0E2A0	V0G1X0	V0J2E0	V0K1V0	V0N1T0	V0N3G0	V0R2K0	V0X1R0	V9C*
	V0B1A3	V0B2E0	V0E2C0	V0G1Z0	V0J2G0	V0K1W0	V0N1V*	V0N3P0	V0R2M0	V0X1W0	V9E*
	V0B1A4	V0B2G0	V0E2G0	V0G2B0	V0J2J0	V0K1Y0	V0N1X0	V0N3Z0	V0R2N0	V0X1X0	V9G*
	V0B1B0	V0B2G1	V0E2G1	V0G2C0	V0J2J1	V0K1Z0	V0N1Y0	V0N3Z1	V0R2P0	V0X1X1	V9H*
	V0B1C0	V0B2G2	V0E2G2	V0G2E0	V0J2J2	V0K2E0	V0N1Y1	V0N3Z2	V0R2P1	V0X1X2	V9J*
	V0B1C1	V0B2G3	V0E2G3	V0G2G0	V0J2J3	V0K2E1	V0N1Y2	V0P1G0	V0R2P2	V1A*	V9K*
	V0B1E0	V0B2H0	V0E2G4	V0G2G1	V0J2N0	V0K2E2	V0N1Z0	V0P1R0	V0R2P3	V1C*	V9L*
	V0B1G*	V0B2J0	V0E2G5	V0G2G2	V0J2N1	V0K2E3	V0N2E0	V0R1B0	V0R2P4	V1G*	V9M*
	V0B1H0	V0B2L0	V0E2G6	V0G2G3	V0J2N2	V0K2G0	V0N2G0	V0R1G0	V0R2V0	V1I*	V9P*
	V0B1K0	V0B2L1	V0E2G7	V0G2J0	V0J2N3	V0K2G1	V0N2H0	V0R1H0	V0R2W0	V1J*	V9W*



	V0B1L0	V0B2L2	V0E2J0	V0H1B0	V0J2N4	V0K2G2	V0N2H1	V0R1J0	V0R2W1	V1K*	V9Y*
	V0B1L1	V0B2N0	V0E2S0	V0H1E0	V0J2N5	V0K2G3	V0N2H2	V0R1K0	V0R2W2	V1L*	V9Z*
	V0B1L2	V0B2N1	V0E2S1	V0H1E1	V0J2N6	V0K2J0	V0N2H3	V0R1K1	V0R2W3	V1N*	
	V0B1M0	V0B2N2	V0E2S2	V0H1E2	V0J2N7	V0K2K0	V0N2H4	V0R1K2	V0R2W4	V2G*	
	V0B1M1	V0B2P0	V0E2S3	V0H1E3	V0J2R0	V0K2S0	V0N2K0	V0R1K3	V0R2W5	V2J*	
	V0B1M2	V0C1E0	V0E2V0	V0H1H*	V0J2W0	V0K2S1	V0N2L0	V0R1K4	V0R2Z0	V2K*	
	V0B1M3	V0C1G0	V0E2V1	V0H1J0	V0J2X0	V0K2Z0	V0N2L1	V0R1K5	V0R3A0	V2L*	
	V0B1M4	V0C1H0	V0E2V2	V0H1M0	V0J2X1	V0L1A0	V0N2L2	V0R1K6	V0R3B0	V2M*	
	V0B1M5	V0C1J0	V0E2V3	V0H1Y0	V0J2X2	V0L1C0	V0N2L3	V0R1L0	V0R3C0	V2N*	
	V0B1M6	V0C1L0	V0E2V4	V0J1E0	V0J2X3	V0L1N0	V0N2N0	V0R1L1	V0R3E0	V2P*	
<b>NU/NT</b>	X*										
<b>YT</b>	Y*										