

Rules and Regulations
Governing the Carriage of
Air Freight

Rules Tariff No. 2

Issued by:
Corporate Operations Department
Pilot Freight Services Corporate Headquarters
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Explanation of Reference Marks and Symbols

| Symbol | Explanation |
|--------|---|
| \$ | denotes U.S. dollars and cents, applies to all currencies unless otherwise stated |
| & | and |
| % | denotes percent |
| / | denotes 'or' |
| * | addition (italicized), deletion or change (italicized) |

| Abbreviation | Explanation |
|--------------|---|
| AM | Ante meridian |
| CEO | Chief Executive Officer |
| CFO | Chief Financial Officer |
| C.O.D. | Collect on delivery |
| COO | Chief Operating Officer |
| Corp. | Corporation |
| cwt. | Hundred weight |
| d/b/a | doing business as |
| D.O.T. | Department of Transportation |
| ES | Extended Service |
| etc. | and so forth |
| EUV | Exclusive Use Vehicle |
| F/S | fuel surcharge |
| F.A.A. | Federal Aviation Administration |
| F.C.C.O.D. | freight charges collect on delivery |
| FTL | Full truck load |
| I.A.T.A. | International Air Transport Association |
| IMCO | International Maritime Dangerous Goods Commission |
| i.e. | that is |
| KG | kilogram |
| Lb(s). | pound(s) |
| No(s). | number(s) |
| PM | post meridian |
| P.O.D. | proof of delivery |
| P/U | pick-up |
| S.L.I. | Shipper's Letter of Instruction |
| T.S.A. | Transportation Security Administration |
| U.S. | United States |
| viz. | Namely |

| Rule No. | Rule |
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| <p style="text-align: center;">5</p> | <p><u>Definitions:</u></p> <ul style="list-style-type: none"> ◆ <u>Advance Arrangements:</u> The shipper is required to contact Pilot prior to tender of a shipment in order to enable the shipper and Pilot to make special arrangements for the shipment. ◆ <u>Air bill / Waybill / Bill of Lading / House Air Waybill:</u> The non-negotiable document on which Pilot accepts a shipment and transports the freight from origin to destination. If Pilot accepts freight on a customer's bill of lading it is understood that all terms and conditions on the face and reverse side of Pilot's official waybill or Shipper's Letter of Instruction take precedence. ◆ <u>Consignee:</u> Person or company whose name appears on the Pilot waybill as the ultimate receiver of the goods. ◆ <u>Consignor:</u> Person or company that appears on Pilot's waybill as the party offering the shipment. ◆ <u>Costume jewelry:</u> Jewelry with an actual value of less than \$25.00 per pound. ◆ <u>Legal Holidays:</u> any national, state, provincial or local legal holiday. ◆ <u>Linehaul:</u> Transportation from the origin airport city terminal to the destination airport city terminal ◆ <u>Pilot:</u> Pilot Freight Services ◆ <u>Pilot Service Guide:</u> The electronic service guide available through Pilot's website of 'www.pilotdelivers.com' via the "Co-Pilot" option. ◆ <u>Shipment:</u> A single consignment of one or more pieces, from one shipper, at one origin point, at one address signed for in one lot, and moving on one Pilot waybill to consignee, at one destination. ◆ <u>Shipper:</u> Same as consignor. ◆ <u>Third Party:</u> Person or company other than the shipper or consignee who will be liable for payment of all charges incurred. ◆ <u>Transborder:</u> Cross border service between the U.S.A. and Canada. |
| <p style="text-align: center;">10</p> | <p><u>Computation of Days:</u></p> <ul style="list-style-type: none"> ◆ <u>Accounts Receivable and Claims:</u> Full calendar days are used, including Sunday and legal holidays. When the last day falls on a Sunday or legal holiday, the following calendar day will be included. ◆ <u>Claims:</u> Full calendar days or full business days are used, depending upon the commodity and the type of claim filed (refer to Rule 165 – Claims Procedures). Business days will constitute Monday through Friday, excluding all legal holidays. ◆ <u>Service Commitment:</u> Full calendar days apply except for Saturday, Sunday and all legal holidays. |
| <p style="text-align: center;">15</p> | <p><u>Pieces:</u></p> <p>The number of pieces included in a shipment must be specified on the Pilot waybill. If containerization or palletization is used, the number of individual pieces contained therein should be stated in the description of goods on the Pilot waybill (i.e. multiple cartons on one (1) pallet must be declared on the Pilot waybill as "1 pallet said to contain (S.T.C.) xx cartons").</p> <p>For Exclusive Use Vehicle (EUV) Service, all full truck load consignments will be based on the shippers load and count of product and must be marked on the Pilot waybill or bill of lading.</p> |
| <p style="text-align: center;">20</p> | <p><u>Commodity Description:</u></p> <p>Contents of a shipment must be indicated by an accurate and specific description of the goods on the Pilot waybill. Failure to comply with this rule may be construed as an act to circumvent Pilot's legal liability as contained in Rule Nos. 50.A or D.O.T. and/or I.A.T.A. requirements for reporting of dangerous goods.</p> |

| Rule No. | Rule |
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| <p>22</p> | <p><u>Chargeable Weight Verification:</u></p> <p>Pilot will verify the gross weight and dimensions of all pieces contained in a shipment. If the gross weight (actual weight) is different than what the shipper had originally declared on the Pilot waybill, the Pilot re-weigh amount will prevail. Likewise, Pilot will verify all dimensions of a shipment, and if different than what the shipper had declared on the Pilot waybill, the dimensions of each piece taken by Pilot (in accordance with Rule No. 110.B of this tariff) will be the prevailing measurement.</p> |
| <p>25</p> | <p><u>References:</u></p> <p>References made to tariffs, items, pages, notes, rules, etc. are continuous and include all originals, supplements, revisions and re-issues.</p> |
| <p>30</p> | <p><u>Pilot Waybill:</u></p> <p>The shipper has the responsibility to prepare and present a non-negotiable Pilot waybill with each shipment tendered for transportation. Each shipment shall be subject to Pilot Freight Services Rules Tariff No. 2 in effect on the date of acceptance of shipment by Pilot or its' authorized agent representative. If the shipper fails to present such waybill at time of tender, Pilot will accept the shipment accompanied by a non-negotiable shipping document, straight bill of lading or memorandum. The non-negotiable shipping document accepted shall in no way alter the "Conditions of Contract" or "Carrier's Liability" on the reverse side of a current Pilot waybill nor supersede any of the Rules stated herein.</p> |
| <p>35</p> | <p><u>Shipments Acceptable:</u></p> <p>Except as otherwise provided, all property is acceptable for transportation when the rules and regulations of this tariff and all laws, ordinances, and other governmental rules and regulations governing transportation have been satisfied.</p> |
| <p>40</p> | <p><u>Acceptance of Shipments:</u></p> <p>Pilot will accept but not assume liability for shipments that are:</p> <ul style="list-style-type: none"> ◆ improperly packed. ◆ likely to incur damage from high or low temperature, notwithstanding the exercise of ordinary care by Pilot. ◆ not accompanied by proper documentation and necessary information as required by a convention, statute, tariff, or government regulation. ◆ requiring advance arrangements unless such arrangements had been completed prior to tender to Pilot. |

| Rule No. | Rule |
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| <p>45</p> | <p><u>Shipments Acceptable with Special Conditions:</u></p> <p>A shipment having one or more of the following special conditions, namely:</p> <ul style="list-style-type: none"> ◆ declared value in excess of \$50,000.00 ◆ containing a piece in excess of 250 inches (250") in length ◆ a piece with a floor bearing weight in excess of 100 lbs. per square foot; ◆ a piece with dimensions of 40" in length x 40" in width x 60" in height; ◆ a piece or pieces requiring special devices for safe handling <p>will be accepted when advance arrangements have been made with Pilot Freight Services and Pilot acknowledges its acceptance to handle said shipment.</p> |
| <p>50.A</p> | <p><u>Commodities Not Acceptable, Except as Indicated:</u></p> <ul style="list-style-type: none"> ◆ Dangerous Goods / Hazardous Material per Rule No. 210 of this Rules Tariff No. 2 ◆ Lithium-ion batteries, in bulk, for passenger aircraft tender ◆ Human remains, cremated or disinterred ◆ Live animals or insects, except those destined to medical laboratories in the United States ◆ Shipments requiring Pilot to obtain either a local, state or federal license for transportation (i.e. alcohol for consumption) ◆ Personal effects (including personal household goods) for movement via air transportation unless movement of said goods is for the U.S. military ◆ Shipments paid by personal check or C.O.D. for movement via air transportation <p>Commodities listed above will not be acceptable for transport with Pilot under any circumstances, unless an exception is noted.</p> |

| Rule No. | Rule |
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| <p>50.B</p> | <p><u>Commodities Not Acceptable for Tender to Pilot with a Declared Value nor All-Risk Cargo Insurance Coverage:</u></p> <ul style="list-style-type: none"> ◆ Antiques ◆ Bank notes, and all negotiable documents, including telephone cards, credit cards and bank cards that have been activated ◆ Bullion or precious metals, coined, uncoined, cyanides, dust or sulfides ◆ Cellular phones ◆ Evidence of debt ◆ Gems, cut or uncut, including jewelry (other than costume jewelry) ◆ Horological instruments (i.e. clocks, watches) ◆ Items consisting of fifty-percent (50%) or greater of non-tempered glass (i.e. mirrors) ◆ Laboratory animals or insects ◆ Live plants and plant matter, ornamental or edible ◆ Neon signs ◆ One of a kind items, including but not limited to: photographs, commercial/advertising art work, artifacts, film or music negative/master tapes/recordings, models (including architectural), stamp or coin collections, trophies, evidence for a trial, transparencies/slides, etc. ◆ Perishables of any kind ◆ Personal effects ◆ Stamps, postage or revenue <p>Commodities listed above will be acceptable for tender to Pilot, but will not be allowed to have a declared value amount indicated on the Pilot waybill at time of tender, nor will be allowable for separate all-risk insurance coverage under any circumstances.</p> |
| <p>50.C</p> | <p><u>Commodities Not Acceptable for Tender to Pilot with a Declared Value, but Available for All-Risk Cargo Insurance Coverage:</u></p> <ul style="list-style-type: none"> ◆ Arcade game machines, including but not limited to pinball machines, slot machines, etc. ◆ Artwork and objects of art, viz., paintings, drawings, etchings, tapestries, sculptures, etc. ◆ Furs, fur garments ◆ Household goods or contents, not from the original manufacturer ◆ Personal motorized modes of transportation, including but not limited to scooters, motorcycles, automobiles, boats <p>Commodities listed above will be acceptable for tender to Pilot, but will not be permitted to have a declared value amount indicated on the Pilot waybill at time of tender (the "Declared Value" field on the Pilot waybill cannot be completed). These commodities will be available for additional insurance coverage via a Pilot issued All-Risk Cargo Insurance Certificate, by requesting same on the Pilot waybill in the "Insurance" field. In all cases, these commodities must be cleared for issuance of an All-Risk Cargo Insurance certificate by the Pilot Cargo Claims Department prior to transport.</p> |

| Rule No. | Rule |
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| <p>50.D</p> | <p><u>Commodities Requiring Issuance of an Insurance Certificate with Coverage Limited to Visible Loss and/or Visible Damage Only:</u></p> <ul style="list-style-type: none"> ◆ Used exhibit booth(s), display(s), or material(s) up to \$200,000.00 ◆ Used or reconditioned computer equipment up to \$200,000.00 ◆ Used or reconditioned machinery up to \$200,000.00 ◆ Used goods other than those listed above up to \$200,000.00 ◆ Used or refurbished consumer electronics equipment, including but not limited to amplifiers, radios, video cassette recorders, digital video players/recorders, televisions, computers and peripherals, audio/visual equipment, etc. ◆ Used goods of any kind, including refurbished items <p>Commodities listed above will be acceptable for tender to Pilot, but will not be permitted to have a declared value amount indicated on the Pilot waybill at time of tender (the "Declared Value" field on the Pilot waybill cannot be completed). However, these commodities will be permitted for Shipper's Interest All-Risk Cargo Insurance coverage for visible loss and/or visible damage only. Any concealed loss or damage will not be part of the coverage. Request for the All-Risk Cargo Insurance Coverage for visible loss and/or visible damage only must be requested by completing the "Insurance" box on the Pilot waybill at time of tender. The shipper inherently agrees to this waiver of concealed loss or damage if All-Risk Cargo Insurance coverage is requested for used goods at time of tender to Pilot. In all cases, these commodities must be cleared for issuance of an All-Risk Cargo Insurance Certificate for visible loss and/or visible damage only by the Pilot Cargo Claims Department prior to transport.</p> |
| <p>50.E</p> | <p><u>Commodities Not Allowable for Insurance Certificate or Limited Insurance Coverage, but Allowable for Additional Declared Value Liability Coverage for Loss In Transit:</u></p> <ul style="list-style-type: none"> ◆ Televisions (new) from non-manufacturers ◆ Household appliances (new) from non-manufacturers ◆ Wine Cooler appliances (new) from non-manufacturers <p>Commodities listed above will be acceptable for tender to Pilot, but will not be permitted to have additional insurance coverage or a separate certificate of insurance issued. These commodities must be new and in the original, sealed manufacturer's packaging.</p> <p>Any claim for visible/ concealed damage will be settled on our standard domestic liability of \$.50 per pound, or a \$50.00 minimum charge, whichever is greater. Additional declared value liability coverage can be obtained at our standard declared value premium rate (refer to Rule 120 herein) for a "loss in transit" claim only. All loss in transit claims will be subject to the wholesale value of the item up to the amount of declared value coverage indicated on the Pilot waybill or the shipper's bill of lading.</p> <p>The purchase of additional declared liability coverage will not permit a claim to be filed for visible or concealed damage. For any visible/concealed damage, the claim will be settled based on our standard domestic liability of \$.50 per pound, or a \$50.00 minimum charge, whichever is greater.</p> |

| Rule No. | Rule |
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| <p>55</p> | <p><u>Packaging and Marking Requirements:</u></p> <p>Shipments must be prepared or packed as to insure safe transportation with ordinary care in handling. Any article susceptible to damage as a result of any condition, which may be encountered in transportation (such as high or low temperature, high or low atmospheric pressure, or sudden changes in either) must be adequately protected. Pieces with a floor bearing weight in excess of 100 pounds per square foot must be provided with a skid or base which will reduce the floor bearing weight to 100 pounds or less.</p> <p>Proper packing of each piece in a consignment must withstand frequent handling, jarring, jostling, extremes of weather and temperature, and discourage or complicate tampering. Each piece must be legible and durably marked with the name and address of the consignor and consignee. See Rule No. 145 for additional marking required for Collect on Delivery (C.O.D.) shipments.</p> |
| <p>60</p> | <p><u>Assembly Service:</u></p> <p>To qualify for Assembly Service, the following must apply:</p> <ul style="list-style-type: none"> ◆ Pilot receives written instructions to provide "Assembly Service" ◆ Two or more parts of a shipment from one or more consignors originate at one origin city ◆ The shipment is consigned to one consignee at one destination address ◆ All charges are billed to one party, either the consignee or a third party ◆ All shipments require the same level of service. If there is a difference in the levels of service requested, the rates for the higher level of service will apply, regardless of service provided ◆ Shipments must be tendered to Pilot within an 18 hour period beginning at 12:01 AM and ending at 6:00 PM the same day unless prior arrangements are made to extend the cut off time ◆ Shipments cannot be classified as dangerous goods according to I.A.T.A. regulations ◆ Shipments must be tendered from "Known Shippers" as defined by T.S.A. regulations per the T.S.A. Indirect Air Carrier Standard Security Program ◆ Shipment(s) cannot be part of another shipment which is accorded Distribution Service. <p>The service charge for Assembly Service is \$12.00 minimum or \$6.00 per part.</p> |

| Rule No. | Rule |
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| <p>65</p> | <p><u>Distribution Service:</u></p> <p>To qualify for Distribution Service the following must apply:</p> <ul style="list-style-type: none"> ◆ Pilot receives written instructions to provide "Distribution Service" ◆ Two (2) or more parts of a shipment are from one consignor ◆ Consignment of two (2) or more consignees within one Pilot destination city ◆ All charges are to be billed one party, either the consignor or a third party ◆ All shipments should require the same level of service. If there is a difference in the levels of service requested, the rates for the higher level of service shall apply, regardless of service provided ◆ All parts must be tendered for pick-up at the same time ◆ Shipments cannot be classified as dangerous goods according to I.A.T.A. regulations ◆ Shipments must be tendered from "Known Shippers" as defined by T.S.A. regulations per the T.S.A. Indirect Air Carrier Standard Security Program ◆ Shipment(s) cannot be part of another shipment which is accorded Assembly Service. <p>The service charge for Distribution Service is \$12.00 minimum or \$6.00 per part.</p> |
| <p>70</p> | <p><u>Routing and Rerouting:</u></p> <p>Pilot, exercising due diligence, shall determine the routing of all shipments. In the absence of any special instructions by the shipper, Pilot may divert any shipment in an effort to expedite its delivery. The transportation charges shall be the rate from origin to destination. If the shipper's routing instructions require Pilot to incur abnormal excess charges, these charges will be passed onto the billable party.</p> |
| <p>75</p> | <p><u>Completion of Transportation:</u></p> <p>Pilot assumes no obligation to commence or complete transportation of a shipment within any specific period of time, unless the paying party requests and receives written approval for Platinum Guarantee™ Service per Rule No. 190.C of this tariff. Pilot's waybill and Rule No. 190.A are designed as a guideline for anticipate delivery times only and is not offered as a service guarantee.</p> |

| Rule No. | Rule |
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| <p>80</p> | <p><u>Storage:</u></p> <p>Pilot will hold at destination without charge for three (3) calendar days (excluding Saturdays, Sundays and legal holidays) computed from the time the shipment was refused or held because of delivery instructions on the waybill. Storage charges will not be assessed on shipments lacking the proper documentation unless the shipper of record has failed to provide same after 30 continuous days or when prior advance arrangements have been made with Pilot.</p> <p>After expiration of such free time, Pilot will continue to hold shipments for the shipper, consignee or third party, whoever is liable for freight charges according to Pilot's waybill. If another party other than the billable party of record on Pilot's waybill requests storage, a new Pilot waybill will be issued covering the storage portion of the shipment. Pilot may request that all accrued storage charges be paid prior to release of the goods.</p> <p>Pilot's fee for storage is a \$10.00 minimum charge or \$2.50/cwt per day (excluding Saturdays, Sundays and legal holidays), based on chargeable weight of the shipment. If such continued holding is not practical, Pilot will notify the billable party that the shipment is being placed in a public warehouse at the expense of the billable party as stated in the previous paragraph, subject to a lien for all transportation, storage, delivery, warehousing and other incidental charge that remain unpaid.</p> <p>When Pilot holds the shipment after the expiration date of such free time, Pilot's liability shall be reduced to that of a warehouseman. When the shipment is placed in a public warehouse, Pilot's liability for the shipment shall terminate.</p> <p>Pilot may dispose of shipments held longer than 180 days at public or private sale without notice to the billable party, paying itself out of the proceeds of such sale all sums due and payable, including storage. The sale of any consignment shall not discharge the billable party of any liabilities to pay any deficiencies.</p> |
| <p>85</p> | <p><u>Signature Service:</u></p> <p>Pilot will handle shipments requiring Signature Service when the words "Signature Service Requested" are written on Pilot's waybill at the time of acceptance. Signature Service means each employee of Pilot Freight Services will execute a signed receipt upon accepting custody of the shipment and shall obtain a signed receipt upon relinquishing custody to another employee of Pilot, an employee of the carrier, or to the consignee. No receipt will be secured from the flight crew or driver(s) on which shipments are transported.</p> <p>A charge of \$100.00 per shipment will be assessed for Signature Service in addition to all other applicable charges.</p> |
| <p>90</p> | <p><u>Indemnification:</u></p> <p>The shipper, consignee, and billable party shall be liable, jointly and severally, to pay or indemnify Pilot for all claims, fines, penalties, damages, costs, or other sums which may be incurred, suffered, or disbursed by Pilot by reason of any violation of any of the rules contained in applicable tariffs or any judgments levied by civil or government authorities.</p> |
| <p>95</p> | <p><u>Pilot's Lien:</u></p> <p>Pilot shall have a lien on the shipment for all sums due and payable to Pilot accrued through Rules No. 80 and 100. In the event of non-payment of any sums payable to Pilot, the shipment will be held subject to provisions set forth in Rule No. 80 and all remedies set forth in that rule will apply.</p> |

| Rule No. | Rule |
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| <p>100</p> | <p><u>Liability of Charges:</u></p> <p>The shipper, consignee, and billable party shall be liable jointly and severally for:</p> <ul style="list-style-type: none"> ◆ all unpaid charges of a shipment per the waybill conditions of contract, including cost of collection ◆ pay or indemnify Pilot for all claims, fines, penalties, damages, costs, or other sums, which may be incurred by Pilot by reason of any violation of this contract or any other default. |
| <p>105</p> | <p><u>Charges Prepaid, Collect, or Third Party:</u></p> <p>Except as stated below, shipments will be accepted with charges to be paid by the shipper, consignee, or a billable party. The following shipments may never be tendered on a collect basis:</p> <ul style="list-style-type: none"> ◆ household goods, used ◆ personal effects ◆ shipments to a consignee at a transient address ◆ shipments addressed to Canadian or United States Government agency unless shipped by government agent presenting proper bill of lading ◆ shipments to construction sites, hotels or motels, and convention centers ◆ shipments of display materials to convention centers |

| Rule No. | Rule |
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| <p>110.A</p> | <p><u>Application of Rates and Charges:</u></p> <p>A shipment will be rated on the greater of actual weight or chargeable weight (refer to Rule # 110.B below), assessed in U.S. Dollars on a “per pound” basis, “per hundred pounds” basis (per cwt), a “per kilogram” (per KG) basis, or a “per mile” basis. Depending upon the shipment type, the shipment will be rated as follows:</p> <ul style="list-style-type: none"> ◆ <u>Domestic Door-to-Door:</u> The base transportation charges will include pick up from the shipper’s location to the nearest Pilot terminal; linehaul charges to the destination airport, and delivery to the consignee’s location. Additional Extended Service (ES) area surcharges will be incurred for shipper locations designated as ‘ES’ points in the <u>Pilot Service Guide</u>, or for consignee locations also so designated as ‘ES’ points. Any ancillary fees, declared value or insurance premiums, special cartage surcharges, fuel and security surcharges will be in addition to the base door-to-door rate. ◆ <u>Domestic Door-to-Airport:</u> The base transportation charges will include pick up from the shipper’s location to the nearest Pilot terminal; linehaul charges to the destination airport and recovery of shipment from the carrier or designated instructions to hold the shipment at the carrier’s location for the consignee to retrieve at their expense. Additional Extended Service (ES) area charges will be incurred for shipper locations designated as ‘ES’ points in the <u>Pilot Service Guide</u>. Any ancillary fees, declared value or insurance premiums, special cartage surcharges, fuel and security surcharges will be in addition to the base door-to-airport rate. ◆ <u>Domestic Airport-to-Door:</u> The base transportation charges will include linehaul charges to the destination airport, and delivery to the consignee’s location. Additional Extended Service (ES) area surcharges will be incurred for consignee locations designated as ‘ES’ points in the <u>Pilot Service Guide</u>. Any ancillary fees, declared value or insurance premiums, special cartage surcharges, fuel and security surcharges will be in addition to the base airport-to-door rate. ◆ <u>Domestic Airport-to-Airport:</u> The base transportation charges include linehaul charges from the origin airport to the destination airport. Pick-up and delivery (inclusive of any Extended Service (ES) area surcharges) will be additional if service is so requested by the paying party. Any ancillary fees, declared value or insurance premiums, special cartage surcharges, fuel and security surcharges will be in addition to the base airport-to-airport rate. ◆ <u>Exclusive Use Vehicle Service (Domestic & Transborder Canadian Service):</u> For routes not provided for with specialized lane segment pricing, general EUV (exclusive use vehicle) door-to-door rates will be applicable. Any route specific (lane segment) EUV pricing quoted within a specific customer tariff supersedes general rate per mile EUV pricing as stated in Pilot’s Rate Tariff No. 1. All mileage is calculated by using the practical route as computed by PC Miler® software. Any ancillary fees, including waiting time, additional labor for loading/unloading, additional stops, cancellation fees, liftgate service, additional equipment, re-consignment or fuel surcharge will be in addition to the base door-to-door rate. ◆ <u>International Air Export Door-to-Door:</u> The base transportation charges will include pick up from the shipper’s location to the nearest Pilot terminal; linehaul charges to the destination airport, and delivery to the consignee’s location. Additional Extended Service (ES) area surcharges will be incurred for shipper locations designated as ‘ES’ points in the <u>Pilot Service Guide</u>, and additional charges may be applicable for extended service areas for the consignee. Customs clearance fees, duties and taxes are not inclusive in the door-to-door rate structure. Any ancillary fees, insurance premiums, special cartage surcharges, documentation fees, handling fees, fuel and security surcharges will be in addition to the base door-to-door rate. |

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| <p>110.A</p> | <p><u>Application of Rates and Charges (Continued):</u></p> <ul style="list-style-type: none"> ◆ <u>International Air Export Door-to-Airport:</u> The base transportation charges will include pick up from the shipper's location to the nearest Pilot terminal and linehaul charges to the destination airport. Additional Extended Service (ES) area surcharges will be incurred for shipper locations designated as 'ES' points in the <i>Pilot Service Guide</i>. Customs clearance fees, duties, taxes and delivery fees are not inclusive in the door-to-airport rate structure. Any ancillary fees, insurance premiums, special cartage surcharges, documentation fees, handling fees, fuel and security surcharges will be in addition to the base door-to-airport rate. ◆ <u>International Air Export Airport-to-Airport:</u> The base transportation charges will include linehaul from the origin airport (in proximity to the nearest Pilot terminal or designated airport as specified by the shipper) to the destination airport. Pick-up and delivery charges, (inclusive of any additional Extended Service (ES) area surcharges) will be charged additionally. Customs clearance fees, duties and taxes are not inclusive in the airport-to-airport rate structure. Any ancillary fees, insurance premiums, special cartage surcharges, documentation fees, handling fees and fuel and security surcharges will be in addition to the base airport-to-airport rate. ◆ <u>International Air Export Airport-to-Door:</u> The base transportation charges will include linehaul charges from the origin airport (in proximity to the nearest Pilot terminal or designated airport as specified by the shipper) to the destination airport, and delivery to the consignee. Pick-up charges, (inclusive of any additional Extended Service (ES) area surcharges) will be charged additionally if this service is so requested by the paying party. Customs clearance fees, duties, taxes are not inclusive in the airport-to-door rate structure. Any ancillary fees, insurance premiums, special cartage surcharges, documentation fees, handling fees and fuel and security surcharges will be in addition to the base airport-to-door rate. |
| <p>110.B</p> | <p><u>Application of Rates and Charges for Chargeable Weight:</u></p> <p>Rates and charges in effect on the day of acceptance of a shipment by Pilot will apply. All sums due are stated in U.S. dollars. Except as otherwise provided, transportation rates for a shipment will be assessed on the chargeable weight of a shipment based on the greater of actual weight, or dimensional weight of the shipment.</p> <p>Dimensional weight is calculated based on the greatest dimension in height, width, and length in inches per piece. In computing inches, all measurements are rounded upward to the next higher number. For each piece, the length, width and height of each piece (in rounded inches) is multiplied together to calculate the total cubic inches. The cubic inch total sum is then divided by the formula of 194 for domestic, commercially routed freight and 166 for domestic cargo freighter aircraft routed shipments, and all international air freight. This equates to 194 cubic inches equals one (1) pound and 166 cubic inches per one (1) pound, respectively.</p> <p>The above formula is calculated for all pieces in a consignment to determine rating by the greater of actual weight or dimensional weight. When individual pieces are banded or strapped to a pallet, thus making the pallet an integral part of the shipment, the greatest length, width and height of all the pieces banded to the pallet, including the pallet itself, will be utilized for calculation of chargeable weight. In addition, the gross weight of the pallet will be incorporated into the total actual weight of the consignment.</p> <p>For purposes of definition of domestic freight, the formula of one (1) pound for each 194 cubic inches or fraction thereof will apply to the contiguous United States, Alaska, Hawaii and the territories of Puerto Rico and the U.S. Virgin Islands. Guam, American Samoa, and the Midway Islands, along with all other U.S. territories and outlying areas will be considered international points. All foreign countries will be considered international points.</p> |

| Rule No. | Rule |
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| <p>115</p> | <p><u>Charges for Shipper's Interest Insurance:</u></p> <p>Pilot will arrange for Shipper's Interest Insurance for any shipment to an international point if an amount of insurance is entered in the insurance section of the Shipper's Letter of Instructions or a request for insurance is entered in the special instructions section of a domestic waybill. Amounts entered in the declared value section of a domestic waybill or value entered in value for customs section of Shipper's Letter of Instructions will not constitute a request by shipper for insurance for an international shipment. Rather, there is a separate box the Pilot Shipper's Letter of Instruction Form to request Shipper's Interest All-Risk Cargo Insurance for international shipments.</p> <p>Pilot will also arrange for Shipper's Interest Insurance if requested by shipper as stated above on a domestic shipment for items according to the requirements in Rule Nos. 50.C or 50.D. There is a separate box on the Pilot domestic waybill for such insurance request. Amounts entered in the declared value section of a domestic waybill will not constitute a request by the shipper for insurance for a domestic shipment.</p> <p>The amount of insurance requested should be equal to the cost of the shipment (replacement cost or sales price) plus insurance, incurred, duty, and the freight charges, plus 10%.</p> <p>If an insurance certificate is issued per Rule No. 50.C, each adjusted loss has a \$250.00 deductible and the commodities are insured against all risks of physical loss or damage from any external cause, excluding the risk of electrical or mechanical derangement unless caused by an insured peril, also excluding claims for wear, tear, rust, oxidation, and corrosion. This insurance coverage does not insure against loss, damage, or expense caused by or resulting from:</p> <ul style="list-style-type: none"> ◆ delay, loss of market, indirect or consequential loss of any kind ◆ wear and tear, mechanical breakdown, inherent vice, latent defect, gradual deterioration, depreciation, insects or vermin ◆ nuclear contamination ◆ misappropriation, secretion, conversion, infidelity or any dishonest act done by or at the instigation of the assured or other party of interest, his or their employees or agents ◆ search and seizure of goods by law enforcement or a government entity <p>Shipper's Interest All-Risk Cargo Insurance premiums will be assessed and paid as follows:</p> <ul style="list-style-type: none"> ◆ Domestic cargo: \$0.75 per \$100.00 worth of insurance requested, subject to a \$10.00 minimum charge ◆ International air cargo: \$0.80 per \$100.00 worth of insurance requested, subject to a \$10.00 minimum charge ◆ International ocean cargo: \$0.85 per \$100.00 of insurance requested, subject to a \$10.00 minimum charge |
| <p>120</p> | <p><u>Charges for Declared Value:</u></p> <p>The shipper may declare a value on the entire shipment, or where the shipment consists of more than one piece with differing values, may declare different values for the pieces tendered as separate identifiable units. The waybill must indicate the specific and complete description of each piece with the gross weight, number, and value.</p> <p>An excess value (declared value) fee will be assessed and billed for the excess of the allowable free value at a rate of \$0.65 per \$100.00 per part thereof, subject to a \$2.00 minimum charge.</p> |

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| <p>125</p> | <p><u>Charges for Shipment with Pieces in Excess of 121 Inches in Length or 84 Inches in Width:</u></p> <p>Shipments containing a piece or pieces in excess of 121 inches in length or 84 inches in width will be subject to advance arrangements and the availability of space with a cargo airline. Pilot will only accept said piece(s) more than 121 inches in length and/or more than 84 inches in width upon space availability confirmation with the cargo airline. The following provisions apply for pieces mentioned above:</p> <ul style="list-style-type: none"> ◆ transportation will only be provided on cargo aircraft standard pallets ◆ charges will be based on the actual weight or number of cargo aircraft standard pallets required, whichever is higher ◆ each cargo aircraft standard pallet will be subject to a minimum chargeable weight of 6,000 lbs. ◆ cargo aircraft pallet dimensions are: 125 inches in length, 88 inches in width, and 78 inches in height. <p>The provisions of Rule No. 110 in this tariff are not applicable when this rule applies.</p> |
| <p>130</p> | <p><u>Shipments Subject to Delay:</u></p> <p>The following conditions may delay a shipment to the consignee:</p> <ul style="list-style-type: none"> ◆ if the dimensions of a piece or pieces contained in a shipment are too large for available aircraft ◆ if the length of a piece or pieces of the shipment exceeds 85 inches ◆ shipments that are improperly packaged, labeled, marked or lack proper documentation ◆ shipments tendered by a beyond carrier or by the shipper from an 'ES' (Extended Service) point which are not received in time for critical processing requirements or available departure times ◆ shipments in which the shipper has omitted or provided incorrect consignee address or zip code information on the waybill ◆ shipments requiring special licenses or legalization of documents by a consulate prior to export ◆ shipments containing dangerous goods ◆ shipments lacking a Known Shipper Security Endorsement and shipper's identification per the Transportation Security Administration procedures for Indirect Air Carriers goods |
| <p>135</p> | <p><u>Rule and Regulations Statutes</u></p> <p>No employee, agent, or representative of Pilot Freight Services, except the Chairman of the Board, CEO, COO, CFO, or Vice President(s) of Operations who are domiciled at the corporate offices in Lima, PA, are authorized to vary any terms or conditions of the this tariff or Pilot's waybill.</p> |

| Rule No. | Rule |
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| <p>140</p> | <p><u>Payment of Charges:</u></p> <p>All rates and charges published in this Rules Tariff and any rate tariffs issued by Pilot are stated in U.S. dollars and payable in said currency. All charges applicable to a shipment are payable in cash at the time of acceptance by Pilot for prepaid shipments, or at the time of delivery by Pilot in the case of collect shipments.</p> <p>Pilot Freight Services will also accept credit card payments for transportation charges with advance arrangements by the paying party via the bank card services of Visa, MasterCard or American Express.</p> <p>Upon request of the consignor, consignee, or a third party requesting credit and proof of credit standing, Pilot will extend credit for a period of seven (7) days from the date of billing by Pilot. A billable party may submit a written request for a different billing cycle.</p> <p>Whenever a due date falls on a Saturday, Sunday or legal holiday, the due date will be the following business day.</p> |
| <p>145</p> | <p><u>C.O.D. (Collect On Delivery) Service:</u></p> <p>The consignor has the sole responsibility to enter the C.O.D. amount on the Pilot waybill. The consignor must also legibly and durably mark each piece of the shipment with letters denoting "C.O.D.", indicate the number of pieces in the shipment on the Pilot waybill, and the amount to be collected in U.S. Dollars. C.O.D. shipments cannot be combined with any other shipment from the same shipper to the same consignee. C.O.D. service will not be honored for a shipment that cannot be handled on a collect basis as indicated in Rule No. 105.</p> <p>No privilege of examination or trial will be given prior to collection of the C.O.D. amount. No partial delivery of a C.O.D. shipment will be made unless the full amount of the C.O.D. has been collected. Credit will not be extended for a C.O.D. shipment under any circumstances. The amount of the C.O.D. is payable only by company check made payable to the shipper. Pilot's sole responsibility shall be to secure the check and to exercise care and diligence in forwarding said check to the shipper. Pilot will accept only a certified check made payable to the shipper when the shipper stipulates in writing "Certified Check Only" on the Pilot waybill at time of tender.</p> <p>Declared value for carriage must be indicated on the Pilot waybill by the consignor for the full C.O.D. amount. Additional declared value premium charges will be assessed per Rule No. 120. If the consignor does not complete the declared value for carriage amount on the Pilot waybill, Pilot will insert the amount in the declared value box on the Pilot waybill, or decline to handle the C.O.D. service requested.</p> <p>Disposition of a refused or unclaimed C.O.D. shipment, including re-consignment to a new consignee, or release of the C.O.D. amount may only be arranged by written authorization from the consignor (shipper) only, or per written request on the Pilot waybill.</p> <p>The charge for collecting and remitting the C.O.D. amount is two percent (2%) of the C.O.D. amount, or a \$25.00 minimum charge, whichever is greater.</p> |
| <p>150</p> | <p><u>Advancement of Charges:</u></p> <p>Pilot will advance charges for transportation, cartage, storage, loading, unloading, packing, unpacking, and processing not performed by Pilot, when arranged by the consignor, consignee or third party. The charge for advancing these expenses is a \$2.00 minimum, or five percent (5% of expense, whichever is greater.</p> |

| Rule No. | Rule |
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| <p>155</p> | <p><u>Inspection of Shipments:</u></p> <p>Pilot has the authority per the T.S.A. Indirect Carrier Standard Security Program requirements to inspect a shipment including, but not limited to, opening the shipment and inspecting the contents. The shipper has the responsibility to insure the commodities described, packed, and shipped meet all T.S.A. and D.O.T. requirements for the safe transportation of the goods. The shipper will indemnify Pilot against all fines and liens levied because of any shipper's negligence, whether or not the shipper was aware of the regulations Pilot is mandated to comply with by federal authorities and agencies.</p> |
| <p>157</p> | <p><u>Consent to Screen Air Cargo:</u></p> <p>Pursuant to T.S.A. Indirect Carrier Standard Security Program requirements, all cargo tendered for air transportation is subject to cargo security screening. The signature of the shipper on the Pilot house air waybill, bill of lading, Shipper's Letter of Instruction Form, or shipment tender document governed by Pilot Freight Services Rules Tariff No. 2 will be authorization for this consent to screen cargo moving via air transportation. A blanket <u>Cargo Security Consent to Screen Authorization</u> can also be filed with the local Pilot station for this purpose. Failure to authorize screening consent for cargo being transported by air will result in diversion of the cargo to ground transportation.</p> |
| <p>160</p> | <p><u>Delivery and Failure to Deliver:</u></p> <p>Delivery of a shipment will be made to the consignee on the Pilot waybill. All deliveries require a written acceptance of a shipment unless the shipper, consignee, or billable party requests other arrangements. Any arrangements to deliver a shipment without the consignee signature on the Pilot waybill must be communicated to Pilot in writing, either on a "per shipment" basis on the face of the Pilot waybill or via the Pilot Signature Release Form, prior to transportation of the cargo by Pilot. Unless otherwise provided, the consignee must accept the shipment at the destination shown on the waybill.</p> <p>All shipments must either be accepted or refused in their entirety, unless prior arrangements with Pilot allows for partial deliveries.</p> <p>Shipments must be signed for by the consignee prior to inspection of the contents inside the shipping container(s). Opening the shipping container(s) and inspecting the condition of the goods inside the shipping container(s) prior to consignee signature of acceptance of the shipment is not permitted. Refer to Rule 165 for procedures to report concealed damage or concealed shortage.</p> <p>All shipments requiring customs clearance shall be deemed delivered when in custody of government authorities or a customs house as required by law and the documentation has been released to the consignee or his assigned agent.</p> <p>When a shipment is delayed in the possession of Pilot or is unclaimed or refused, Pilot will take steps as due diligence to protect the goods for the billable party. If the shipper, consignee, or billable party desires notification by phone, fax, mail or electronic mail of actual or anticipated delay(s) at origin or in route, the notification must specify a person's name, company name, phone number, and address for this notification to be processed.</p> <p>If, after notification, no further instructions are received, Pilot's Rule No. 80 pertaining to storage and disposition of the shipment will apply. The shipper or billable party, if applicable, is responsible for all charges and expenses resulting from the refusal of the consignee to accept the shipment, including but not limited to, transportation charges incurred returning the shipment.</p> |

| Rule No. | Rule |
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| <p>165</p> | <p><u>Claims Procedures:</u></p> <p>All claims for loss, damage, undercharge or overcharge must be made in writing to Pilot Freight Services Corporation, P.O. Box 97, Lima, PA 19037-0037. All claims should be sent to the attention of the appropriate department:</p> <ul style="list-style-type: none"> ◆ Loss or damage claims must be sent to the "Cargo Claims Department". Loss or damage claims may be faxed to the Cargo Claims Department at facsimile number 610-891-8496, or via electronic mail to 'Claims@mail@pilotdelivers.com'. Claims may also be initiated on-line at 'http://pilotdelivers.com' via the "Contact Us" button and selecting the "File A Claim" option. ◆ Overcharges or undercharges for services provided by Pilot must be sent to the "Accounts Receivable Department". Overcharge or undercharge claims can be faxed to the Overcharge Claims Department at facsimile number 610-565-4267. ◆ Overcharges or undercharges for services provided to Pilot by a vendor must be sent to the "Transportation Payables Department". Overpayment/underpayment notifications can be faxed to the Transportation Payables Department at facsimile number 610-891-8168. <p>No claim, any part which is received by the consignee, will be concluded until all transportation charges have been paid. The amount of a claim may not be deducted from lawful transportation charges owed to Pilot by the claimant. When a loss occurs and the consignee doesn't receive any part of the shipment, a claim will be entertained even though the transportation charges are unpaid. The billable party on the waybill must file the claim. All claims for loss or damage are subject to a proof of wholesale value.</p> <p>For USA domestic business-to-business shipments, intra-Canada domestic business-to-business shipments and Transborder Canadian business-to-business shipments, a claim for visible loss or damage may be filed up to 180 calendar days from the shipment tender date to Pilot. A claim for concealed damage or concealed loss must be reported in writing within twelve (12) calendar days after delivery of the shipment. For USA domestic, intra-Canada domestic and Transborder Canadian shipments in which the consignee is indicated as a residence on the Pilot waybill or bill of lading, any claim for concealed damage or concealed loss must be reported within three (3) business days after delivery of the shipment.</p> <p>For international air shipments, a claim for concealed or visible damage may be filed up to fourteen (14) calendar days after delivery of the shipment. A claim for loss (non-delivery) may be filed up to 120 calendar days from date of tender to Pilot or its' authorized agent representative.</p> <p>For international ocean shipments, Pilot must be notified within three (3) calendar days of delivery in the event of visible/concealed damage to allow for inspection of the damaged goods. In the event of loss or non-delivery, a claim must be initiated with Pilot within thirty (30) calendar days of the final delivery date. All claims for ocean shipments must be filed within 365 calendar days and/or one (1) year from the final delivery date.</p> <p>As a condition for recovery of a claim for loss or damage, Pilot shall have the privilege to inspect the container(s) and contents within fifteen (15) calendar days after receipt of notice. All merchandise must be retained in the original shipping container, in the same condition it was found when the damage was discovered, until inspected by Pilot, or until Pilot issues an inspection declination letter. It is the duty of the claimant to ensure retention of damaged merchandise and the shipping container(s) for inspection. It is likewise the duty of the claimant, where there is value in the salvage, to accept and handle the damaged merchandise and the shipping container(s) in such a manner as to mitigate the claimed loss as much possible, either through repair or discounted sales. Unauthorized disposal of the product requiring inspection may result in the denial of the claim.</p> |

| Rule No. | Rule |
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| 170 | <p><u>Limitation of Actions:</u></p> <p>Pilot shall not be liable in any action brought to enforce a claim, except for overcharges, unless the claimant has exhausted the provisions in Rule No. 165. Any action must be brought within 180 days after the date written notice is given to the claimant that Pilot has disallowed the claim in whole or in part. No action shall be entertained or liability attached to Pilot under this contract unless suit is brought within one year from the date of the waybill.</p> <p>For recover of overcharges, action by law shall begin within 180 days from delivery of shipment by Pilot, and no later, unless a claim for overcharge had been presented in writing to Pilot within the 180 day period. Then the limit will extend for an additional 180 days from date of receipt of written notice.</p> |

| Rule No. | Rule |
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| 175 | <p><u>Limit of Liability for Transportation Services:</u></p> <p>In consideration of the applicable transportation rates, which, in part, are dependent upon the value of the shipment, the shipper, consignee, and all parties having an interest in the shipment agree that the value of the shipment shall be determined as follows and the maximum liability for damages shall not exceed the lesser of:</p> <p><u>USA Domestic shipments (all modes of transport) and Intra-Canada Domestic air shipments with no value declared*:</u></p> <p>The maximum liability for damages shall be the lesser of:</p> <ul style="list-style-type: none"> ◆ actual wholesale value of the goods lost or damaged, or ◆ \$0.50 per pound multiplied by the number of pounds (in chargeable weight) lost, damaged, and destroyed, or ◆ repair of damaged pieces <p><u>Intra-Canada Domestic ground shipments with no value declared*:</u></p> <p>The maximum liability for damages shall be the lesser of:</p> <ul style="list-style-type: none"> ◆ actual wholesale value of the goods lost or damaged, or ◆ \$2.00 per pound multiplied by the number of pounds (in chargeable weight) lost, damaged, and destroyed, or ◆ repair of damaged pieces <p><u>International air shipments, inclusive of Transborder Canadian and Transborder Mexico air and ground shipments with no value declared*:</u></p> <p>The maximum liability for damages shall be the lesser of:</p> <ul style="list-style-type: none"> ◆ actual wholesale value of goods lost or damaged, or ◆ \$9.07 per pound (\$20.00 per kilogram equivalent) multiplied by the number of pounds (in chargeable weight) lost, damaged, and destroyed, or ◆ repair of damaged pieces <p><u>International ocean shipments with no value declared:</u></p> <p>The maximum liability for damages shall be the lesser of:</p> <ul style="list-style-type: none"> ◆ actual value of goods lost or damaged, or ◆ \$500.00 per shipping unit, or ◆ repair of damaged pieces <p><u>Shipments with a declared value, for either domestic or Transborder Canadian shipments:</u></p> <p>The maximum liability for damages shall be the lesser of the declared value or:</p> <ul style="list-style-type: none"> ◆ the actual wholesale value of the goods lost or destroyed, or ◆ repair of damaged pieces, or ◆ in the case of a partial loss of damage, the average declared value per pound (in chargeable weight) of the shipment which is lost or damaged, unless the shipper declared different values according to Rule No. 120. <p>* Note: The above stated liability for damages also applies to any Full Truck Load (FTL), or Exclusive Use Vehicle (EUV) shipments.</p> |

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| 177 | <p><u>Limit of Liability for Warehousing/Storage Services:</u></p> <p>For shipments held on a dock, either at a Pilot Freight Services facility or a Pilot cartage agent's facility, for a period of greater than 30 days without any transportation move, the liability of Pilot will be that of a warehouseman, and Pilot's liability will be limited to the lesser of \$0.50 per pound, or the wholesale value of the goods.</p> |
| 180 | <p><u>Liability Not Assumed:</u></p> <p>Pilot will not be liable for any loss or damage unless caused by Pilot's negligence. Pilot will not be responsible for contributory negligence on the part of shipper, consignee, or third party.</p> <p>Without limiting the generality of the sentence above, Pilot will not be liable for any loss, damage, delivery to an incorrect address, or non-delivery caused by:</p> <ul style="list-style-type: none"> ◆ The act, default, or omission of the shipper, consignee or any other party claiming an interest in the shipment; ◆ The nature of the shipment, defect, or inherent vice of the product; ◆ Failure of the shipper or consignee to observe any rules contained in this document including but not limited to, improper or insufficient packaging, securing, addressing or marking of any shipment; ◆ Acts of God, weather conditions, mechanical delay of aircraft or other equipment failure, environmental or dangerous goods incident, perils of the air, public enemy, public authorities acting on riots, strikes, civil commotions or hazards incident to a state of war; ◆ Acts of omissions of any person other than Pilot including delivery instructions from the shipper or consignee complied with by Pilot; ◆ Compliance with government regulations, orders or requirements, or from any cause beyond Pilot's control; ◆ Consequential damages as a result due to delay, delivery to an incorrect address or non-delivery resulting from Pilot not being able to guarantee delivery by a specific date or time. ◆ Damage to product and/or property due to size limitations encountered upon delivery, if the consignee overrules Pilot's delivery judgment. ◆ Loss, external or internal damage of any shipment delivered without a consignee signature due to shipper's instructions for delivery of goods without a scheduled appointment. <p>Liability shall in no event exceed that set forth in the Limitation of Liability provisions contained in Rule No. 175 and Rule Nos. 50.A – 50.D.</p> |
| 185.A | <p><u>Charge for Shipments of Dangerous Goods – All Services except Exclusive Use Vehicle (EUV) Service:</u></p> <p>The shipper agrees to package Dangerous Goods for "passenger aircraft" or cargo-only aircraft" in accordance with current IATA regulations. All shipments containing Dangerous Goods must be tendered on a separate Pilot waybill. Commodities considered to be "non-hazardous" per current IATA regulations cannot be tendered on the same Pilot waybill with commodities considered to be "Dangerous Goods".</p> <p>Shipments containing dangerous goods will be rated at 225% of the applicable rate for the service level requested, except for Economy Service shipments, along with a charge of \$60.00 per UN or ID number, in addition to all carrier surcharges assessed for the handling of a Dangerous Goods shipment. Shipments suspected of /or requiring further compliance with IATA regulations may experience delay in transit.</p> |

| Rule No. | Rule |
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| <p>185.B</p> | <p><u>Charges for Shipments of Dangerous Goods for Exclusive Use Vehicle (EUV) Service:</u></p> <p>The shipper agrees to package commodities classified as dangerous goods in accordance with current IATA and D.O.T. and E.P.A. regulations. Shipments containing Dangerous Goods will be assessed a charge of \$50.00 minimum per IATA UN number classification or \$.10/mile, whichever is greater.</p> |
| <p>190.A</p> | <p><u>Domestic & Transborder Canadian Service Commitment – Non-Guaranteed Services:</u></p> <ul style="list-style-type: none"> ◆ <u>First Flight Service*</u>: Expedited delivery via the first available flight or routing to achieve the earliest possible delivery at destination ◆ <u>Next Day AM Service</u>: Delivery by 12:00 PM the next business day to AM points; delivery by 5:00 PM the next business day to PM points; delivery by 5:00 PM the second business day to ES points ◆ <u>Next Day PM Service</u>: Delivery by 5:00 PM the next business day to AM and PM points; delivery by 5:00 PM the second business day to ES points ◆ <u>Two Day Service</u>: Delivery by 5:00 PM the second business day to AM and PM points; delivery by 5:00 PM the third business day to ES points ◆ <u>Three Day Service</u>: Delivery by 5:00 PM the third business day to AM and PM points; delivery by 5:00 PM the fourth business day to ES points ◆ <u>Economy Service</u>: Delivery by 5:00 PM the fifth business day to AM and PM points; delivery by 5:00 PM the sixth business day to ES points <p><u>Exclusions:</u></p> <p>Service to 'ES' points listed in the <i>Pilot Service Guide</i> will require an additional business day of transit for all service levels listed unless a service upgrade is authorized. Time frames stated above do not include Customs clearance formalities for Canadian and Puerto Rico shipments. A service upgrade may be required for shipments picked up after 5:00 PM Monday through Friday in order to avoid an additional business day of transit. Shipper consent to screen cargo for air transport must be recorded, otherwise diversion to ground transportation will be necessary (refer to Rule No. 157).</p> <p>*Refer also to Rule 192 for additional First Flight Service parameters.</p> |

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| <p>190.B</p> | <p><u>Domestic Home Delivery Service Commitment – Non-Guaranteed Services:</u></p> <p>All Pilot Home Delivery Service shipments have transit commitment to destination within 3 – 5 business days, with scheduled appointments made between 8:00 AM and 5:00 PM Monday through Friday within a four (4) hour delivery window. Customer contact will be made within two (2) days of arrival at destination for delivery appointment arrangements.</p> <p>The levels of Pilot Home Delivery Service available are as follows:</p> <ul style="list-style-type: none"> ◆ <u>Premier Service (1 man or 2 man delivery):</u> Inside delivery/pick-up to/from the room of choice. Unpacking and debris removal included for delivery service. (Repacking additional for pick-up/return service.) Premier Service will utilize two people for delivery/pick-up for pieces greater than 100 lbs. chargeable weight. Fifteen (15) minutes of inspection, prep, setup, and/or minor assembly/disassembly included when required. ◆ <u>Deluxe Service (1 man or 2 man delivery):</u> Inside delivery/pick-up of the packaged item(s) to/from the room of choice, including unpacking and debris removal. Deluxe Service will utilize two people for delivery/pick-up for pieces greater than 125 lbs. chargeable weight. Premier Service will be required if packaged item(s) cannot be safely maneuvered to/from the room of choice while in packaging. ◆ <u>Home Electronics Enhanced Service:</u> Inside delivery/pick-up of the packaged home electronics item (primarily televisions) to the room of choice, unpacking and debris removal, testing of the television for power and assembly of the base to the television. Home Electronics service will utilize one or two persons for the delivery/pick-up; two persons will be utilized if the shipment contains a piece in excess of 125 lbs. actual shipping weight, or for shipments containing a piece with total shipping dimensions (length + width + height) in excess of 110" (inches). Use of a two-man team is also contingent upon specific customer requirements based on television screen size. ◆ <u>Standard Service:</u> Delivery/Pick-up just inside the main entrance (threshold) only. Standard Service will utilize two people for shipments containing a piece in excess of 125 pounds actual shipping weight, or for shipments containing a piece with total shipping dimensions (length + width + height) in excess of 110" (inches), or for any shipment that cannot be safely handled by one person only. One person will be utilized for shipments containing a piece weighing up to 125 pounds actual shipping weight and up to 110" total shipping dimensions, unless unsafe for one person to handle based on the size and location of the delivery/pick-up. Premier Service will be required if packaged item(s) cannot fit through a main entrance while in packaging. ◆ <u>Basic Service:</u> One-person ground level delivery/pick-up outside the main entrance only (no stairs or obstacles). Basic Service shipments containing a piece in excess of 350 pounds actual shipping weight or in excess of 150 pounds actual shipping weight and any dimension (length, width or height) greater than 72 inches will require additional labor. <p>Transit commitment refers to the arrival of the shipment at the delivering Pilot Station or Pilot agent location.</p> <p><u>Exclusions:</u></p> <p>Additional labor charges may be required for any shipment in need of additional manpower due to size/weight and/or delivery/pick-up requirements/location. Standard and Basic Services do not include unpacking and/or debris removal upon delivery. Delivery/pick-up is based solely on customer availability to receive/tender the shipment. Delivery/pick-up points more than 50 miles from a Pilot Station or Pilot Agent location will require any additional 1-2 transit days.</p> |

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| 190.C | <p><u>Domestic Service Commitment – Platinum Guarantee™ Services:</u></p> <ul style="list-style-type: none"> ◆ <u>Platinum Guarantee™ First Flight Service*</u>: Guaranteed expedited delivery via the first available flight or routing to achieve the earliest possible delivery at destination ◆ <u>Platinum Guarantee™ Next Day AM Service</u>: Guaranteed delivery by 12:00 PM the next business day to AM points; guaranteed delivery by 5:00 PM the next business day to PM points; guaranteed delivery by 5:00 PM the second business day to ES points ◆ <u>Platinum Guarantee™ Next Day PM Service</u>: Guaranteed delivery by 5:00 PM the next business day to AM and PM points; guaranteed delivery by 5:00 PM the second business day to ES points ◆ <u>Platinum Guarantee™ Two Day Service</u>: Guaranteed delivery by 5:00 PM the second business day to AM and PM points; guaranteed delivery by 5:00 PM the third business day to ES points ◆ <u>Platinum Guarantee™ Three Day Service</u>: Guaranteed delivery by 5:00 PM the third business day to AM and PM points; guaranteed delivery by 5:00 PM the fourth business day to ES points ◆ <u>Platinum Guarantee™ Economy Service</u>: Guaranteed delivery by 5:00 PM the fifth business day to AM and PM points; delivery by 5:00 PM the sixth business day to ES points <p><u>Exclusions:</u></p> <p>Platinum Guarantee™ Next Day AM or Next Day PM shipments must have the cargo ready for tender to Pilot via advance arrangements made with the local Pilot station to meet the guaranteed service commitment. Confirmation with the local Pilot station is required to verify all service capabilities prior to tender.</p> <p>The service territory for Platinum Guarantee™ Service is limited to the 48 contiguous United States. Service to Alaska, Hawaii, Puerto Rico and Canada is available through our non-guaranteed services. Platinum Guarantee™ Service is not available for international export or import services.</p> <p>Delivery commitment, as well as liability concerning loss, damage, or delay on Platinum Guarantee™ Service is subject to the following exceptions:</p> <ul style="list-style-type: none"> ◆ Acts of God, perils of the air, public enemies, public authorities acting with actual or apparent authority in the premises, authority of law, quarantine, riots, strikes, civil commotion, hazards or dangers incident to a state of war or undeclared war. ◆ The act or default of the shipper or consignee. ◆ The nature of the shipment or any defect, characteristic inherent vice thereof. ◆ Violation by the shipper or consignee or any of the rules contained in any current or forthcoming tariff, included but not confined to improper or insufficient packing, securing, marking or addressing and failure to observe any of the rules relating to shipments not acceptable for transportation or shipment acceptable only under certain conditions. ◆ Compliance with delivery instructions from the shipper or consignee or non-compliance with special instructions from the shipper or consignee not authorized by applicable tariffs. ◆ Delays which are a direct result of waiting time at the consignee location, either through appointment deliveries, convention center receiving processes or any circumstances which is caused by the consignee's lack of ability to receive the consignment within the specified time frame. ◆ Any shipment containing commodities classified as Dangerous Goods per I.A.T.A. regulations. ◆ Shipments that exceed 85" in length or width, or 72" in height. ◆ Shipment that are undeliverable or are returned, have unclear or incorrect addresses, or shipments addressed to rural delivery numbers. ◆ Shipment to be delivered on a day that is considered a National Holiday. ◆ Shipment lacking the proper Shipper's Security Endorsement. ◆ Shipments moving on a collect basis that are not authorized by consignee as the paying party. ◆ Lack of shipper authorization for screening of any shipment moving via air transportation. <p>*Refer also to Rule 193 for additional First Flight Service parameters.</p> |

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| <p>190.D</p> | <p><u>International Air Service Commitment – Non-Guaranteed Services:</u></p> <ul style="list-style-type: none"> ◆ <u>Export Consolidation Service:</u> Door-to-airport or airport-to-airport consolidation service within 3-6 business days; delivery and customs formalities excluded. ◆ <u>Export Expedited (Direct IATA) Service:</u> Door-to-airport or airport-to-airport expedited air cargo service within 2-3 business days; delivery and customs formalities excluded. <p><u>Exclusions:</u></p> <p>International air export shipments must have proper shipping documentation available from the shipper at time of tender to Pilot to meet the service commitment stated above, including commercial invoices, U.S. Shipper's Export Declaration (if so required), and any other documentation necessary to process the shipment. If Pilot prepares documentation on behalf of the shipper, including legalization of documents by foreign consulates, bank drafts, document processing in compliance with a letter of credit, preparation of a Certificate of Origin, processing of a U.S. Export License, etc., additional transit days may apply.</p> <p>Dangerous Goods shipments will not be permitted for Pilot Export Consolidation Service.</p> <p>Select destinations may take an additional day or days of transit for consolidation service; verification of the service parameters should be made with the local Pilot station.</p> <p>Shipper consent to screen cargo for air transport must be recorded, otherwise diversion to ground transportation will be necessary (refer to Rule No. 157).</p> |
| <p>190.E</p> | <p><u>Exclusive Use Vehicle (EUV) Service Commitment:</u></p> <p>For Exclusive Use Vehicle service, delivery commitment will be within quoted transit times based on account requirements for single or two driver (team) service. Quoted transit times are based on through service from origin to destination.</p> <p><u>Exclusions:</u></p> <p>For service commitment, a minimum twelve (12) hour notice must be given to Pilot. Pick-ups for non-scheduled full truck loads are subject to vehicle availability and additional surcharges may apply.</p> <p>Pilot is not responsible for Transborder Canadian EUV shipments that are delayed as a result of Customs clearance formalities or incomplete documentation required to properly administer a border clearance or PARS clearance before proceeding to final destination for delivery.</p> |
| <p>191</p> | <p><u>Default Level of Service:</u></p> <p>If a domestic shipment is tendered to Pilot without indication of the level of service requested (either for non-guaranteed or Platinum Guarantee™ services), the default level of service accorded the shipment will be Next Day PM Service.</p> <p>If a Transborder shipment (Canada or Mexico) is tendered to Pilot without indication of the level of service requested, the default level of service accorded the shipment will be Economy Service.</p> <p>If an international air shipment is tendered to Pilot without indication of the level of service requested, the default level of service will be Consolidation Service.</p> |

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| 192.A | <p><u>Next Day Domestic/Canadian Service Upgrade:</u></p> <p>Shipments which require delivery by 12:00 PM the next business day to AM points will be charged the Next Day rate plus an additional surcharge of 45%. Shipments which require delivery by 12:00 PM to PM points will be charged the Next Day rate plus an additional surcharge of 95%. Shipments originating in or delivering to 'ES' points as identified in the Pilot Service Guide requiring next business day delivery can be upgraded to First Flight Service and rates to meet the delivery requirement. The paying party must provide written authorization for this service upgrade to be applicable. Next day service upgrades are subject to the fuel surcharge application (refer to Rule # 220.A of this tariff).</p> | | | | | | | | | | | | | | | | |
| 192.B | <p><u>Two Day Domestic/Canadian Service Upgrade:</u></p> <p>Shipments originating in or delivering to 'ES' points as identified in the Pilot Service Guide requiring delivery on the second business day can be upgraded to the Next Day published rate to satisfy the delivery requirement. The paying party must provide written authorization for this service upgrade to be applicable.</p> | | | | | | | | | | | | | | | | |
| 193 | <p><u>First Flight Service Parameters:</u></p> <p>First Flight Service is inclusive of pick-up and delivery within twenty (20) miles of the Pilot terminal location. Beyond twenty (20) miles, an additional charge of \$2.50/mile (subject to fuel surcharge application) one way will be assessed for pick-up or delivery, whichever is applicable. First Flight shipments picked up and/or delivered outside the time frames of 8:00 AM – 5:00 PM Monday through Friday will incur an additional charge of:</p> <table border="0" data-bbox="568 1144 1242 1480"> <tr> <td colspan="2" style="text-align: center;"><u>Continental USA Points</u></td> </tr> <tr> <td>Monday-Friday – 5:01 PM to 7:59 AM</td> <td style="text-align: right;">\$50.00</td> </tr> <tr> <td>Saturday – All Hours</td> <td style="text-align: right;">\$90.00</td> </tr> <tr> <td>Sunday and Legal Holidays</td> <td style="text-align: right;">\$125.00</td> </tr> <tr> <td colspan="2" style="text-align: center;"><u>Canadian Points</u></td> </tr> <tr> <td>Monday-Friday – 5:01 PM to 7:59 AM</td> <td style="text-align: right;">\$75.00</td> </tr> <tr> <td>Saturday – All Hours</td> <td style="text-align: right;">\$100.00</td> </tr> <tr> <td>Sunday and Legal Holidays</td> <td style="text-align: right;">\$140.00</td> </tr> </table> | <u>Continental USA Points</u> | | Monday-Friday – 5:01 PM to 7:59 AM | \$50.00 | Saturday – All Hours | \$90.00 | Sunday and Legal Holidays | \$125.00 | <u>Canadian Points</u> | | Monday-Friday – 5:01 PM to 7:59 AM | \$75.00 | Saturday – All Hours | \$100.00 | Sunday and Legal Holidays | \$140.00 |
| <u>Continental USA Points</u> | | | | | | | | | | | | | | | | | |
| Monday-Friday – 5:01 PM to 7:59 AM | \$50.00 | | | | | | | | | | | | | | | | |
| Saturday – All Hours | \$90.00 | | | | | | | | | | | | | | | | |
| Sunday and Legal Holidays | \$125.00 | | | | | | | | | | | | | | | | |
| <u>Canadian Points</u> | | | | | | | | | | | | | | | | | |
| Monday-Friday – 5:01 PM to 7:59 AM | \$75.00 | | | | | | | | | | | | | | | | |
| Saturday – All Hours | \$100.00 | | | | | | | | | | | | | | | | |
| Sunday and Legal Holidays | \$140.00 | | | | | | | | | | | | | | | | |
| 194 | <p><u>Service Outside the Continental U.S.A.:</u></p> <p>For shipments destined to Alaska, Hawaii or the territory of Puerto Rico originating from a point in the Continental United States, or for shipments originating from Alaska, Hawaii or Puerto Rico destined to a point within the Continental United States, or for shipments moving between Alaska, Hawaii or Puerto Rico, an additional day of transit will be required. Transit time to Canada, Puerto Rico and International points is not inclusive of customs clearance formalities.</p> <p>Additional charges are applicable for shipments to or from these points, as stated in Pilot Rates Tariff No. 1 or a customer specific Pilot Freight Services Tariff. The additional surcharge for service to Alaska, Hawaii or the territory of Puerto Rico is subject to the fuel surcharge application (refer to Rule #220.A of this tariff).</p> | | | | | | | | | | | | | | | | |

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| 195.A | <p><u>Accessorial Charges – Domestic & Canadian Transborder Shipments:</u></p> <p>The following accessorial surcharges are applicable if services are required for domestic, Transborder Canadian shipments:</p> <table data-bbox="438 525 1380 1113"> <tr> <td>Additional labor (see note below)</td> <td>\$75.00 minimum or \$2.35/mile one way, per person, per pick-up/delivery</td> </tr> <tr> <td>Attempted pick-up/delivery (AM/PM points)</td> <td>\$15.00 minimum or \$10.00/cwt</td> </tr> <tr> <td>Attempted pick-up/delivery (ES points)</td> <td>\$30.00 or \$15.00/cwt</td> </tr> <tr> <td>Convention Center/Hotel pick-up/delivery</td> <td>\$15.00 minimum or \$6.00/cwt</td> </tr> <tr> <td>Dedicated pick-up/delivery vehicle (other than normal route truck)</td> <td>\$225.00 for straight truck \$300.00 for tractor/trailer</td> </tr> <tr> <td>In-bond fee (Canada shipments only)</td> <td>\$50.00</td> </tr> <tr> <td>Inside pick-up/delivery</td> <td>\$15.00 minimum or \$6.00/cwt</td> </tr> <tr> <td>Liftgate service</td> <td>\$50.00 per pick-up/delivery</td> </tr> <tr> <td>Re-consignment fee</td> <td>\$5.00 per shipment</td> </tr> <tr> <td>Re-delivery service</td> <td>\$12.00 minimum or \$7.50/cwt</td> </tr> <tr> <td>Residential pick-up/delivery</td> <td>\$15.00 minimum or \$6.00/cwt</td> </tr> <tr> <td>Terminal fee (Canada shipments only)</td> <td>\$25.00</td> </tr> <tr> <td>Two man pick-up/delivery</td> <td>\$50.00 per hour, minimum 1 hour</td> </tr> <tr> <td>Unpacking & Debris Removal</td> <td>\$25.00 minimum or \$15.00/cwt</td> </tr> <tr> <td>Waiting time</td> <td>\$15.00 per ¼ hour, first 15 minutes free</td> </tr> </table> <p>Note: Additional labor charges may be required for any shipment in need of additional manpower due to size/weight and/or delivery/pick-up requirements/location.</p> <p>Any additional charges for domestic or Canadian Transborder shipments will be handled on an ad-hoc quotation basis.</p> | Additional labor (see note below) | \$75.00 minimum or \$2.35/mile one way, per person, per pick-up/delivery | Attempted pick-up/delivery (AM/PM points) | \$15.00 minimum or \$10.00/cwt | Attempted pick-up/delivery (ES points) | \$30.00 or \$15.00/cwt | Convention Center/Hotel pick-up/delivery | \$15.00 minimum or \$6.00/cwt | Dedicated pick-up/delivery vehicle (other than normal route truck) | \$225.00 for straight truck \$300.00 for tractor/trailer | In-bond fee (Canada shipments only) | \$50.00 | Inside pick-up/delivery | \$15.00 minimum or \$6.00/cwt | Liftgate service | \$50.00 per pick-up/delivery | Re-consignment fee | \$5.00 per shipment | Re-delivery service | \$12.00 minimum or \$7.50/cwt | Residential pick-up/delivery | \$15.00 minimum or \$6.00/cwt | Terminal fee (Canada shipments only) | \$25.00 | Two man pick-up/delivery | \$50.00 per hour, minimum 1 hour | Unpacking & Debris Removal | \$25.00 minimum or \$15.00/cwt | Waiting time | \$15.00 per ¼ hour, first 15 minutes free |
| Additional labor (see note below) | \$75.00 minimum or \$2.35/mile one way, per person, per pick-up/delivery | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Attempted pick-up/delivery (AM/PM points) | \$15.00 minimum or \$10.00/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Attempted pick-up/delivery (ES points) | \$30.00 or \$15.00/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Convention Center/Hotel pick-up/delivery | \$15.00 minimum or \$6.00/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dedicated pick-up/delivery vehicle (other than normal route truck) | \$225.00 for straight truck \$300.00 for tractor/trailer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| In-bond fee (Canada shipments only) | \$50.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inside pick-up/delivery | \$15.00 minimum or \$6.00/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Liftgate service | \$50.00 per pick-up/delivery | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Re-consignment fee | \$5.00 per shipment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Re-delivery service | \$12.00 minimum or \$7.50/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Residential pick-up/delivery | \$15.00 minimum or \$6.00/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Terminal fee (Canada shipments only) | \$25.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Two man pick-up/delivery | \$50.00 per hour, minimum 1 hour | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unpacking & Debris Removal | \$25.00 minimum or \$15.00/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waiting time | \$15.00 per ¼ hour, first 15 minutes free | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>195.B</p> | <p><u>Accessorial Charges Related to Home Delivery Shipments:</u></p> <p>The following surcharges are applicable if services are required:</p> <table data-bbox="438 504 1380 997"> <tr> <td>Attempted delivery</td> <td>Minimum: \$125.00 (Two-Man Services); \$50.00 (One-Man Service); or 50% of the Requested Service rate (Re-delivery at Requested Service rate)</td> </tr> <tr> <td>Refusal & return</td> <td>Same as Basic Service Rate</td> </tr> <tr> <td>Pick-up & return</td> <td>Same as Requested Service Rate, Re-packing additional</td> </tr> <tr> <td>Additional flight of stairs</td> <td>\$25.00 per flight, after first flight free</td> </tr> <tr> <td>Re-packing fee*</td> <td>\$75.00 minimum, or \$50.00/cwt</td> </tr> <tr> <td>Re-consignment fee</td> <td>\$5.00 per shipment</td> </tr> <tr> <td>Re-delivery service</td> <td>Requested Service rate</td> </tr> <tr> <td>Additional Labor*</td> <td>\$75.00 minimum or \$2.35/mile one way, per person, per pick-up/delivery</td> </tr> <tr> <td>Assembly Service (Premier Service only)</td> <td>\$35.00 per ¼ hour, first 15 minutes free</td> </tr> <tr> <td>Waiting time</td> <td>\$15.00 per ¼ hour, first 15 minutes free</td> </tr> </table> <p>* Repacking will consist of basic packing materials, such as corrugated material, Styrofoam, bubble-wrap, shrink-wrap and shipping pallets. Any shipment requiring professional crating will be processed on an ad hoc quotation basis only. Additional labor will be required for any Basic Service shipment containing a piece in excess of 350 pounds actual shipping weight, or in excess of 150 pounds actual weight and with any shipping dimension (length, width or height) greater than 72 inches. Additional labor charges may be required for any shipment in need of additional manpower due to size/weight and/or delivery/pick-up requirements/location.</p> <p>Any additional charges for Home Delivery Service shipments will be handled on an ad-hoc quotation basis.</p> | Attempted delivery | Minimum: \$125.00 (Two-Man Services); \$50.00 (One-Man Service); or 50% of the Requested Service rate (Re-delivery at Requested Service rate) | Refusal & return | Same as Basic Service Rate | Pick-up & return | Same as Requested Service Rate, Re-packing additional | Additional flight of stairs | \$25.00 per flight, after first flight free | Re-packing fee* | \$75.00 minimum, or \$50.00/cwt | Re-consignment fee | \$5.00 per shipment | Re-delivery service | Requested Service rate | Additional Labor* | \$75.00 minimum or \$2.35/mile one way, per person, per pick-up/delivery | Assembly Service (Premier Service only) | \$35.00 per ¼ hour, first 15 minutes free | Waiting time | \$15.00 per ¼ hour, first 15 minutes free |
| Attempted delivery | Minimum: \$125.00 (Two-Man Services); \$50.00 (One-Man Service); or 50% of the Requested Service rate (Re-delivery at Requested Service rate) | | | | | | | | | | | | | | | | | | | | |
| Refusal & return | Same as Basic Service Rate | | | | | | | | | | | | | | | | | | | | |
| Pick-up & return | Same as Requested Service Rate, Re-packing additional | | | | | | | | | | | | | | | | | | | | |
| Additional flight of stairs | \$25.00 per flight, after first flight free | | | | | | | | | | | | | | | | | | | | |
| Re-packing fee* | \$75.00 minimum, or \$50.00/cwt | | | | | | | | | | | | | | | | | | | | |
| Re-consignment fee | \$5.00 per shipment | | | | | | | | | | | | | | | | | | | | |
| Re-delivery service | Requested Service rate | | | | | | | | | | | | | | | | | | | | |
| Additional Labor* | \$75.00 minimum or \$2.35/mile one way, per person, per pick-up/delivery | | | | | | | | | | | | | | | | | | | | |
| Assembly Service (Premier Service only) | \$35.00 per ¼ hour, first 15 minutes free | | | | | | | | | | | | | | | | | | | | |
| Waiting time | \$15.00 per ¼ hour, first 15 minutes free | | | | | | | | | | | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>195.C</p> | <p><u>Accessorial Charges Related to Air Export Shipments:</u></p> <p>The following accessorial charges are applicable if services are required for solely for international air export shipments:</p> <table data-bbox="438 520 1372 1003"> <tr> <td>AES Filing Fee</td> <td>\$15.00</td> </tr> <tr> <td>Airport transfer</td> <td>\$7.50 minimum or .07/KG</td> </tr> <tr> <td>Banking – Letter of Credit</td> <td>\$80.00</td> </tr> <tr> <td>Banking – Sight Draft</td> <td>\$25.00</td> </tr> <tr> <td>Carnet registration</td> <td>\$50.00</td> </tr> <tr> <td>Certificate of Origin preparation</td> <td>\$15.00</td> </tr> <tr> <td>Commercial Invoice preparation</td> <td>\$15.00</td> </tr> <tr> <td>Export Declaration preparation</td> <td>\$15.00</td> </tr> <tr> <td>Handling Fee (Consolidation service)</td> <td>\$60.00</td> </tr> <tr> <td>Handling Fee (Direct IATA service)</td> <td>\$60.00</td> </tr> <tr> <td>Insurance Certificate preparation</td> <td>\$15.00</td> </tr> <tr> <td>Messenger Fee</td> <td>\$15.00</td> </tr> <tr> <td>State Department registration</td> <td>\$50.00</td> </tr> <tr> <td>U.S. Customs registration</td> <td>\$50.00</td> </tr> </table> <p>Any additional charges for air export shipments will be handled on an ad-hoc quotation basis. While these accessorial charges may be unique to Pilot’s air export service, any accessorial charges related to the handling and transportation of the shipment within the United States may also apply per Rule No. 195.A of this tariff.</p> | AES Filing Fee | \$15.00 | Airport transfer | \$7.50 minimum or .07/KG | Banking – Letter of Credit | \$80.00 | Banking – Sight Draft | \$25.00 | Carnet registration | \$50.00 | Certificate of Origin preparation | \$15.00 | Commercial Invoice preparation | \$15.00 | Export Declaration preparation | \$15.00 | Handling Fee (Consolidation service) | \$60.00 | Handling Fee (Direct IATA service) | \$60.00 | Insurance Certificate preparation | \$15.00 | Messenger Fee | \$15.00 | State Department registration | \$50.00 | U.S. Customs registration | \$50.00 |
| AES Filing Fee | \$15.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airport transfer | \$7.50 minimum or .07/KG | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Banking – Letter of Credit | \$80.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Banking – Sight Draft | \$25.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carnet registration | \$50.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificate of Origin preparation | \$15.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Commercial Invoice preparation | \$15.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Export Declaration preparation | \$15.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Handling Fee (Consolidation service) | \$60.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Handling Fee (Direct IATA service) | \$60.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Insurance Certificate preparation | \$15.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Messenger Fee | \$15.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State Department registration | \$50.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U.S. Customs registration | \$50.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>195.D</p> | <p><u>Accessorial Charges for Exclusive Use Vehicle (EUV) Service:</u></p> <p>The following accessorial charges are applicable for Exclusive Use Vehicle (EUV) Service shipments if services are required:</p> <table data-bbox="402 1306 1412 1810"> <tr> <td>Additional stops</td> <td>\$75.00 per stop for one (1) stop; \$125.00 per stop for two (2) stops; \$150.00 per stop for three (3) or more stops</td> </tr> <tr> <td>Canada rejected clearance fees</td> <td>\$250.00 for processing at Canada sufferance warehouse \$350.00 for processing at U.S.A. customs detention center</td> </tr> <tr> <td>Cancellation fees</td> <td>\$50.00 for cancellation less than six (6) hours from scheduled pick-up time; if truck is already dispatched, \$2.50/mile from dispatch point to loading address subject to a \$175.00 minimum or \$400.00 maximum charge</td> </tr> <tr> <td>Liftgate service</td> <td>\$50.00</td> </tr> <tr> <td>Loading/unloading provided by Pilot</td> <td>\$100.00 minimum or \$25.00/cwt</td> </tr> <tr> <td>Pallet jack provided by Pilot</td> <td>\$50.00</td> </tr> <tr> <td>Pallets provided by Pilot</td> <td>\$6.00 per pallet</td> </tr> <tr> <td>Re-consignment service</td> <td>\$100.00 minimum charge or EUV per mile charge as stated in the applicable rate tariff from point of re-consignment to destination</td> </tr> <tr> <td>Waiting time</td> <td>Two (2) hours free at origin or destination; In excess of free time, \$15.00 per quarter hour with a maximum charge of \$250.00 per 24 hour period</td> </tr> </table> <p>Any additional charges for Exclusive Use Vehicle shipments will be handled on an ad-hoc quotation basis. While these accessorial charges may be unique to Pilot’s Exclusive Use Vehicle Service, any accessorial charges related to handling or charges not stated herein will be also subject to accessorial charges as stated in Rule No. 195.A of this tariff.</p> | Additional stops | \$75.00 per stop for one (1) stop; \$125.00 per stop for two (2) stops; \$150.00 per stop for three (3) or more stops | Canada rejected clearance fees | \$250.00 for processing at Canada sufferance warehouse \$350.00 for processing at U.S.A. customs detention center | Cancellation fees | \$50.00 for cancellation less than six (6) hours from scheduled pick-up time; if truck is already dispatched, \$2.50/mile from dispatch point to loading address subject to a \$175.00 minimum or \$400.00 maximum charge | Liftgate service | \$50.00 | Loading/unloading provided by Pilot | \$100.00 minimum or \$25.00/cwt | Pallet jack provided by Pilot | \$50.00 | Pallets provided by Pilot | \$6.00 per pallet | Re-consignment service | \$100.00 minimum charge or EUV per mile charge as stated in the applicable rate tariff from point of re-consignment to destination | Waiting time | Two (2) hours free at origin or destination; In excess of free time, \$15.00 per quarter hour with a maximum charge of \$250.00 per 24 hour period | | | | | | | | | | |
| Additional stops | \$75.00 per stop for one (1) stop; \$125.00 per stop for two (2) stops; \$150.00 per stop for three (3) or more stops | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Canada rejected clearance fees | \$250.00 for processing at Canada sufferance warehouse \$350.00 for processing at U.S.A. customs detention center | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cancellation fees | \$50.00 for cancellation less than six (6) hours from scheduled pick-up time; if truck is already dispatched, \$2.50/mile from dispatch point to loading address subject to a \$175.00 minimum or \$400.00 maximum charge | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Liftgate service | \$50.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Loading/unloading provided by Pilot | \$100.00 minimum or \$25.00/cwt | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pallet jack provided by Pilot | \$50.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pallets provided by Pilot | \$6.00 per pallet | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Re-consignment service | \$100.00 minimum charge or EUV per mile charge as stated in the applicable rate tariff from point of re-consignment to destination | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waiting time | Two (2) hours free at origin or destination; In excess of free time, \$15.00 per quarter hour with a maximum charge of \$250.00 per 24 hour period | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | |
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| <p>200.A</p> | <p><u>Oversize Cargo – All Services except Exclusive Use Vehicle Service:</u></p> <p>A shipment that contains a piece with a length of eighty-five inches (85”) or greater, or a height or width of fifty-nine inches (59”) or greater, or with a chargeable weight of more than 250 lbs. may require an additional business day of transit. An upgrade in service is available to meet the required delivery due date, namely a surcharge of 40% of the applicable rate for the service level requested. If service cannot be performed with the upgrade surcharge at the same level of service, then the shipment will be rated at the next higher level of service with the 40% oversize upgrade surcharge in order to meet the delivery requirement.</p> <p>Note: Refer to Rule No. 125 of this tariff for additional information concerning pieces greater than one hundred twenty-one inches (121”) in length or eighty-four inches (84”) in width.</p> | | | | | | | | | | |
| <p>200.B</p> | <p><u>Oversize Cargo for Exclusive Use Vehicle (EUV) Service Shipments:</u></p> <p>A shipment or a single piece of one shipment with a length of one hundred twenty inches (120”) or greater, or a height of ninety-eight inches (98”) or greater, or a width of ninety-six inches (96”) or greater, or with a gross weight of 5,000 lbs. or greater may require specialized equipment for loading, unloading and transportation. An additional business day of transit may be required. Rate application would then be determined on equipment availability.</p> | | | | | | | | | | |
| <p>205.A</p> | <p><u>Pick-Up and Delivery Service – All Services except Exclusive Use Vehicle Service:</u></p> <p>Normal pick-up and delivery service parameters are Monday through Friday between 8:00 AM and 5:00 PM. Special pick-up/delivery service is defined as an expedited pick-up and/or delivery performed prior to the time that normal pick-up/delivery would be made in the course of the regularly scheduled route, or pick-up/delivery performed Monday through Friday between the hours of 5:00 PM and 8:00 AM, or Saturday, Sunday and legal holidays.</p> <p>Special pick-up and delivery will be based on a rate of \$2.55/mile one way (subject to fuel surcharge application) between the terminal and pick-up or delivery point. This rate is calculated by using the practical route as computed by PC Miler® software subject to a minimum charge as stated below:</p> <table data-bbox="565 1360 1247 1528"> <tbody> <tr> <td>Monday through Friday - 8:00 AM to 5:00 PM</td> <td>\$85.00</td> </tr> <tr> <td>Monday through Friday - 5:00 PM to 8:00 AM</td> <td>\$90.00</td> </tr> <tr> <td>Saturday - 8:00 AM to 1:00 PM</td> <td>\$95.00</td> </tr> <tr> <td>Saturday - all other hours</td> <td>\$110.00</td> </tr> <tr> <td>Sunday and legal holidays - all hours</td> <td>\$135.00</td> </tr> </tbody> </table> <p>The above special pick-up or special delivery charges are also applicable for any attempted special pick-ups or attempted special deliveries if not the result of Pilot’s negligence in performing the originally requested service.</p> | Monday through Friday - 8:00 AM to 5:00 PM | \$85.00 | Monday through Friday - 5:00 PM to 8:00 AM | \$90.00 | Saturday - 8:00 AM to 1:00 PM | \$95.00 | Saturday - all other hours | \$110.00 | Sunday and legal holidays - all hours | \$135.00 |
| Monday through Friday - 8:00 AM to 5:00 PM | \$85.00 | | | | | | | | | | |
| Monday through Friday - 5:00 PM to 8:00 AM | \$90.00 | | | | | | | | | | |
| Saturday - 8:00 AM to 1:00 PM | \$95.00 | | | | | | | | | | |
| Saturday - all other hours | \$110.00 | | | | | | | | | | |
| Sunday and legal holidays - all hours | \$135.00 | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | | | | | | | | | | | |
|--|---|-------------------------------|--|--|----------|--|----------|----------------------|----------|---------------------------------------|----------|------------------------|--|--|----------|--|----------|----------------------|----------|---------------------------------------|----------|
| <p>205.B</p> | <p><u>Pick-Up and Delivery Service for Exclusive Use Vehicle Service:</u></p> <p>Normal pick-up and delivery service parameters are Monday through Friday between 8:00 AM and 5:00 PM. Special pick-up/delivery service is defined as an expedited pick-up and/or delivery performed prior to the time that normal pick-up/delivery would be made in the course of the regularly scheduled route, or pick-up/delivery performed Monday through Friday between the hours of 5:00 PM and 8:00 AM, or Saturday, Sunday and legal holidays. Pick-ups for non-scheduled loads are subject to equipment availability and additional surcharges may be applicable.</p> <p>If a full truckload shipment cannot be picked up or delivered by the designated truckload carrier through no fault of the carrier or Pilot, and the local Pilot terminal is required to perform special pick-up/ delivery service, a rate of \$2.50/mile one way between the terminal and pick-up or delivery point will be applicable. This rate is calculated by using the practical route as computed by PC Miler[®] software subject to a minimum charge as stated below:</p> <table data-bbox="535 808 1274 1176"> <thead> <tr> <th colspan="2" data-bbox="792 808 1019 835"><u>Continental USA Points</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="535 842 966 869">Monday through Friday - 8:00 AM to 5:00 PM</td> <td data-bbox="1193 842 1274 869">\$300.00</td> </tr> <tr> <td data-bbox="535 875 966 903">Monday through Friday - 5:00 PM to 8:00 AM</td> <td data-bbox="1193 875 1274 903">\$350.00</td> </tr> <tr> <td data-bbox="535 909 727 936">Saturday – all hours</td> <td data-bbox="1193 909 1274 936">\$400.00</td> </tr> <tr> <td data-bbox="535 942 885 970">Sunday and legal holidays - all hours</td> <td data-bbox="1193 942 1274 970">\$500.00</td> </tr> <tr> <th colspan="2" data-bbox="824 1010 987 1037"><u>Canadian Points</u></th> </tr> <tr> <td data-bbox="535 1043 966 1071">Monday through Friday - 8:00 AM to 5:00 PM</td> <td data-bbox="1193 1043 1274 1071">\$400.00</td> </tr> <tr> <td data-bbox="535 1077 966 1104">Monday through Friday - 5:00 PM to 8:00 AM</td> <td data-bbox="1193 1077 1274 1104">\$450.00</td> </tr> <tr> <td data-bbox="535 1110 727 1138">Saturday – all hours</td> <td data-bbox="1193 1110 1274 1138">\$500.00</td> </tr> <tr> <td data-bbox="535 1144 885 1171">Sunday and legal holidays - all hours</td> <td data-bbox="1193 1144 1274 1171">\$600.00</td> </tr> </tbody> </table> | <u>Continental USA Points</u> | | Monday through Friday - 8:00 AM to 5:00 PM | \$300.00 | Monday through Friday - 5:00 PM to 8:00 AM | \$350.00 | Saturday – all hours | \$400.00 | Sunday and legal holidays - all hours | \$500.00 | <u>Canadian Points</u> | | Monday through Friday - 8:00 AM to 5:00 PM | \$400.00 | Monday through Friday - 5:00 PM to 8:00 AM | \$450.00 | Saturday – all hours | \$500.00 | Sunday and legal holidays - all hours | \$600.00 |
| <u>Continental USA Points</u> | | | | | | | | | | | | | | | | | | | | | |
| Monday through Friday - 8:00 AM to 5:00 PM | \$300.00 | | | | | | | | | | | | | | | | | | | | |
| Monday through Friday - 5:00 PM to 8:00 AM | \$350.00 | | | | | | | | | | | | | | | | | | | | |
| Saturday – all hours | \$400.00 | | | | | | | | | | | | | | | | | | | | |
| Sunday and legal holidays - all hours | \$500.00 | | | | | | | | | | | | | | | | | | | | |
| <u>Canadian Points</u> | | | | | | | | | | | | | | | | | | | | | |
| Monday through Friday - 8:00 AM to 5:00 PM | \$400.00 | | | | | | | | | | | | | | | | | | | | |
| Monday through Friday - 5:00 PM to 8:00 AM | \$450.00 | | | | | | | | | | | | | | | | | | | | |
| Saturday – all hours | \$500.00 | | | | | | | | | | | | | | | | | | | | |
| Sunday and legal holidays - all hours | \$600.00 | | | | | | | | | | | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | | | | | | | | | |
|---|---|----------------------|----------------|----------------|---|-------|-------|--------------------------|-------|-------|---|-------|-------|---|-------|-------|--|--------|-------|
| <p>210</p> | <p><u>Dangerous Goods Not Acceptable:</u></p> <p>Pilot Freight Services is not licensed to transport the following hazardous materials categories:</p> <ul style="list-style-type: none"> ◆ A highway route controlled quantity of a Class 7 (radioactive) material, as defined in 49 CFR 173.403. ◆ More than 25 kilograms (55 pounds) of a Division 1.1, 1.2, or 1.3 (explosive) material (see 49 CFR 173.50) in a motor vehicle, rail car, or freight container. ◆ More than one liter (1.06 quarts) per package of a "material extremely toxic by inhalation" (that is, a "material poisonous by inhalation," as defined in 49 CFR 171.8, that meets the criteria for "hazard zone A" as specified in 49 CFR 173.116(a) for gases or 173.133(a) for liquids). ◆ A hazardous material (including hazardous wastes) in a bulk packaging having a capacity equal to or greater than 13,248 liters (3,500 gallons) for liquids or gases or more than 13.24 cubic meters (468 cubic feet) for solids. Please note that under this provision persons who offer or transport hazardous materials that do not require placarding (that is, Class 9 materials) in a bulk packaging with a capacity greater than 3,500 gallons or 468 cubic feet, must register. ◆ A shipment in other than a bulk packaging of 2,268 kilograms (5,000 pounds) gross weight or more of one class of hazardous materials (including hazardous wastes) for which placarding of a vehicle, rail car, or freight container is required for that class. ◆ A shipment of lithium-ion batteries in bulk, for routing/transport on board a commercial passenger aircraft (cargo-aircraft only per current IATA quantities and packaging standards will apply). <p>Pilot Freight Services will not accept the following classes and or divisions in any amounts.</p> <ul style="list-style-type: none"> ◆ Class 1 Explosives, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6 ◆ Class 2 Gases, Division 2.3 – Toxic Gas ◆ Class 4 Flammable Solids, Division 4.2 – Substances liable to spontaneous combustion ◆ Class 4 Flammable Solids, Division 4.3 – Substances which, in contact with water, emit flammable gases ◆ Class 6 Toxic and Infectious Substances, Division 6.1 – Toxic substances ◆ Class 6 Toxic and Infectious Substances, Division 6.2 – Infectious substances ◆ Class 7 Radioactive Material | | | | | | | | | | | | | | | | | | |
| <p>215.A</p> | <p><u>Extended Area Surcharges – All Services Except Home Delivery Shipments:</u></p> <p>All rates include pick-up and delivery within major metropolitan city areas within the USA. Points listed as Extended Service ('ES') in the <i>Pilot Service Guide</i> or not listed therein will be assessed an additional charge of \$35.00 minimum or \$18.75/cwt. Canadian Extended Service areas will be charged additionally, as follows (rates stated per pound in USD):</p> <table border="1" data-bbox="487 1638 1299 1932"> <thead> <tr> <th style="text-align: center;"><u>Beyond Points</u></th> <th style="text-align: center;"><u>Minimum</u></th> <th style="text-align: center;"><u>Per CWT</u></th> </tr> </thead> <tbody> <tr> <td>All Canadian Points (except those listed below)</td> <td style="text-align: center;">40.00</td> <td style="text-align: center;">20.75</td> </tr> <tr> <td>N. Ontario and N. Quebec</td> <td style="text-align: center;">40.00</td> <td style="text-align: center;">28.00</td> </tr> <tr> <td>NW Ontario, N. Manitoba, Labrador, Iles de la Madeleine</td> <td style="text-align: center;">45.00</td> <td style="text-align: center;">43.00</td> </tr> <tr> <td>Queen Charlotte Island, Yukon Territory, NW Territories</td> <td style="text-align: center;">90.00</td> <td style="text-align: center;">65.00</td> </tr> <tr> <td>Remote areas beyond 500 miles of metropolitan area</td> <td style="text-align: center;">125.00</td> <td style="text-align: center;">95.00</td> </tr> </tbody> </table> | <u>Beyond Points</u> | <u>Minimum</u> | <u>Per CWT</u> | All Canadian Points (except those listed below) | 40.00 | 20.75 | N. Ontario and N. Quebec | 40.00 | 28.00 | NW Ontario, N. Manitoba, Labrador, Iles de la Madeleine | 45.00 | 43.00 | Queen Charlotte Island, Yukon Territory, NW Territories | 90.00 | 65.00 | Remote areas beyond 500 miles of metropolitan area | 125.00 | 95.00 |
| <u>Beyond Points</u> | <u>Minimum</u> | <u>Per CWT</u> | | | | | | | | | | | | | | | | | |
| All Canadian Points (except those listed below) | 40.00 | 20.75 | | | | | | | | | | | | | | | | | |
| N. Ontario and N. Quebec | 40.00 | 28.00 | | | | | | | | | | | | | | | | | |
| NW Ontario, N. Manitoba, Labrador, Iles de la Madeleine | 45.00 | 43.00 | | | | | | | | | | | | | | | | | |
| Queen Charlotte Island, Yukon Territory, NW Territories | 90.00 | 65.00 | | | | | | | | | | | | | | | | | |
| Remote areas beyond 500 miles of metropolitan area | 125.00 | 95.00 | | | | | | | | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|----------------|---|-------|---|---------|--------|---|---------|--------|---|---------|--------|---|----------|--------|-------|---|-------|---|---------|---------------------------------|----------|---------|---------|------------------------------|--------|---------------------|----------|-----------------|---------------|---------|------------|---|------------|-------------|----------|---------|------------|-------------|-------------|-----------------|----------|---|----------|-----|----------------|-----------------|---------|---|--------------|---------|---------|-------------------------|------|-------------------------------------|-------|---------|----------|---------------------|----------|-----------------|--------|-------------|---------|-----------------|--------------|---------------------------------|------|-------------------------------------|--------------|-----|--------|---------|----------------|-------------------------|----------|-------------------------|--------------|---------|-----------|-----------------|-----------|-----------------------------|-------|---------|-------|---|----------|-------------|------|-----------------|---------------|-----------------|---------|-----------------|----------|---------|----------|---------------------------------|-----------|-------------|------------|--|-------------|---------------------|---------------|---------|----------|-----------------------------|-----------|-----------------|---------|---------|---------|---------|
| <p>215.B</p> | <p><u>Extended Areas & Surcharges – Home Delivery Shipments:</u></p> <p>All rates include pick-up and delivery within major metropolitan city areas within the U.S.A. Points listed in <u>Pilot Home Delivery Extended Service Points Guide</u> will be assessed an additional charge of:</p> <table data-bbox="438 535 1372 667"> <thead> <tr> <th>Mileage</th> <th>Minimum</th> <th>Per #</th> </tr> </thead> <tbody> <tr> <td>Less than 100 miles from Pilot Agent Terminal - One-Man Service</td> <td>\$35.00</td> <td>\$0.40</td> </tr> <tr> <td>Less than 100 miles from Pilot/Agent Terminal - Two-Man Service</td> <td>\$75.00</td> <td>\$0.50</td> </tr> <tr> <td>More than 100 miles from Pilot/Agent Terminal - One-Man Service</td> <td>\$85.00</td> <td>\$0.60</td> </tr> <tr> <td>More than 100 miles from Pilot/Agent Terminal - Two-Man Service</td> <td>\$150.00</td> <td>\$0.95</td> </tr> </tbody> </table> <p style="text-align: center;"><u>Pilot Home Delivery Extended Service Points Guide</u></p> <table border="1" data-bbox="370 730 1442 1690"> <thead> <tr> <th>State</th> <th>Zip Codes Applicable for Beyond Charges</th> <th>State</th> <th>Zip Codes Applicable for Beyond Charges</th> </tr> </thead> <tbody> <tr> <td>Alabama</td> <td>350,351,354-357,359-365,367-369</td> <td>Nebraska</td> <td>683-693</td> </tr> <tr> <td>Arizona</td> <td>853,855,856,859, 860,863-865</td> <td>Nevada</td> <td>890,893-895,897,898</td> </tr> <tr> <td>Arkansas</td> <td>716-721,723-729</td> <td>New Hampshire</td> <td>030-038</td> </tr> <tr> <td>California</td> <td>922-925,929-939,949,952-955,957,959-961</td> <td>New Jersey</td> <td>082-085,087</td> </tr> <tr> <td>Colorado</td> <td>805-816</td> <td>New Mexico</td> <td>870,873-884</td> </tr> <tr> <td>Connecticut</td> <td>062-066,068,069</td> <td>New York</td> <td>103,105,109,119-121,124-131,133-139,147-149</td> </tr> <tr> <td>Delaware</td> <td>199</td> <td>North Carolina</td> <td>278,279,283-289</td> </tr> <tr> <td>Florida</td> <td>320,321,323-326,329,338-344,349 33036,33037,33040-33052,33070 (All Keys)</td> <td>North Dakota</td> <td>580-588</td> </tr> <tr> <td>Georgia</td> <td>301,304-310,312-319,398</td> <td>Ohio</td> <td>433-435,437-439,444-449,451,453-458</td> </tr> <tr> <td>Idaho</td> <td>832-838</td> <td>Oklahoma</td> <td>730,734-740,743-749</td> </tr> <tr> <td>Illinois</td> <td>609-619,623-629</td> <td>Oregon</td> <td>971,973-979</td> </tr> <tr> <td>Indiana</td> <td>463-467,469-479</td> <td>Pennsylvania</td> <td>154-170,172-179,182-189,195,196</td> </tr> <tr> <td>Iowa</td> <td>500-502,504-508,510-514,516,520-528</td> <td>Rhode Island</td> <td>028</td> </tr> <tr> <td>Kansas</td> <td>664-679</td> <td>South Carolina</td> <td>290-292,294,295,298,299</td> </tr> <tr> <td>Kentucky</td> <td>400,401,403-409,411-427</td> <td>South Dakota</td> <td>570-579</td> </tr> <tr> <td>Louisiana</td> <td>703-708,710-714</td> <td>Tennessee</td> <td>373,374,376-378,380,382-385</td> </tr> <tr> <td>Maine</td> <td>039-049</td> <td>Texas</td> <td>751,754-759,763-765,766-769,774,776-781,783-786,788-798</td> </tr> <tr> <td>Maryland</td> <td>206,215-219</td> <td>Utah</td> <td>840,843,845-847</td> </tr> <tr> <td>Massachusetts</td> <td>012-016,025-027</td> <td>Vermont</td> <td>050-054,056-059</td> </tr> <tr> <td>Michigan</td> <td>484-499</td> <td>Virginia</td> <td>224-231,233,234,238,239,241-246</td> </tr> <tr> <td>Minnesota</td> <td>550,556-567</td> <td>Washington</td> <td>982,983,985,986,988-991,993,994, 98013,98070,98110</td> </tr> <tr> <td>Mississippi</td> <td>386-391,393,394-397</td> <td>West Virginia</td> <td>247-268</td> </tr> <tr> <td>Missouri</td> <td>634-639,644,646-648,650-658</td> <td>Wisconsin</td> <td>530,535,538-549</td> </tr> <tr> <td>Montana</td> <td>590-599</td> <td>Wyoming</td> <td>820-831</td> </tr> </tbody> </table> <p>* All zip codes in <i>Idaho, Montana, North Dakota, South Dakota, West Virginia</i> and <i>Wyoming</i> are Section 2 points with the exception of the 3-digit zip codes listed above. Although Pilot Home Delivery serves all U.S. points; shipments to/from the zip codes listed above may require additional transit days.</p> | Mileage | Minimum | Per # | Less than 100 miles from Pilot Agent Terminal - One-Man Service | \$35.00 | \$0.40 | Less than 100 miles from Pilot/Agent Terminal - Two-Man Service | \$75.00 | \$0.50 | More than 100 miles from Pilot/Agent Terminal - One-Man Service | \$85.00 | \$0.60 | More than 100 miles from Pilot/Agent Terminal - Two-Man Service | \$150.00 | \$0.95 | State | Zip Codes Applicable for Beyond Charges | State | Zip Codes Applicable for Beyond Charges | Alabama | 350,351,354-357,359-365,367-369 | Nebraska | 683-693 | Arizona | 853,855,856,859, 860,863-865 | Nevada | 890,893-895,897,898 | Arkansas | 716-721,723-729 | New Hampshire | 030-038 | California | 922-925,929-939,949,952-955,957,959-961 | New Jersey | 082-085,087 | Colorado | 805-816 | New Mexico | 870,873-884 | Connecticut | 062-066,068,069 | New York | 103,105,109,119-121,124-131,133-139,147-149 | Delaware | 199 | North Carolina | 278,279,283-289 | Florida | 320,321,323-326,329,338-344,349 33036,33037,33040-33052,33070 (All Keys) | North Dakota | 580-588 | Georgia | 301,304-310,312-319,398 | Ohio | 433-435,437-439,444-449,451,453-458 | Idaho | 832-838 | Oklahoma | 730,734-740,743-749 | Illinois | 609-619,623-629 | Oregon | 971,973-979 | Indiana | 463-467,469-479 | Pennsylvania | 154-170,172-179,182-189,195,196 | Iowa | 500-502,504-508,510-514,516,520-528 | Rhode Island | 028 | Kansas | 664-679 | South Carolina | 290-292,294,295,298,299 | Kentucky | 400,401,403-409,411-427 | South Dakota | 570-579 | Louisiana | 703-708,710-714 | Tennessee | 373,374,376-378,380,382-385 | Maine | 039-049 | Texas | 751,754-759,763-765,766-769,774,776-781,783-786,788-798 | Maryland | 206,215-219 | Utah | 840,843,845-847 | Massachusetts | 012-016,025-027 | Vermont | 050-054,056-059 | Michigan | 484-499 | Virginia | 224-231,233,234,238,239,241-246 | Minnesota | 550,556-567 | Washington | 982,983,985,986,988-991,993,994, 98013,98070,98110 | Mississippi | 386-391,393,394-397 | West Virginia | 247-268 | Missouri | 634-639,644,646-648,650-658 | Wisconsin | 530,535,538-549 | Montana | 590-599 | Wyoming | 820-831 |
| Mileage | Minimum | Per # | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than 100 miles from Pilot Agent Terminal - One-Man Service | \$35.00 | \$0.40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than 100 miles from Pilot/Agent Terminal - Two-Man Service | \$75.00 | \$0.50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| More than 100 miles from Pilot/Agent Terminal - One-Man Service | \$85.00 | \$0.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| More than 100 miles from Pilot/Agent Terminal - Two-Man Service | \$150.00 | \$0.95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| State | Zip Codes Applicable for Beyond Charges | State | Zip Codes Applicable for Beyond Charges | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alabama | 350,351,354-357,359-365,367-369 | Nebraska | 683-693 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arizona | 853,855,856,859, 860,863-865 | Nevada | 890,893-895,897,898 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arkansas | 716-721,723-729 | New Hampshire | 030-038 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| California | 922-925,929-939,949,952-955,957,959-961 | New Jersey | 082-085,087 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Colorado | 805-816 | New Mexico | 870,873-884 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Connecticut | 062-066,068,069 | New York | 103,105,109,119-121,124-131,133-139,147-149 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Delaware | 199 | North Carolina | 278,279,283-289 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Florida | 320,321,323-326,329,338-344,349 33036,33037,33040-33052,33070 (All Keys) | North Dakota | 580-588 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Georgia | 301,304-310,312-319,398 | Ohio | 433-435,437-439,444-449,451,453-458 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Idaho | 832-838 | Oklahoma | 730,734-740,743-749 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Illinois | 609-619,623-629 | Oregon | 971,973-979 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Indiana | 463-467,469-479 | Pennsylvania | 154-170,172-179,182-189,195,196 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Iowa | 500-502,504-508,510-514,516,520-528 | Rhode Island | 028 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kansas | 664-679 | South Carolina | 290-292,294,295,298,299 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kentucky | 400,401,403-409,411-427 | South Dakota | 570-579 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Louisiana | 703-708,710-714 | Tennessee | 373,374,376-378,380,382-385 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maine | 039-049 | Texas | 751,754-759,763-765,766-769,774,776-781,783-786,788-798 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maryland | 206,215-219 | Utah | 840,843,845-847 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Massachusetts | 012-016,025-027 | Vermont | 050-054,056-059 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Michigan | 484-499 | Virginia | 224-231,233,234,238,239,241-246 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minnesota | 550,556-567 | Washington | 982,983,985,986,988-991,993,994, 98013,98070,98110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mississippi | 386-391,393,394-397 | West Virginia | 247-268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Missouri | 634-639,644,646-648,650-658 | Wisconsin | 530,535,538-549 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Montana | 590-599 | Wyoming | 820-831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|-------------------|---------|-------------------|-----------|------------------|---------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|-------------------|-------|------------------|-----------|
| <p>220.A</p> | <p><u>Fuel Surcharge Application – All Services Except Home Delivery and Exclusive Use Vehicle Service:</u></p> <p>No fuel surcharge will be assessed if the Department of Energy’s (DOE) Energy Information Administration index indicates the average cost of kerosene jet fuel for U.S. Gulf Coast spot pricing is \$.60 per gallon or below. If the DOE index indicates the average U.S. Gulf Coast kerosene jet fuel cost exceeds \$.60/gallon, the additional fuel surcharge will be assessed as follows:</p> <table border="1" data-bbox="438 609 1372 1407"> <thead> <tr> <th>Cents per gallon</th> <th>Percent</th> <th>Cents per gallon</th> <th>Percent</th> <th>Cents per gallon</th> <th>Percent</th> </tr> </thead> <tbody> <tr><td>\$0.60 - \$0.6399</td><td>3.0%</td><td>\$1.60 - \$1.6399</td><td>15.5%</td><td>\$2.60 - \$2.6399</td><td>28.0%</td></tr> <tr><td>\$0.64 - \$0.6799</td><td>3.5%</td><td>\$1.64 - \$1.6799</td><td>16.0%</td><td>\$2.64 - \$2.6799</td><td>28.5%</td></tr> <tr><td>\$0.68 - \$0.7199</td><td>4.0%</td><td>\$1.68 - \$1.7199</td><td>16.5%</td><td>\$2.68 - \$2.7199</td><td>29.0%</td></tr> <tr><td>\$0.72 - \$0.7599</td><td>4.5%</td><td>\$1.72 - \$1.7599</td><td>17.0%</td><td>\$2.72 - \$2.7599</td><td>29.5%</td></tr> <tr><td>\$0.76 - \$0.7999</td><td>5.0%</td><td>\$1.76 - \$1.7999</td><td>17.5%</td><td>\$2.76 - \$2.7999</td><td>30.0%</td></tr> <tr><td>\$0.80 - \$0.8399</td><td>5.5%</td><td>\$1.80 - \$1.8399</td><td>18.0%</td><td>\$2.80 - \$2.8399</td><td>30.5%</td></tr> <tr><td>\$0.84 - \$0.8799</td><td>6.0%</td><td>\$1.84 - \$1.8799</td><td>18.5%</td><td>\$2.84 - \$2.8799</td><td>31.0%</td></tr> <tr><td>\$0.88 - \$0.9199</td><td>6.5%</td><td>\$1.88 - \$1.9199</td><td>19.0%</td><td>\$2.88 - \$2.9199</td><td>31.5%</td></tr> <tr><td>\$0.92 - \$0.9599</td><td>7.0%</td><td>\$1.92 - \$1.9599</td><td>19.5%</td><td>\$2.92 - \$2.9599</td><td>32.0%</td></tr> <tr><td>\$0.96 - \$0.9999</td><td>7.5%</td><td>\$1.96 - \$1.9999</td><td>20.0%</td><td>\$2.96 - \$2.9999</td><td>32.5%</td></tr> <tr><td>\$1.00 - \$1.0399</td><td>8.0%</td><td>\$2.00 - \$2.0399</td><td>20.5%</td><td>\$3.00 - \$3.0399</td><td>33.0%</td></tr> <tr><td>\$1.04 - \$1.0799</td><td>8.5%</td><td>\$2.04 - \$2.0799</td><td>21.0%</td><td>\$3.04 - \$3.0799</td><td>34.0%</td></tr> <tr><td>\$1.08 - \$1.1199</td><td>9.0%</td><td>\$2.08 - \$2.1199</td><td>21.5%</td><td>\$3.08 - \$3.1199</td><td>34.5%</td></tr> <tr><td>\$1.12 - \$1.1599</td><td>9.5%</td><td>\$2.12 - \$2.1599</td><td>22.0%</td><td>\$3.12 - \$3.1599</td><td>35.0%</td></tr> <tr><td>\$1.16 - \$1.1999</td><td>10.0%</td><td>\$2.16 - \$2.1999</td><td>22.5%</td><td>\$3.16 - \$3.1999</td><td>35.5%</td></tr> <tr><td>\$1.20 - \$1.2399</td><td>10.5%</td><td>\$2.20 - \$2.2399</td><td>23.0%</td><td>\$3.20 - \$3.2399</td><td>36.0%</td></tr> <tr><td>\$1.24 - \$1.2799</td><td>11.0%</td><td>\$2.24 - \$2.2799</td><td>23.5%</td><td>\$3.24 - \$3.2799</td><td>36.5%</td></tr> <tr><td>\$1.28 - \$1.3199</td><td>11.5%</td><td>\$2.28 - \$2.3199</td><td>24.0%</td><td>\$3.28 - \$3.3199</td><td>37.0%</td></tr> <tr><td>\$1.32 - \$1.3599</td><td>12.0%</td><td>\$2.32 - \$2.3599</td><td>24.5%</td><td>\$3.32 - \$3.3599</td><td>37.5%</td></tr> <tr><td>\$1.36 - \$1.3999</td><td>12.5%</td><td>\$2.36 - \$2.3999</td><td>25.0%</td><td>\$3.36 - \$3.3999</td><td>38.0%</td></tr> <tr><td>\$1.40 - \$1.4399</td><td>13.0%</td><td>\$2.40 - \$2.4399</td><td>25.5%</td><td>\$3.40 - \$3.4399</td><td>38.5%</td></tr> <tr><td>\$1.44 - \$1.4799</td><td>13.5%</td><td>\$2.44 - \$2.4799</td><td>26.0%</td><td>\$3.44 - \$3.4799</td><td>39.0%</td></tr> <tr><td>\$1.48 - \$1.5199</td><td>14.0%</td><td>\$2.48 - \$2.5199</td><td>26.5%</td><td>\$3.48 - \$3.5199</td><td>39.5%</td></tr> <tr><td>\$1.52 - \$1.5599</td><td>14.5%</td><td>\$2.52 - \$2.5599</td><td>27.0%</td><td>\$3.52 - \$3.5599</td><td>40.0%</td></tr> <tr><td>\$1.56 - \$1.5999</td><td>15.0%</td><td>\$2.56 - \$2.5999</td><td>27.5%</td><td>\$3.56 and above</td><td>see below</td></tr> </tbody> </table> <p>If the DOE kerosene jet fuel index exceeds \$3.5599/gallon, an additional .5% (five-tenths of one percent) will be added to the 40.0% fuel surcharge rate in increments of \$.0399/gallon. Fuel surcharge amounts are in addition to the published base door-to-door rate (accessorial fees such as special pick-up/delivery, etc. excluded), and will be indicated as a separate line item on the billing invoice.</p> <p>For International shipments, the fuel surcharge amount will be assessed by airline cost only; the above % fuel surcharge table amounts will not apply. The fuel surcharge will be assessed as a rate per kilo item based only on the basic airport-to-airport, door-to-airport, or door-to-door transportation charge (no accessorial fees included), and will be indicated as a separate line item on the billing invoice.</p> <p>Changes in the fuel surcharge amount will be effective on the first business day of each month, based on the average of the preceding four (4) weeks as taken from the DOE weekly U.S. Gulf Coast kerosene jet fuel index (updates from the DOE occur each Monday, excluding legal holidays which fall on a Monday). Verification of these fuel index averages can be obtained through the DOE Internet website of www.eia.doe.gov.</p> | Cents per gallon | Percent | Cents per gallon | Percent | Cents per gallon | Percent | \$0.60 - \$0.6399 | 3.0% | \$1.60 - \$1.6399 | 15.5% | \$2.60 - \$2.6399 | 28.0% | \$0.64 - \$0.6799 | 3.5% | \$1.64 - \$1.6799 | 16.0% | \$2.64 - \$2.6799 | 28.5% | \$0.68 - \$0.7199 | 4.0% | \$1.68 - \$1.7199 | 16.5% | \$2.68 - \$2.7199 | 29.0% | \$0.72 - \$0.7599 | 4.5% | \$1.72 - \$1.7599 | 17.0% | \$2.72 - \$2.7599 | 29.5% | \$0.76 - \$0.7999 | 5.0% | \$1.76 - \$1.7999 | 17.5% | \$2.76 - \$2.7999 | 30.0% | \$0.80 - \$0.8399 | 5.5% | \$1.80 - \$1.8399 | 18.0% | \$2.80 - \$2.8399 | 30.5% | \$0.84 - \$0.8799 | 6.0% | \$1.84 - \$1.8799 | 18.5% | \$2.84 - \$2.8799 | 31.0% | \$0.88 - \$0.9199 | 6.5% | \$1.88 - \$1.9199 | 19.0% | \$2.88 - \$2.9199 | 31.5% | \$0.92 - \$0.9599 | 7.0% | \$1.92 - \$1.9599 | 19.5% | \$2.92 - \$2.9599 | 32.0% | \$0.96 - \$0.9999 | 7.5% | \$1.96 - \$1.9999 | 20.0% | \$2.96 - \$2.9999 | 32.5% | \$1.00 - \$1.0399 | 8.0% | \$2.00 - \$2.0399 | 20.5% | \$3.00 - \$3.0399 | 33.0% | \$1.04 - \$1.0799 | 8.5% | \$2.04 - \$2.0799 | 21.0% | \$3.04 - \$3.0799 | 34.0% | \$1.08 - \$1.1199 | 9.0% | \$2.08 - \$2.1199 | 21.5% | \$3.08 - \$3.1199 | 34.5% | \$1.12 - \$1.1599 | 9.5% | \$2.12 - \$2.1599 | 22.0% | \$3.12 - \$3.1599 | 35.0% | \$1.16 - \$1.1999 | 10.0% | \$2.16 - \$2.1999 | 22.5% | \$3.16 - \$3.1999 | 35.5% | \$1.20 - \$1.2399 | 10.5% | \$2.20 - \$2.2399 | 23.0% | \$3.20 - \$3.2399 | 36.0% | \$1.24 - \$1.2799 | 11.0% | \$2.24 - \$2.2799 | 23.5% | \$3.24 - \$3.2799 | 36.5% | \$1.28 - \$1.3199 | 11.5% | \$2.28 - \$2.3199 | 24.0% | \$3.28 - \$3.3199 | 37.0% | \$1.32 - \$1.3599 | 12.0% | \$2.32 - \$2.3599 | 24.5% | \$3.32 - \$3.3599 | 37.5% | \$1.36 - \$1.3999 | 12.5% | \$2.36 - \$2.3999 | 25.0% | \$3.36 - \$3.3999 | 38.0% | \$1.40 - \$1.4399 | 13.0% | \$2.40 - \$2.4399 | 25.5% | \$3.40 - \$3.4399 | 38.5% | \$1.44 - \$1.4799 | 13.5% | \$2.44 - \$2.4799 | 26.0% | \$3.44 - \$3.4799 | 39.0% | \$1.48 - \$1.5199 | 14.0% | \$2.48 - \$2.5199 | 26.5% | \$3.48 - \$3.5199 | 39.5% | \$1.52 - \$1.5599 | 14.5% | \$2.52 - \$2.5599 | 27.0% | \$3.52 - \$3.5599 | 40.0% | \$1.56 - \$1.5999 | 15.0% | \$2.56 - \$2.5999 | 27.5% | \$3.56 and above | see below |
| Cents per gallon | Percent | Cents per gallon | Percent | Cents per gallon | Percent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.60 - \$0.6399 | 3.0% | \$1.60 - \$1.6399 | 15.5% | \$2.60 - \$2.6399 | 28.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.64 - \$0.6799 | 3.5% | \$1.64 - \$1.6799 | 16.0% | \$2.64 - \$2.6799 | 28.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.68 - \$0.7199 | 4.0% | \$1.68 - \$1.7199 | 16.5% | \$2.68 - \$2.7199 | 29.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.72 - \$0.7599 | 4.5% | \$1.72 - \$1.7599 | 17.0% | \$2.72 - \$2.7599 | 29.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.76 - \$0.7999 | 5.0% | \$1.76 - \$1.7999 | 17.5% | \$2.76 - \$2.7999 | 30.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.80 - \$0.8399 | 5.5% | \$1.80 - \$1.8399 | 18.0% | \$2.80 - \$2.8399 | 30.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.84 - \$0.8799 | 6.0% | \$1.84 - \$1.8799 | 18.5% | \$2.84 - \$2.8799 | 31.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.88 - \$0.9199 | 6.5% | \$1.88 - \$1.9199 | 19.0% | \$2.88 - \$2.9199 | 31.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.92 - \$0.9599 | 7.0% | \$1.92 - \$1.9599 | 19.5% | \$2.92 - \$2.9599 | 32.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$0.96 - \$0.9999 | 7.5% | \$1.96 - \$1.9999 | 20.0% | \$2.96 - \$2.9999 | 32.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.00 - \$1.0399 | 8.0% | \$2.00 - \$2.0399 | 20.5% | \$3.00 - \$3.0399 | 33.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.04 - \$1.0799 | 8.5% | \$2.04 - \$2.0799 | 21.0% | \$3.04 - \$3.0799 | 34.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.08 - \$1.1199 | 9.0% | \$2.08 - \$2.1199 | 21.5% | \$3.08 - \$3.1199 | 34.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.12 - \$1.1599 | 9.5% | \$2.12 - \$2.1599 | 22.0% | \$3.12 - \$3.1599 | 35.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.16 - \$1.1999 | 10.0% | \$2.16 - \$2.1999 | 22.5% | \$3.16 - \$3.1999 | 35.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.20 - \$1.2399 | 10.5% | \$2.20 - \$2.2399 | 23.0% | \$3.20 - \$3.2399 | 36.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.24 - \$1.2799 | 11.0% | \$2.24 - \$2.2799 | 23.5% | \$3.24 - \$3.2799 | 36.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.28 - \$1.3199 | 11.5% | \$2.28 - \$2.3199 | 24.0% | \$3.28 - \$3.3199 | 37.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.32 - \$1.3599 | 12.0% | \$2.32 - \$2.3599 | 24.5% | \$3.32 - \$3.3599 | 37.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.36 - \$1.3999 | 12.5% | \$2.36 - \$2.3999 | 25.0% | \$3.36 - \$3.3999 | 38.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.40 - \$1.4399 | 13.0% | \$2.40 - \$2.4399 | 25.5% | \$3.40 - \$3.4399 | 38.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.44 - \$1.4799 | 13.5% | \$2.44 - \$2.4799 | 26.0% | \$3.44 - \$3.4799 | 39.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.48 - \$1.5199 | 14.0% | \$2.48 - \$2.5199 | 26.5% | \$3.48 - \$3.5199 | 39.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.52 - \$1.5599 | 14.5% | \$2.52 - \$2.5599 | 27.0% | \$3.52 - \$3.5599 | 40.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.56 - \$1.5999 | 15.0% | \$2.56 - \$2.5999 | 27.5% | \$3.56 and above | see below | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>220.B</p> | <p><u>Fuel Surcharge Application – Continental U.S. Economy Shipments and Continental U.S. Home Delivery Services Only:</u></p> <p>No fuel surcharge will be assessed if the Department of Energy’s (DOE) Energy Information Administration index indicates the average cost of diesel fuel nationwide being \$1.1599 per gallon or below. Fuel surcharge amounts are exclusive of any minimum or flat rate lane segment pricing rates, and will be indicated as a separate line item on the billing invoice. If the DOE index indicates the average nationwide diesel fuel price being above \$1.1599/gallon, the additional fuel surcharge will be assessed as follows:</p> <table border="0" data-bbox="446 661 1372 1270"> <thead> <tr> <th><u>Cents per gallon</u></th> <th><u>Percent</u></th> <th><u>Cents per gallon</u></th> <th><u>Percent</u></th> <th><u>Cents per gallon</u></th> <th><u>Percent</u></th> </tr> </thead> <tbody> <tr><td>\$1.16 - \$1.2099</td><td>1.0%</td><td>\$2.11 - \$2.1599</td><td>10.5%</td><td>\$3.01 - \$3.0599</td><td>19.5%</td></tr> <tr><td>\$1.21 - \$1.2599</td><td>1.5%</td><td>\$2.16 - \$2.2099</td><td>11.0%</td><td>\$3.06 - \$3.1099</td><td>20.0%</td></tr> <tr><td>\$1.26 - \$1.3099</td><td>2.0%</td><td>\$2.21 - \$2.2599</td><td>11.5%</td><td>\$3.11 - \$3.1599</td><td>20.5%</td></tr> <tr><td>\$1.31 - \$1.3599</td><td>2.5%</td><td>\$2.26 - \$2.3099</td><td>12.0%</td><td>\$3.16 - \$3.2099</td><td>21.0%</td></tr> <tr><td>\$1.36 - \$1.4099</td><td>3.0%</td><td>\$2.31 - \$2.3599</td><td>12.5%</td><td>\$3.21 - \$3.2599</td><td>21.5%</td></tr> <tr><td>\$1.41 - \$1.4599</td><td>3.5%</td><td>\$2.36 - \$2.4099</td><td>13.0%</td><td>\$3.26 - \$3.3099</td><td>22.0%</td></tr> <tr><td>\$1.46 - \$1.5099</td><td>4.0%</td><td>\$2.36 - \$2.4099</td><td>13.0%</td><td>\$3.31 - \$3.3599</td><td>22.5%</td></tr> <tr><td>\$1.51 - \$1.5599</td><td>4.5%</td><td>\$2.41 - \$2.4599</td><td>13.5%</td><td>\$3.36 - \$3.4099</td><td>23.0%</td></tr> <tr><td>\$1.56 - \$1.6099</td><td>5.0%</td><td>\$2.46 - \$2.5099</td><td>14.0%</td><td>\$3.41 - \$3.4599</td><td>23.5%</td></tr> <tr><td>\$1.61 - \$1.6599</td><td>5.5%</td><td>\$2.51 - \$2.5599</td><td>14.5%</td><td>\$3.46 - \$3.5099</td><td>24.0%</td></tr> <tr><td>\$1.66 - \$1.7099</td><td>6.0%</td><td>\$2.56 - \$2.6099</td><td>15.0%</td><td>\$3.51 - \$3.5599</td><td>24.5%</td></tr> <tr><td>\$1.71 - \$1.7599</td><td>6.5%</td><td>\$2.61 - \$2.6599</td><td>15.5%</td><td>\$3.56 - \$3.6099</td><td>25.0%</td></tr> <tr><td>\$1.76 - \$1.8099</td><td>7.0%</td><td>\$2.66 - \$2.7099</td><td>16.0%</td><td>\$3.61 - \$3.6599</td><td>25.5%</td></tr> <tr><td>\$1.81 - \$1.8599</td><td>7.5%</td><td>\$2.71 - \$2.7599</td><td>16.5%</td><td>\$3.66 - \$3.7099</td><td>26.0%</td></tr> <tr><td>\$1.86 - \$1.9099</td><td>8.0%</td><td>\$2.76 - \$2.8099</td><td>17.0%</td><td>\$3.71 - \$3.7599</td><td>26.5%</td></tr> <tr><td>\$1.91 - \$1.9599</td><td>8.5%</td><td>\$2.81 - \$2.8599</td><td>17.5%</td><td>\$3.76 - \$3.8099</td><td>27.0%</td></tr> <tr><td>\$1.96 - \$2.0099</td><td>9.0%</td><td>\$2.86 - \$2.9099</td><td>18.0%</td><td>\$3.81 - \$3.8599</td><td>27.5%</td></tr> <tr><td>\$2.01 - \$2.0599</td><td>9.5%</td><td>\$2.91 - \$2.9599</td><td>18.5%</td><td>\$3.90 - \$3.9599</td><td>28.0%</td></tr> <tr><td>\$2.06 - \$2.1099</td><td>10.0%</td><td>\$2.96 - \$3.0099</td><td>19.0%</td><td>\$3.96 - \$4.0099</td><td>28.5%</td></tr> </tbody> </table> <p>If the DOE diesel fuel index exceeds \$4.01/gallon, an additional five-tenths of one percent (.5%) will be added to the 28.5% fuel surcharge rate in increments of \$.0499/gallon. Changes in the fuel surcharge amount will be effective on the first business day of each month, based on the last month’s average as taken from the DOE weekly national fuel index (updates from the DOE occur each Monday, excluding legal holidays which fall on a Monday). Verification of the DOE fuel index average can be obtained by calling the DOE fuel index hotline of 202-586-6966.</p> <p>For U.S. Domestic Economy Service shipments outside the Continental U.S., along with all Home Delivery Service shipments outside the Continental U.S., including Canadian destinations, refer to Rule # 220.A for the fuel surcharge application.</p> | <u>Cents per gallon</u> | <u>Percent</u> | <u>Cents per gallon</u> | <u>Percent</u> | <u>Cents per gallon</u> | <u>Percent</u> | \$1.16 - \$1.2099 | 1.0% | \$2.11 - \$2.1599 | 10.5% | \$3.01 - \$3.0599 | 19.5% | \$1.21 - \$1.2599 | 1.5% | \$2.16 - \$2.2099 | 11.0% | \$3.06 - \$3.1099 | 20.0% | \$1.26 - \$1.3099 | 2.0% | \$2.21 - \$2.2599 | 11.5% | \$3.11 - \$3.1599 | 20.5% | \$1.31 - \$1.3599 | 2.5% | \$2.26 - \$2.3099 | 12.0% | \$3.16 - \$3.2099 | 21.0% | \$1.36 - \$1.4099 | 3.0% | \$2.31 - \$2.3599 | 12.5% | \$3.21 - \$3.2599 | 21.5% | \$1.41 - \$1.4599 | 3.5% | \$2.36 - \$2.4099 | 13.0% | \$3.26 - \$3.3099 | 22.0% | \$1.46 - \$1.5099 | 4.0% | \$2.36 - \$2.4099 | 13.0% | \$3.31 - \$3.3599 | 22.5% | \$1.51 - \$1.5599 | 4.5% | \$2.41 - \$2.4599 | 13.5% | \$3.36 - \$3.4099 | 23.0% | \$1.56 - \$1.6099 | 5.0% | \$2.46 - \$2.5099 | 14.0% | \$3.41 - \$3.4599 | 23.5% | \$1.61 - \$1.6599 | 5.5% | \$2.51 - \$2.5599 | 14.5% | \$3.46 - \$3.5099 | 24.0% | \$1.66 - \$1.7099 | 6.0% | \$2.56 - \$2.6099 | 15.0% | \$3.51 - \$3.5599 | 24.5% | \$1.71 - \$1.7599 | 6.5% | \$2.61 - \$2.6599 | 15.5% | \$3.56 - \$3.6099 | 25.0% | \$1.76 - \$1.8099 | 7.0% | \$2.66 - \$2.7099 | 16.0% | \$3.61 - \$3.6599 | 25.5% | \$1.81 - \$1.8599 | 7.5% | \$2.71 - \$2.7599 | 16.5% | \$3.66 - \$3.7099 | 26.0% | \$1.86 - \$1.9099 | 8.0% | \$2.76 - \$2.8099 | 17.0% | \$3.71 - \$3.7599 | 26.5% | \$1.91 - \$1.9599 | 8.5% | \$2.81 - \$2.8599 | 17.5% | \$3.76 - \$3.8099 | 27.0% | \$1.96 - \$2.0099 | 9.0% | \$2.86 - \$2.9099 | 18.0% | \$3.81 - \$3.8599 | 27.5% | \$2.01 - \$2.0599 | 9.5% | \$2.91 - \$2.9599 | 18.5% | \$3.90 - \$3.9599 | 28.0% | \$2.06 - \$2.1099 | 10.0% | \$2.96 - \$3.0099 | 19.0% | \$3.96 - \$4.0099 | 28.5% |
| <u>Cents per gallon</u> | <u>Percent</u> | <u>Cents per gallon</u> | <u>Percent</u> | <u>Cents per gallon</u> | <u>Percent</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.16 - \$1.2099 | 1.0% | \$2.11 - \$2.1599 | 10.5% | \$3.01 - \$3.0599 | 19.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.21 - \$1.2599 | 1.5% | \$2.16 - \$2.2099 | 11.0% | \$3.06 - \$3.1099 | 20.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.26 - \$1.3099 | 2.0% | \$2.21 - \$2.2599 | 11.5% | \$3.11 - \$3.1599 | 20.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.31 - \$1.3599 | 2.5% | \$2.26 - \$2.3099 | 12.0% | \$3.16 - \$3.2099 | 21.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.36 - \$1.4099 | 3.0% | \$2.31 - \$2.3599 | 12.5% | \$3.21 - \$3.2599 | 21.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.41 - \$1.4599 | 3.5% | \$2.36 - \$2.4099 | 13.0% | \$3.26 - \$3.3099 | 22.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.46 - \$1.5099 | 4.0% | \$2.36 - \$2.4099 | 13.0% | \$3.31 - \$3.3599 | 22.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.51 - \$1.5599 | 4.5% | \$2.41 - \$2.4599 | 13.5% | \$3.36 - \$3.4099 | 23.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.56 - \$1.6099 | 5.0% | \$2.46 - \$2.5099 | 14.0% | \$3.41 - \$3.4599 | 23.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.61 - \$1.6599 | 5.5% | \$2.51 - \$2.5599 | 14.5% | \$3.46 - \$3.5099 | 24.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.66 - \$1.7099 | 6.0% | \$2.56 - \$2.6099 | 15.0% | \$3.51 - \$3.5599 | 24.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.71 - \$1.7599 | 6.5% | \$2.61 - \$2.6599 | 15.5% | \$3.56 - \$3.6099 | 25.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.76 - \$1.8099 | 7.0% | \$2.66 - \$2.7099 | 16.0% | \$3.61 - \$3.6599 | 25.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.81 - \$1.8599 | 7.5% | \$2.71 - \$2.7599 | 16.5% | \$3.66 - \$3.7099 | 26.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.86 - \$1.9099 | 8.0% | \$2.76 - \$2.8099 | 17.0% | \$3.71 - \$3.7599 | 26.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.91 - \$1.9599 | 8.5% | \$2.81 - \$2.8599 | 17.5% | \$3.76 - \$3.8099 | 27.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.96 - \$2.0099 | 9.0% | \$2.86 - \$2.9099 | 18.0% | \$3.81 - \$3.8599 | 27.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$2.01 - \$2.0599 | 9.5% | \$2.91 - \$2.9599 | 18.5% | \$3.90 - \$3.9599 | 28.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$2.06 - \$2.1099 | 10.0% | \$2.96 - \$3.0099 | 19.0% | \$3.96 - \$4.0099 | 28.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rule No. | Rule | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--|-------------------------|-------------------------|----------------------------|-------------------------|-------------------------|-------------------------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|-------------------|--------|--|--|--|--|----------------------------|--|
| <p>220.C</p> | <p><u>Fuel Surcharge Application – Exclusive Use Vehicle (EUV) Shipments Only:</u></p> <p>No fuel surcharge will be assessed if the Department of Energy’s (DOE) Energy Information Administration index indicates the average cost of diesel fuel nationwide being \$1.1599 per gallon or below. Fuel surcharge amounts are exclusive of any minimum or flat rate lane segment pricing rates, and will be indicated as a separate line item on the billing invoice. If the DOE index indicates the average nationwide diesel fuel price being above \$1.1599/gallon, the additional fuel surcharge will be assessed as follows:</p> <table border="0" data-bbox="438 630 1372 1291"> <thead> <tr> <th><u>Cents per gallon</u></th> <th><u>F/S Per Mile</u></th> <th><u>Cents per gallon</u></th> <th><u>F/S Per Mile</u></th> <th><u>Cents per gallon</u></th> <th><u>F/S Per Mile</u></th> </tr> </thead> <tbody> <tr><td>\$1.16 - \$1.2099</td><td>\$.012</td><td>\$2.11 - \$2.1599</td><td>\$.240</td><td>\$3.06 - \$3.1099</td><td>\$.468</td></tr> <tr><td>\$1.21 - \$1.2599</td><td>\$.024</td><td>\$2.16 - \$2.2099</td><td>\$.252</td><td>\$3.11 - \$3.1599</td><td>\$.480</td></tr> <tr><td>\$1.26 - \$1.3099</td><td>\$.036</td><td>\$2.21 - \$2.2599</td><td>\$.264</td><td>\$3.16 - \$3.2099</td><td>\$.492</td></tr> <tr><td>\$1.31 - \$1.3599</td><td>\$.048</td><td>\$2.26 - \$2.3099</td><td>\$.276</td><td>\$3.21 - \$3.2599</td><td>\$.504</td></tr> <tr><td>\$1.36 - \$1.4099</td><td>\$.060</td><td>\$2.31 - \$2.3599</td><td>\$.288</td><td>\$3.26 - \$3.3099</td><td>\$.516</td></tr> <tr><td>\$1.41 - \$1.4599</td><td>\$.072</td><td>\$2.36 - \$2.4099</td><td>\$.300</td><td>\$3.31 - \$3.3599</td><td>\$.528</td></tr> <tr><td>\$1.46 - \$1.5099</td><td>\$.084</td><td>\$2.41 - \$2.4599</td><td>\$.312</td><td>\$3.36 - \$3.4099</td><td>\$.540</td></tr> <tr><td>\$1.51 - \$1.5599</td><td>\$.096</td><td>\$2.46 - \$2.5099</td><td>\$.324</td><td>\$3.41 - \$3.4599</td><td>\$.552</td></tr> <tr><td>\$1.56 - \$1.6099</td><td>\$.108</td><td>\$2.51 - \$2.5599</td><td>\$.336</td><td>\$3.46 - \$3.5099</td><td>\$.564</td></tr> <tr><td>\$1.61 - \$1.6599</td><td>\$.120</td><td>\$2.56 - \$2.6099</td><td>\$.348</td><td>\$3.51 - \$3.5599</td><td>\$.576</td></tr> <tr><td>\$1.66 - \$1.7099</td><td>\$.132</td><td>\$2.61 - \$2.6599</td><td>\$.360</td><td>\$3.56 - \$3.6099</td><td>\$.588</td></tr> <tr><td>\$1.71 - \$1.7599</td><td>\$.144</td><td>\$2.66 - \$2.7099</td><td>\$.372</td><td>\$3.61 - \$3.6599</td><td>\$.600</td></tr> <tr><td>\$1.76 - \$1.8099</td><td>\$.156</td><td>\$2.71 - \$2.7599</td><td>\$.384</td><td>\$3.66 - \$3.7099</td><td>\$.612</td></tr> <tr><td>\$1.81 - \$1.8599</td><td>\$.168</td><td>\$2.76 - \$2.8099</td><td>\$.396</td><td>\$3.71 - \$3.7599</td><td>\$.624</td></tr> <tr><td>\$1.86 - \$1.9099</td><td>\$.180</td><td>\$2.81 - \$2.8599</td><td>\$.408</td><td>\$3.76 - \$3.8099</td><td>\$.636</td></tr> <tr><td>\$1.91 - \$1.9599</td><td>\$.192</td><td>\$2.86 - \$2.9099</td><td>\$.420</td><td>\$3.81 - \$3.8599</td><td>\$.648</td></tr> <tr><td>\$1.96 - \$2.0099</td><td>\$.204</td><td>\$2.91 - \$2.9599</td><td>\$.432</td><td>\$3.86 - \$3.9099</td><td>\$.660</td></tr> <tr><td>\$2.01 - \$2.0599</td><td>\$.216</td><td>\$2.96 - \$3.0099</td><td>\$.444</td><td>\$3.91 - \$3.9599</td><td>\$.672</td></tr> <tr><td>\$2.06 - \$2.1099</td><td>\$.228</td><td>\$3.01 - \$3.0599</td><td>\$.456</td><td>\$3.96 - \$4.0099</td><td>\$.684</td></tr> <tr><td></td><td></td><td></td><td></td><td>\$4.01 and above see below</td><td></td></tr> </tbody> </table> <p>If the DOE diesel fuel index exceeds \$\$4.01/gallon, an additional \$.012/mile will be added to the \$.684/mile fuel surcharge rate in increments of \$.0499/gallon. Changes in the fuel surcharge amount will be effective on the first business day of each month, based on the last month’s average as taken from the DOE weekly national fuel index (updates from the DOE occur each Monday, excluding legal holidays which fall on a Monday). Verification of the DOE fuel index average can be obtained by calling the DOE fuel index hotline of 202-586-6966.</p> | <u>Cents per gallon</u> | <u>F/S Per Mile</u> | <u>Cents per gallon</u> | <u>F/S Per Mile</u> | <u>Cents per gallon</u> | <u>F/S Per Mile</u> | \$1.16 - \$1.2099 | \$.012 | \$2.11 - \$2.1599 | \$.240 | \$3.06 - \$3.1099 | \$.468 | \$1.21 - \$1.2599 | \$.024 | \$2.16 - \$2.2099 | \$.252 | \$3.11 - \$3.1599 | \$.480 | \$1.26 - \$1.3099 | \$.036 | \$2.21 - \$2.2599 | \$.264 | \$3.16 - \$3.2099 | \$.492 | \$1.31 - \$1.3599 | \$.048 | \$2.26 - \$2.3099 | \$.276 | \$3.21 - \$3.2599 | \$.504 | \$1.36 - \$1.4099 | \$.060 | \$2.31 - \$2.3599 | \$.288 | \$3.26 - \$3.3099 | \$.516 | \$1.41 - \$1.4599 | \$.072 | \$2.36 - \$2.4099 | \$.300 | \$3.31 - \$3.3599 | \$.528 | \$1.46 - \$1.5099 | \$.084 | \$2.41 - \$2.4599 | \$.312 | \$3.36 - \$3.4099 | \$.540 | \$1.51 - \$1.5599 | \$.096 | \$2.46 - \$2.5099 | \$.324 | \$3.41 - \$3.4599 | \$.552 | \$1.56 - \$1.6099 | \$.108 | \$2.51 - \$2.5599 | \$.336 | \$3.46 - \$3.5099 | \$.564 | \$1.61 - \$1.6599 | \$.120 | \$2.56 - \$2.6099 | \$.348 | \$3.51 - \$3.5599 | \$.576 | \$1.66 - \$1.7099 | \$.132 | \$2.61 - \$2.6599 | \$.360 | \$3.56 - \$3.6099 | \$.588 | \$1.71 - \$1.7599 | \$.144 | \$2.66 - \$2.7099 | \$.372 | \$3.61 - \$3.6599 | \$.600 | \$1.76 - \$1.8099 | \$.156 | \$2.71 - \$2.7599 | \$.384 | \$3.66 - \$3.7099 | \$.612 | \$1.81 - \$1.8599 | \$.168 | \$2.76 - \$2.8099 | \$.396 | \$3.71 - \$3.7599 | \$.624 | \$1.86 - \$1.9099 | \$.180 | \$2.81 - \$2.8599 | \$.408 | \$3.76 - \$3.8099 | \$.636 | \$1.91 - \$1.9599 | \$.192 | \$2.86 - \$2.9099 | \$.420 | \$3.81 - \$3.8599 | \$.648 | \$1.96 - \$2.0099 | \$.204 | \$2.91 - \$2.9599 | \$.432 | \$3.86 - \$3.9099 | \$.660 | \$2.01 - \$2.0599 | \$.216 | \$2.96 - \$3.0099 | \$.444 | \$3.91 - \$3.9599 | \$.672 | \$2.06 - \$2.1099 | \$.228 | \$3.01 - \$3.0599 | \$.456 | \$3.96 - \$4.0099 | \$.684 | | | | | \$4.01 and above see below | |
| <u>Cents per gallon</u> | <u>F/S Per Mile</u> | <u>Cents per gallon</u> | <u>F/S Per Mile</u> | <u>Cents per gallon</u> | <u>F/S Per Mile</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.16 - \$1.2099 | \$.012 | \$2.11 - \$2.1599 | \$.240 | \$3.06 - \$3.1099 | \$.468 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.21 - \$1.2599 | \$.024 | \$2.16 - \$2.2099 | \$.252 | \$3.11 - \$3.1599 | \$.480 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.26 - \$1.3099 | \$.036 | \$2.21 - \$2.2599 | \$.264 | \$3.16 - \$3.2099 | \$.492 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.31 - \$1.3599 | \$.048 | \$2.26 - \$2.3099 | \$.276 | \$3.21 - \$3.2599 | \$.504 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.36 - \$1.4099 | \$.060 | \$2.31 - \$2.3599 | \$.288 | \$3.26 - \$3.3099 | \$.516 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.41 - \$1.4599 | \$.072 | \$2.36 - \$2.4099 | \$.300 | \$3.31 - \$3.3599 | \$.528 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.46 - \$1.5099 | \$.084 | \$2.41 - \$2.4599 | \$.312 | \$3.36 - \$3.4099 | \$.540 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.51 - \$1.5599 | \$.096 | \$2.46 - \$2.5099 | \$.324 | \$3.41 - \$3.4599 | \$.552 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.56 - \$1.6099 | \$.108 | \$2.51 - \$2.5599 | \$.336 | \$3.46 - \$3.5099 | \$.564 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.61 - \$1.6599 | \$.120 | \$2.56 - \$2.6099 | \$.348 | \$3.51 - \$3.5599 | \$.576 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.66 - \$1.7099 | \$.132 | \$2.61 - \$2.6599 | \$.360 | \$3.56 - \$3.6099 | \$.588 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.71 - \$1.7599 | \$.144 | \$2.66 - \$2.7099 | \$.372 | \$3.61 - \$3.6599 | \$.600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.76 - \$1.8099 | \$.156 | \$2.71 - \$2.7599 | \$.384 | \$3.66 - \$3.7099 | \$.612 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.81 - \$1.8599 | \$.168 | \$2.76 - \$2.8099 | \$.396 | \$3.71 - \$3.7599 | \$.624 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.86 - \$1.9099 | \$.180 | \$2.81 - \$2.8599 | \$.408 | \$3.76 - \$3.8099 | \$.636 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.91 - \$1.9599 | \$.192 | \$2.86 - \$2.9099 | \$.420 | \$3.81 - \$3.8599 | \$.648 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$1.96 - \$2.0099 | \$.204 | \$2.91 - \$2.9599 | \$.432 | \$3.86 - \$3.9099 | \$.660 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$2.01 - \$2.0599 | \$.216 | \$2.96 - \$3.0099 | \$.444 | \$3.91 - \$3.9599 | \$.672 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$2.06 - \$2.1099 | \$.228 | \$3.01 - \$3.0599 | \$.456 | \$3.96 - \$4.0099 | \$.684 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | \$4.01 and above see below | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>225</p> | <p><u>Screening & Security Surcharges:</u></p> <p>A combined screening and security surcharge of .07/lb., subject to a \$10.00 minimum charge, based on chargeable weight will be assessed on all domestic and Canadian transborder shipments (except for those moving via Economy Service) based upon T.S.A. regulations and our carriers application of same to our contract pricing schedules. The surcharge will be indicated as a separate line item on the Pilot Billing Invoice.</p> <p>For international shipments, the screening and security surcharges will be assessed at cost based on the carrier’s charges to Pilot for said services. The international screening and security surcharges will be indicated as a separate line item on the Pilot Billing Invoice.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Rule No. | Rule |
|----------|---|
| 230 | <p><u>Unknown Shipper Surcharge:</u></p> <p>Rates published in Pilot Rates Tariff No. 1 and all subsequent specific customer Pilot Tariffs are stated as door-to-door transportation for "Known Shippers" as defined by the current Transportation Security Administration regulations. Shipments tendered to Pilot that originate from shippers not listed in the T.S.A. database as "known shippers" will require a 225% surcharge to the applicable base door-to-door rate for all service levels except for Economy Service.</p> |