

MIDWEST COAST LOGISTICS, LLC

MC-553536-B

TARIFF NO. MWCT 100-C

NAMING

RULES AND REGULATIONS

IN CONNECTION WITH

TARIFFS, RATE QUOTES, AND SCHEDULES MAKING REFERENCE TO

THIS TARIFF

BETWEEN

Points in the United States (except Alaska and Hawaii) as provided herein

FOR REFERENCE TO GOVERNING PUBLICATIONS, SEE ITEM 100 HEREIN

ISSUED: April 1, 2006

EFFECTIVE: April 1, 2006

ISSUED BY: Dennis Ver Hey, Vice President Marketing
P.O. Box 5233
Sioux Falls, South Dakota 57117-5233

TABLE OF CONTENTS		
SUBJECT	ITEM	PAGE
Abbreviations, Explanation of.....	—	9
Application of Rates - Alternative.....	165	2
Governing Publications.....	100	2
Scope of Operations.....	105	2
Symbols, Explanation of.....	—	8
RULES AND REGULATIONS		
Advancing Charges.....	300	2
Arbitrary		
Fuel Surcharge – Non-Refrigerated Truckload.....	342	2
Fuel Surcharge – Refrigerated Truckload.....	342-1	3
Fuel Surcharge – LTL.....	342-2	3
Hazardous Materials Shipment.....	340	2
New York City Area.....	341	2
Claims, Loss and Damage.....	407	4-5
Collection of Charges		
Freight Bill.....	435	6
Balance Due Invoices.....	436	6
Detention		
Vehicles With Power.....	500	6
Expedited Service		
Team Service.....	530	6
Insurance		
Cargo Liability.....	650	6
Minimum Charge.....	610	6
Pallets.....	710	7
Pickup or Delivery Service.....	750	7
Protective Service.....	810	7
Reconsignment or Diversion.....	820	7
Returned, Undelivered Shipments.....	860	7
Special Services		
Tarping.....	890	7
Stopoffs.....	900	8
Vehicle Furnished But Not Used.....	985	8
Weights.....	994	8
ISSUED:	April 1, 2006	EFFECTIVE: April 1, 2006

RULES AND REGULATIONS																																																																									
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100	<p>This Tariff is governed, except as otherwise provided herein, by the following described publications (including supplements thereto and subsequent issues thereof):</p> <p>(A) Mileage Guide No. 18, STB HGB 100-G, issued by Household Goods Carriers' Bureau, Agent (Mileages and Methods of Computing Distances).</p>																																																																								
105	<p>SCOPE OF OPERATIONS – MC 553536-B</p> <p>To engage in operations, in interstate or foreign commerce, as a broker, arranging for transportation of freight (except household goods) by motor carrier.</p>																																																																								
165	<p>APPLICATION OF RATES - ALTERNATIVE</p> <p>Rules and charges named in this Tariff may be used only when no other conflicting rules or charges are named in individual publications issued by Midwest Coast Logistics, LLC. In the event of conflicts, rules and charges in the individual publications will take precedence.</p>																																																																								
300	<p>ADVANCING CHARGES</p> <p>No charges of any description shall be advanced to shippers, owners, consignees or agents, thereof, nor to their draymen or warehousemen except charges that are incidental to the transportation of a shipment. Incidental charges advanced by the carrier for the transportation of a shipment shall be added to the freight bill for subsequent collection from the payer of freight charges and shall be in addition to all other applicable charges.</p>																																																																								
340	<p>ARBITRARY - HAZARDOUS MATERIALS SHIPMENT</p> <p>When shipments containing hazardous materials as described in D.O.T. regulations, there will be an additional charge of \$150.00 per vehicle used. This charge will be in addition to all other applicable charges and does not obligate the carrier to handle such shipments.</p>																																																																								
341	<p>ARBITRARY - NEW YORK CITY AREA</p> <p>Except as otherwise provided, shipments originating at or destined to New York zip zones 100-119 will be assessed an additional charge of \$ 300.00 per shipment. This charge will be in addition to all other applicable charges and does not obligate the carrier to handle such shipments.</p>																																																																								
342	<p>ARBITRARY - FUEL SURCHARGE – NON-REFRIGERATED TRUCKLOAD SHIPMENTS</p> <p>All non-refrigerated truckload shipments will be subject to a fuel surcharge adjustment based on the following scale. The base price has been established at \$1.10. The current price is determined each Monday (or the first working day of the week) from the Energy Information Administration (EIA) fuel survey as reported by the EIA and published in various trade magazines. The number to call for the weekly price is 1-202-586-6966, 1. The updated surcharge will be effective on all shipments each Monday the day of notification.</p> <table border="1"> <thead> <tr> <th>DOE INDEX COST/GALLON</th> <th>LOADS OVER 75 MILES</th> <th>LOADS UNDER 75 MILES</th> <th>DOE INDEX COST/GALLON</th> <th>LOADS OVER 75 MILES</th> <th>LOADS UNDER 75 MILES</th> </tr> </thead> <tbody> <tr> <td>\$1.100 – 1.149</td> <td>\$.00</td> <td>0%</td> <td>\$1.650 – 1.699</td> <td>\$.11</td> <td>11%</td> </tr> <tr> <td>\$1.150 – 1.199</td> <td>\$.01</td> <td>1%</td> <td>\$1.700 – 1.749</td> <td>\$.12</td> <td>12%</td> </tr> <tr> <td>\$1.200 – 1.249</td> <td>\$.02</td> <td>2%</td> <td>\$1.750 – 1.799</td> <td>\$.13</td> <td>13%</td> </tr> <tr> <td>\$1.250 – 1.299</td> <td>\$.03</td> <td>3%</td> <td>\$1.800 – 1.849</td> <td>\$.14</td> <td>14%</td> </tr> <tr> <td>\$1.300 – 1.349</td> <td>\$.04</td> <td>4%</td> <td>\$1.850 – 1.899</td> <td>\$.15</td> <td>15%</td> </tr> <tr> <td>\$1.350 – 1.399</td> <td>\$.05</td> <td>5%</td> <td>\$1.900 – 1.949</td> <td>\$.16</td> <td>16%</td> </tr> <tr> <td>\$1.400 – 1.449</td> <td>\$.06</td> <td>6%</td> <td>\$1.950 – 1.999</td> <td>\$.17</td> <td>17%</td> </tr> <tr> <td>\$1.450 – 1.499</td> <td>\$.07</td> <td>7%</td> <td>\$2.000 – 2.049</td> <td>\$.18</td> <td>18%</td> </tr> <tr> <td>\$1.500 – 1.549</td> <td>\$.08</td> <td>8%</td> <td>\$2.050 – 2.099</td> <td>\$.19</td> <td>19%</td> </tr> <tr> <td>\$1.550 – 1.599</td> <td>\$.09</td> <td>9%</td> <td>\$2.100 – 2.149</td> <td>\$.20</td> <td>20%</td> </tr> <tr> <td>\$1.600 – 1.649</td> <td>\$.10</td> <td>10%</td> <td>\$2.150 – 2.199</td> <td>\$.21</td> <td>21%</td> </tr> </tbody> </table> <p>If diesel fuel prices exceed the \$2.199 level, the surcharge will be an additional 1 cent or 1 percent for every 5 cent increase in the DOE average.</p>	DOE INDEX COST/GALLON	LOADS OVER 75 MILES	LOADS UNDER 75 MILES	DOE INDEX COST/GALLON	LOADS OVER 75 MILES	LOADS UNDER 75 MILES	\$1.100 – 1.149	\$.00	0%	\$1.650 – 1.699	\$.11	11%	\$1.150 – 1.199	\$.01	1%	\$1.700 – 1.749	\$.12	12%	\$1.200 – 1.249	\$.02	2%	\$1.750 – 1.799	\$.13	13%	\$1.250 – 1.299	\$.03	3%	\$1.800 – 1.849	\$.14	14%	\$1.300 – 1.349	\$.04	4%	\$1.850 – 1.899	\$.15	15%	\$1.350 – 1.399	\$.05	5%	\$1.900 – 1.949	\$.16	16%	\$1.400 – 1.449	\$.06	6%	\$1.950 – 1.999	\$.17	17%	\$1.450 – 1.499	\$.07	7%	\$2.000 – 2.049	\$.18	18%	\$1.500 – 1.549	\$.08	8%	\$2.050 – 2.099	\$.19	19%	\$1.550 – 1.599	\$.09	9%	\$2.100 – 2.149	\$.20	20%	\$1.600 – 1.649	\$.10	10%	\$2.150 – 2.199	\$.21	21%
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RULES AND REGULATIONS				
ITEM	ARBITRARY - FUEL SURCHARGE – REFRIGERATED TRUCKLOAD SHIPMENTS			
	<p>All refrigerated truckload shipments will be subject to a fuel surcharge adjustment based on the following scale. The base price has been established at \$1.10. The current price is determined each Monday (or the first working day of the week) from the Energy Information Administration (EIA) fuel survey as reported by the EIA and published in various trade magazines. The number to call for the weekly price is 1-202-586-6966, 1. The updated surcharge will be effective on all shipments each Monday the day of notification.</p>			
	DOE INDEX COST/GALLON	SURCHARGE PER MILE	DOE INDEX COST/GALLON	SURCHARGE PER MILE
342-1	\$1.145 - 1.189	\$.01	\$1.820 - 1.864	\$.16
	\$1.190 - 1.234	\$.02	\$1.865 - 1.909	\$.17
	\$1.235 - 1.279	\$.03	\$1.910 - 1.954	\$.18
	\$1.280 - 1.324	\$.04	\$1.955 - 1.999	\$.19
	\$1.325 - 1.369	\$.05	\$2.000 - 2.044	\$.20
	\$1.370 - 1.414	\$.06	\$2.045 - 2.134	\$.21
	\$1.415 - 1.459	\$.07	\$2.135 - 2.179	\$.22
	\$1.460 - 1.504	\$.08	\$2.180 - 2.224	\$.23
	\$1.505 - 1.549	\$.09	\$2.225 - 2.269	\$.24
	\$1.550 - 1.594	\$.10	\$2.270 - 2.314	\$.25
	\$1.595 - 1.639	\$.11	\$2.315 - 2.359	\$.26
	\$1.640 - 1.684	\$.12	\$2.360 - 2.404	\$.27
	\$1.685 - 1.729	\$.13	\$2.405 - 2.449	\$.28
	\$1.730 - 1.774	\$.14	\$2.450 - 2.494	\$.29
	\$1.775 - 1.819	\$.15	\$2.495 - 2.539	\$.30
	If diesel fuel prices exceed the \$2.539 level, the surcharge will be an additional 1 cent for every 4.5 cent increase in the DOE average.			
	ARBITRARY - FUEL SURCHARGE – LTL SHIPMENTS			
	<p>All LTL shipments will be subject to a fuel surcharge adjustment based on the following scale. The current price is determined each Monday (or the first working day of the week) from the Energy Information Administration (EIA) fuel survey as reported by the EIA and published in various trade magazines. The number to call for the weekly price is 1-202-586-6966, 1. The updated surcharge will be effective on all shipments each Monday the day of notification.</p>			
	DOE INDEX COST/GALLON	SURCHARGE	DOE INDEX COST/GALLON	SURCHARGE
342-2	\$1.160 - 1.209	1%	\$1.960 - 2.009	11%
	\$1.210 - 1.259	2%	\$2.010 - 2.059	12%
	\$1.260 - 1.309	3%	\$2.060 - 2.109	13%
	\$1.310 - 1.359	4%	\$2.110 - 2.159	14%
	\$1.360 - 1.409	5%	\$2.160 - 2.209	15%
	\$1.410 - 1.459	6%	\$2.210 - 2.259	16%
	\$1.460 - 1.509	7%	\$2.260 - 2.309	17%
	\$1.510 - 1.559	8%	\$2.310 - 2.359	18%
	\$1.560 - 1.609	9%	\$2.360 - 2.409	19%
	\$1.610 - 1.659	10%	\$2.410 - 2.459	20%
	\$1.660 - 1.709	11%	\$2.460 - 2.509	19%
	\$1.710 - 1.759	12%	\$2.510 - 2.559	20%
	\$1.760 - 1.809	13%	\$2.560 - 2.609	19%
	\$1.810 - 1.859	14%	\$2.610 - 2.659	20%
	\$1.860 - 1.909	15%	\$2.660 - 2.709	19%
	\$1.910 - 1.959	16%	\$2.710 - 2.759	20%
	If diesel fuel prices exceed the \$2.759 level, the surcharge will be an additional 1 percent for every 5 cent increase in the DOE average.			
ISSUED:	April 1, 2006		EFFECTIVE:	April 1, 2006

RULES AND REGULATIONS	
ITEM	<p style="text-align: center;">CLAIMS, LOSS AND DAMAGE</p> <p style="text-align: center;">APPLICABILITY OF REGULATIONS</p> <p>These regulations shall govern the processing of claims for loss, damage, injury or delay to property transported or accepted for transportation, in interstate of foreign commerce, by the carriers subject to the Interstate Commerce Act.</p> <p style="text-align: center;">FILING OF CLAIMS</p> <p>(A) Claims in writing required. A claim for loss, damage, injury, or delay to cargo, shall not be voluntarily paid by the carrier unless files in writing, as provided in subparagraph (B) below, within the specified time limits applicable thereto and as otherwise may be required by law, the terms of the bill of lading or other contract of carriage and all schedule provisions applicable thereto.</p> <p>(B) <u>Minimum filing requirements.</u> A communication in writing from the shipper, filed with the carrier within the time limits specified in the bill of lading or contract of carriage or transportation, not to exceed nine (9) months of ship date, and (1) containing facts sufficient to identify the shipment (or shipments) of property involved, (2) asserting liability for alleged loss, damage, injury, or delay, and (3) making claim for the payment of a specified or determinable amount of money, shall be considered as sufficient compliance with the provisions for filing claims embraced in the bill of lading or other contract of carriage.</p> <p>407 (C) <u>Documents not constituting claims.</u> Bad order reports, appraisal reports of damage, notations of shortage or damage, or both, on freight bills, delivery receipts, or other documents, or inspection reports issued by carriers or their inspection agencies, whether the extent of loss or damage is indicated in dollars and cents or otherwise, shall, standing alone, not be considered by carriers as sufficient to comply with the minimum claim filing requirements specified in subparagraph (B) above.</p> <p>(D) <u>Claims filed for uncertain amounts.</u> Whenever a claim is presented against the carrier for an uncertain amount, such as "\$100.00 more or less", the carrier shall determine the condition of the shipment involved at the time of delivery by it, if it was delivered, and shall ascertain as nearly as possible the extent, if any, of the loss or damage for which it may be responsible. It shall not, however, voluntarily pay a claim under such circumstances unless and until a formal claim in writing for a specified or determinable amount of money shall have been filed in accordance with the provisions of subparagraph (B) above.</p> <p style="text-align: center;">ACKNOWLEDGMENT OF CLAIMS</p> <p>The carrier shall upon receipt in writing of a proper claim in the manner and form described in this agreement, acknowledge the receipt of such claim in writing to the claimant within 30 days after the date of its receipt by the carrier unless the carrier shall have paid or declined such claim in writing within 30 days of the receipt thereof. The carrier shall indicate in its acknowledgment to the claimant what, if any, additional documentary evidence or other pertinent information may be required by it further to process the claim as its preliminary examination of the claim, as files, may have revealed.</p> <p>The carrier shall at the time each claim is received create a separate file and assign thereto a successive claim file number and note that number on all documents filed in support of the claim and all records and correspondence with respect to the claim, including the written acknowledgment of receipt and, if in its possession, the shipping order and delivery receipt, if any, covering the shipment involved. At the time such claim is received the carrier shall cause the date of receipt to be recorded on the face of the claim document, and the date of receipt shall also appear on the carrier's written acknowledgment of receipt to the claimant.</p> <p style="text-align: center;">(Item Continued)</p>
ISSUED: April 1, 2006 EFFECTIVE: April 1, 2006	

RULES AND REGULATIONS	
ITEM	INVESTIGATION OF CLAIMS
	<p>(A) <u>Prompt investigation required.</u> Each claim filed against the carrier in the manner prescribed herein shall be promptly and thoroughly investigated if investigation has not already been made prior to receipt of the claim.</p> <p>(B) <u>Supporting documents.</u> When a necessary part of an investigation, each claim shall be supported by the original bill of lading, evidence of the freight charges, if any, and either the original invoice, a photographic copy of the original invoice or an exact copy thereof, or an extract made therefrom, certified by the claimant to be true and correct with respect to the property and value involved in the claim; or certification of prices or values, with trade or other discounts, allowance, or deductions of any nature whatsoever and the terms thereof, or depreciation reflected thereon; provided, however, that where the property involved in a claim has not been invoiced to the consignee shown on the bill of lading or where an invoice does not show price or value, or where the property involved has not been sold, or where the property has been transferred at bookkeeping values only, the carrier shall, before voluntarily paying a claim thereon, require the claimant to establish the destination value in the quantity shipped, transported, or involved and to certify the correctness thereof in writing.</p> <p>(C) <u>Verification of loss.</u> A prerequisite to the voluntary payment by the carrier of a claim for loss of an entire package or an entire shipment shall be the securing by it of a certified statement in writing from the consignee of the shipment involved that the property for which the claim is filed has not been received from any other source.</p>
407 (Con- clu- ded)	DISPOSITION OF CLAIMS
	<p>The carrier, upon receiving a written claim for loss, damage, injury, or delay to property transported shall pay, decline, or make a firm compromise settlement offer in writing to the claimant within 120 days after receipt of the claim by the carrier; provided, however, that , if the claim cannot be processed and disposed of within 120 days after the receipt thereof, the carrier shall at that time and at the expiration of each succeeding 60-day period while the claim remains pending, advise the claimant in writing of the status of the claim and the reason for the delay in making final disposition thereof and it shall retain a copy of such advice to the claimant in its claim file thereon.</p> <p style="text-align: center;">PROCESSING OF SALVAGE</p> <p>Whenever material, goods, or other property transported by a carrier subject to the provisions herein contained its damaged or alleged to be damaged and is, as a consequence thereof, not delivered or is rejected or refused upon tender thereof to the owner, consignee, or person entitled to receive such property, the carrier, after giving due notice, whenever practicable to do so, to the owner and other parties that may have an interest therein, and unless advised to the contrary after giving such notice, shall undertake to sell or dispose of such property directly or by the employment of a competent salvage agent. The carrier shall make an itemized record sufficient to identify the property involved so as to be able to correlate it to the shipment or transportation involved, and claim, if any, filed thereon. The carrier also shall assign to each lot of such property a successive lot number and note that lot number on its record of shipment and claim, if any claim is filed thereon.</p> <p>Whenever disposition of salvage material or goods shall be made directly to an agent or employee of the carrier or through a salvage agent or company in which the carrier or one or more of its directors, officers, or managers has any interest, financial or otherwise, the carrier's salvage records shall fully reflect the particulars of each such transaction or relationship, or both, as the case may be.</p> <p>Upon receipt of the claim on a shipment on which salvage has been processed the manner herein before prescribed, the carrier shall record in the claim file thereon the lot number assigned, the amount of money recovered, if any, from the disposition of such property, and the date of transmittal of such money to the person or person lawfully entitled to receive the same.</p>
ISSUED:	April 1, 2006
EFFECTIVE:	April 1, 2006

RULES AND REGULATIONS					
ITEM	COLLECTION OF CHARGES - FREIGHT BILL				
435	Transportation charges are due within fifteen (15) days including Saturdays, Sundays and legal holidays. The credit period shall begin on the day following presentation of the freight bill. If the invoice is not paid within thirty (30) calendar days following presentation of freight bill, a service charge of one and one-half (1 1/2%) percent per month, or fraction thereof, shall be assessed on the unpaid balance which shall be in addition to all other applicable charges.				
	COLLECTION OF CHARGES - BALANCE DUE INVOICES				
436	A charge of \$30.00 per additional invoice will be assessed when the applicable rate for shipment was correctly applied to the original invoice and a balance due invoice is required in order for carrier to collect freight charges.				
	DETENTION OF VEHICLES <u>WITH POWER</u>				
500	(1) Consignor/consignee will be allowed 2 hours free time from the scheduled appointment time to load/unload and release carrier's vehicle. If customer has open receiving hours, free time commences 2 hours after carrier arrival, if within the receiving time window. (2) If additional time is required for loading/unloading a shipment, a charge of \$75.00 per hour, or fraction thereof, subject to a maximum charge of \$600.00 per 24-hour period, will accrue including Saturdays, Sundays or holidays.				
	DETENTION OF VEHICLES <u>WITHOUT POWER</u>				
501	Applies only when a trailer is detained and used for product storage over 18 hours at the load or unload point. There will be a \$100.00 charge for each additional day, or fraction thereof, for a refrigerated trailer; and a \$50.00 charge for each additional day, or fraction thereof, for a dry van trailer.				
	EXPEDITED SERVICE - TEAM SERVICE				
530	When pickup and delivery schedules require carrier to provide a team of drivers, or when shipper specifically requests team service for expedited delivery, an additional ten (10) cents per mile charge will be applicable via the route of movement. Shipments where delivery schedules require carrier to exceed 500 miles per 24 hour period will be considered as requiring team service.				
	MINIMUM CHARGE				
610	Shipments transported on rates named in this Tariff are subject to minimum truckload charges as follows: <table style="margin-left: 40px;"> <tr> <td>Nonprotective shipments</td> <td style="text-align: right;">\$ 600.00</td> </tr> <tr> <td>Shipments requiring protective service or maintain temp</td> <td style="text-align: right;">\$ 650.00</td> </tr> </table>	Nonprotective shipments	\$ 600.00	Shipments requiring protective service or maintain temp	\$ 650.00
Nonprotective shipments	\$ 600.00				
Shipments requiring protective service or maintain temp	\$ 650.00				
	INSURANCE / CARGO LIABILITY				
650	Carrier shall provide and maintain, at its' sole cost and expense, (i) liability insurance insuring carrier against liability claims for injuries to or death of persons and damage to property as a self-insured; and (ii) additional insurance required by applicable laws, rules and regulations. Carrier liability for loss or damage to cargo shall be limited to \$5.00 per pound per article and limited to a maximum of \$100,000 per occurrence.				
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RULES AND REGULATIONS	
ITEM	PALLETS
710	Carrier will exchange pallets with shipper. The charge for handling pallets shall be \$7.00 each which shall be in addition to all other applicable charges.
750	PICKUP OR DELIVERY SERVICE Rates named herein are subject to shipper load, consignee unload. If the carrier or its agent(s) are required to perform the loading and/or unloading or advance the charges for such service to noncarrier personnel, a charge of four (4¢) per case, subject to a minimum charge of \$100.00, will be assessed for each service performed. If a lumper is used, the actual charges as documented by lumper receipt will be charged.
810	PROTECTIVE SERVICE Except as otherwise authorized, shipments requiring protective service or maintain a designated temperature while in transit will be assessed an additional charge of ten (10%) percent of the total truckload charge.
820	RECONSIGNMENT OR DIVERSION Shipments moving under rates named herein that are reconsigned or diverted at original destination or at a point intermediate thereto are subject to the following: (1) An additional charge of \$150.00, plus \$1.25 per mile, for the routing from the point of diversion to the new destination point(s) will be assessed. The linehaul charge for the miles traveled from origin to the diversion point will be the published rate per mile. In the case of a truckload rate, the rate to apply will be determined by dividing the truckload charge by the original route miles.
860	RETURNED, UNDELIVERED SHIPMENTS When a shipment is rejected and carrier is asked to return it to origin, the rate to apply will be \$1.50 per mile subject to a minimum of \$650.00 on shipments requiring protective service and \$1.25 per mile subject to a minimum of \$600.00 on shipments not requiring protective service. This charge will be in addition to all other applicable charges and does not obligate the carrier to handle such shipments.
890	SPECIAL SERVICES - TARPING If the carrier is required to use tarps for a shipment, there will be a charge of \$30.00 per shipment.
ISSUED: April 1, 2006 EFFECTIVE: April 1, 2006	

RULES AND REGULATIONS																																		
ITEM	<p>STOPOFFS</p> <p>(1) The charge for stopping in transit for partial loading or unloading, exclusive of the original origin and final destination, shall be as follows:</p> <table style="margin-left: 100px;"> <tr> <td>1st Stop</td> <td style="text-align: right;">\$ 125.00</td> </tr> <tr> <td>2nd Stop</td> <td style="text-align: right;">\$ 175.00</td> </tr> <tr> <td>3rd Stop or More</td> <td style="text-align: right;">\$ 250.00 each</td> </tr> </table> <p>(2) Charges for shipments stopped for partial loading and/or unloading and subject to rates stated in cents per mile will be determined by computing mileage on the basis of the applicable rate from the point of origin to the final destination via all stopoff points to complete loading and/or unloading.</p> <p>(3) Charges for shipments stopped for partial loading and/or unloading and subject to rates stated in cents per hundredweight or dollars per vehicle used will be assessed on the basis of the applicable rate from point of origin to final destination. The rate to apply on excess out-of-route miles will be determined by dividing the truckload charge or total revenue based on the lowest minimum weight by the direct miles from origin to final destination. Excess miles are the difference between the direct miles from origin to final destination and the miles from origin to destination via all stopoff points.</p> <p>EXAMPLE -</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Rate origin to final destination</td> <td style="width: 10%; text-align: center;">=</td> <td style="width: 30%;">\$ 400.00 per vehicle used OR</td> </tr> <tr> <td></td> <td></td> <td>100/cwt. on 40,000 lbs. OR</td> </tr> <tr> <td></td> <td></td> <td>98/cwt. on 42,000 lbs.</td> </tr> <tr> <td colspan="3" style="text-align: center;">PLUS</td> </tr> <tr> <td>Excess miles</td> <td></td> <td></td> </tr> <tr> <td> Miles from origin to final destination</td> <td style="text-align: center;">=</td> <td>300 miles</td> </tr> <tr> <td> Actual route miles via reconsignment or diversion</td> <td style="text-align: center;">=</td> <td>350 miles</td> </tr> <tr> <td> Excess Mileage Charge</td> <td style="text-align: center;">=</td> <td>50 miles at 133¢/mile</td> </tr> <tr> <td> (\$400.00 ÷ 300 shortline miles = 133¢/mile)</td> <td></td> <td></td> </tr> </table> <p>(4) The substitution of other property for that originally loaded or exchange of contents of the load will be allowed. An additional charge of \$ 100.00 will be assessed for each occurrence.</p>	1st Stop	\$ 125.00	2nd Stop	\$ 175.00	3rd Stop or More	\$ 250.00 each	Rate origin to final destination	=	\$ 400.00 per vehicle used OR			100/cwt. on 40,000 lbs. OR			98/cwt. on 42,000 lbs.	PLUS			Excess miles			Miles from origin to final destination	=	300 miles	Actual route miles via reconsignment or diversion	=	350 miles	Excess Mileage Charge	=	50 miles at 133¢/mile	(\$400.00 ÷ 300 shortline miles = 133¢/mile)		
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910	<p>STORAGE – TRAILER RENTAL</p> <p>When product is stored in carrier's equipment after partial or complete loading but prior to dispatch per shipper's request, carrier will charge \$50.00 per day. Computation shall begin the day the equipment is tendered per schedule and continue thru the day the equipment is released.</p>																																	
985	<p>VEHICLE FURNISHED BUT NOT USED</p> <p>When a carrier is requested to perform a transportation service and the carrier's vehicle is subsequently cancelled while enroute to or after arriving at the loading point, a charge of ◇ \$250.00 per vehicle, plus \$1.25 per mile for empty miles traveled from the point where vehicle was dispatched to the point where the vehicle was cancelled, will be assessed.</p>																																	
994	<p>WEIGHTS</p> <p>Nothing in this Tariff shall be construed as requiring the carrier to transport any portion of a shipment that is beyond state or federal length and weight restrictions nor to accept shipments for which it does not have suitable or sufficient equipment.</p> <p>Carrier reserves the right to weigh any shipment for the purpose of checking weight for determination of correct charges and to determine whether the lading weight (and axle weight) conforms to applicable town, city, municipal, township, county, state or federal highway laws.</p> <p>Consignor will be held responsible for payment of any fines and/or transfer charges that result from weight of shipment not being shown on the shipping document and found to be in violation of any law as outlined above. In addition, consignor will also be assessed a penalty charge from carrier equal to 10% of such costs to offset administrative expenses incurred by carrier.</p> <p>When a shipper or consignee request that the carrier provide a weight ticket, there will be an additional charge of \$20.00 per ticket if there is a scale on the loading or unloading premises, and a \$50.00 charge if there is no scale on the loading or unloading premises.</p>																																	
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ISSUED:	October 16, 2008																																	
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EXPLANATION OF ABBREVIATIONS AND SYMBOLS USED IN THIS TARIFF			
ABBREVIATIONS	EXPLANATION	ABBREVIATIONS	EXPLANATION
AL	Alabama	MO	Missouri
A.Q.	Any Quantity	MS	Mississippi
AR	Arkansas	MT	Montana
Ave.	Avenue	Mt.	Mount
AZ	Arizona	MWCT	Midwest Coast Logistics, LLC
Blvd.	Boulevard	N.	North
CA	California	NC	North Carolina
Co.	Company	ND	North Dakota
CO	Colorado	NE	Nebraska
COD	Cash on Delivery	NH	New Hampshire
Con't	Continued	NJ	New Jersey
Corp.	Corporation	NM	New Mexico
CT	Connecticut	No.	Number
cwt.	Hundredweight or 100 pounds	NOS	Not otherwise specifically indicated herein
D/B/A	Doing Business As	NV	Nevada
DC	District of Columbia	OH	Ohio
DE	Delaware	OK	Oklahoma
E.	East	OR	Oregon
Etc.	And So Forth	PA	Pennsylvania
FL	Florida	PHP	Packinghouse Products
Ft.	Fort or Foot	Pt.	Point or Port
GA	Georgia	Rd.	Road
Hts.	Heights	RI	Rhode Island
IA	Iowa	S.	South
I.C.C.	Interstate Commerce Commission	SC	South Carolina
ID	Idaho	SD	South Dakota
i.e.	That Is	Sec.	Section
IL	Illinois	St.	Saint or Street
IN	Indiana	Supp.	Supplements
Inc.	Incorporated	TL	Truckload
Jct.	Junction	TN	Tennessee
KS	Kansas	TX	Texas
KY	Kentucky	U.S.	United States
LA	Louisiana	UT	Utah
Lbs.	Pounds	VA	Virginia
Ltd.	Limited	Viz.	Namely
MA	Massachusetts	Vol.	Volume
MD	Maryland	W.	West
ME	Maine	WA	Washington
MI	Michigan	WI	Wisconsin
Min.	Minimum	Wt.	Weight
Min. Wt.	Minimum Weight	WV	West Virginia
MN	Minnesota	WY	Wyoming
SYMBOLS	EXPLANATION		
◇	Increase		
▽	Reduction		
▲	Changes in wording which result in neither increases nor reductions in charges		
&	And		
¢	Cent or Cents		
\$	Dollar or Dollars		
"	Same as above		
*	New or Addition		
o	No change		
©	Eliminated or Canceled		
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