



OPERATING TARIFF GLDF-300

ITEM 100 - GOVERNING PUBLICATIONS

This tariff is governed, except as otherwise provided in this tariff, by the following described tariffs and by supplements thereto or successive issues thereof:

Classification: Governing NMF 100

Exempt commodities and general exceptions to the NMFC GLDF 300

U.S. Postal Service zip code directory

ITEM 110 - DEFINITIONS

The following definitions apply to terms and phrases used in this document:

1. GCF is an abbreviation for "Gold Coast Freightways, Inc."
2. A "shipment" is a quantity of freight received from one shipper, at one place at one time for one consignee at one destination and covered by a single bill of lading.
3. The term "customer" means a party that may be recognized as either the shipper (also referred to as consignor) or the recipient (also referred to as consignee).
4. The terms "Prepaid" and "Collect" mean:
 - a. A prepaid shipment is one in which the charges for transportation services rendered at the request of the shipper, including charges for any special services performed at the request of the shipper, are to be paid by the shipper.
 - b. A collect shipment is one in which the charges for transportation services, including special services rendered at the request of the consignee, or requested by the shipper for the consignee, are to be paid by the consignee.
5. The terms "effectively occupying," "effective occupancy," "effective cube," and similar terms, refer to the line-haul equipment space required to transport a shipment. Unless otherwise specified, "cubic feet" of a shipment will mean "effective occupancy" of that shipment. Effective Occupancy in cubic feet shall be determined by multiplying the greatest (most extreme) straight-line dimensions of length, width and height of space the shipment occupies in inches and dividing the total by 1,728 cubic inches (one cubic foot). All fractions under one-half inch will be dropped, all fractions of one-half inch or greater will be extended to the next full

inch. Subject to the following minimum dimensions: Height: A minimum vertical dimension of eight (8) feet shall be used to determine the cube of the shipment when top loading of any cargo is precluded because of:

- a. The nature of the shipment, including conditions which inhibit top-loading or which would pose a hazard of damage to cargo or its packaging;
- b. Packaging or lack of packaging used;
- c. Palletization in "pyramided," "rounded off," or "topped off" fashion;
- d. Specific instructions by the shipper in the form of a bill of lading notation, including instructions to avoid top-loading or double stacking; and/or
- e. The height of the shipment when it exceeds 60 inches.

Width: If the extreme width dimension of a shipment is six (6) or more feet, a minimum width of eight (8) feet will be used to calculate effective cube occupancy. For the purposes of determining NMFC density-based classifications, the dimensions of articles will be calculated in accordance with Section 8, Item 110, NMFC 100 Series.

6. The terms "Zip Code Prefix," "Three-Digit Zip Code," etc., mean the first three characters of the postal code assigned to a particular point.
7. "Less than Truckload (LTL)"--Except as otherwise provided in tariffs governed by this tariff, LTL rates are those which are subject to minimum weights that are less than the TL or volume minimum weights and utilize 8' or less of lineal space in the trailer.
8. "Volume Freight" -- is defined as freight that is either greater than 10,000 pounds or takes up more than four pallet positions or 8' of lineal space.
9. "Tractor" means a mechanically powered unit used to propel or draw a doubles trailer, trailer or vehicle upon the highways.
10. "Truck" means a wheeled power unit and cargo compartment combined as one unit for the transportation of property.
11. "Pup" means a trailer not exceeding 29 feet in length.
12. "Trailer", when not more specifically defined, means a trailer of not less than 40 feet in length.
13. "Normal business hours", means that time during which operations are generally conducted by the carrier at the point where the service is performed.
14. "Truckload" is a type of volume load where customer is quoted for and receives a quote for a full trailer load regardless of if it is exclusive use or not.

ITEM 150 - APPLICATION OF TARIFFS

This tariff applies only in connection with tariffs, contracts, or contract schedules making reference to this tariff as a governing tariff.

ITEM 155 - SERVICE STANDARDS

Unless otherwise specifically provided, GCF offers no guarantee of pickup, transportation or delivery of any shipment by any particular schedule, other than with reasonable dispatch, and do not offer any reduction or cancellation of freight rates, or other charges, in the event of excessive or unreasonable transit times caused by any reason.

The table below outlines GCF service standards in transit days for each GCF location.

Location	Avenel, NJ	Paulsboro, NJ	Jacksonville, FL	Lakeland, FL	Miami, FL	Chicago, IL	IL, MO and IN
Avenel, NJ			2 days	2 days	2 days	2 days	3 days
Paulsboro, NJ			2 days	2 days	2 days	2 days	3 days
Jacksonville, FL	2 days	2 days				3 days	4 days
Lakeland, FL	2 days	2 days				3 days	4 days
Miami, FL	2 days	2 days				3 days	4 days
Chicago, IL	2 days	2 days	3 days	3 days	3 days		
IL, MO and IN	3 days	3 days	4 days	4 days	4 days		

ITEM 160 – APPLICATION OF RATES AND DISCOUNTS

Reference made to this item herein will only apply to GCF Class Rate Tariffs, and any supplements thereof.

Specific rules, rates and charges in GCF'S individual tariffs take precedence over those in this tariff.

Rates, charges and discounts applicable only on shipments to points served on a direct basis by GCF.

When Discount Tariffs, Contract Schedules or Individual Tariffs issued by GCF are governed by this tariff, such discounts will only apply on the Minimum Charge through M10M scale of rates. Discounts will not apply to the M20M or higher scale of rates.

Quotations of freight charges, either orally or in writing, of rates are based on facts that are made known to the carrier and represent a service to the shipping public. Quotations do not reflect agreements and actual rates and charges assessed for any shipment will be those published and lawfully in effect. No oral or written representation, promise or commitment of any kind is intended as a contract for carriage pursuant to contract carriage under the Interstate Commerce Commission Termination Act unless signed by duly authorized representatives of both the carrier and the shipper and entitled "contract".

Service options determined from the provisions of a options tariff will not be subject to discounts. Service options will be compensated per the charges shown. Services shown herein without charges will be subject to arrangement with the carrier and dependent upon manpower/equipment availability.

A Zip Code prefix used in determining rates will be the actual place within the origin or destination point. The actual place is the physical location of the origin or destination point not the post office box zip code.

ITEM 161 - APPLICATION OF PALLET RATES

All shipments picked up using "Pallet Rate Applies" must conform to the following specifications. If any of these specifications are not met or adhered to the "Pallet Rate" will be voided and regular Class Rates with a 50% discount will be applied to the shipment.

1. Applies on any commodity named in the NMFC 100 Series, shipped on pallets.
2. Pallets may not exceed 48 x 48 inches in size and/or 84 inches (seven feet) in height.
 - a. Pallets exceeding the 84 inches or 7 feet height limit will be billed a fee of \$50 for each extra foot or portion thereof. For example a skid that is 7 feet 1 inch tall would be charged an additional \$50 as would a skid that is 7 feet 10 inches tall. However a skid measuring 8 feet 1 inch in height would be charged an additional \$100.
 - b. Pallets exceeding the limits in length or width will be charge a pro-rata fee based on the price of the skid and the extra space used.
3. Each pallet may not weigh more than 1,800 pounds. Pallets exceeding 1,800 pounds each may be subject to an overweight fee of \$.10 per overweight pound. (For example, 1 pallet weighing 2,000 pounds is 200 pounds overweight; therefore, 200 x \$.10 = \$20.00 overweight fee.)
4. Shipper must load and Consignee must unload pallets.
5. Pallet must be picked up on a stretch wrapped or banded skid and be delivered on a stretch wrapped or banded skid. The freight may not overhang the sides of the pallet in any manner.
6. If the pallet at the time of delivery needs to be stripped for any reason, the "Pallet Rate" will no longer apply and the Class Rates with a 50% discount will be applied to the shipment.
7. The driver can sign only for the number of pallets, not the number of pieces.
8. Notwithstanding Item 781 maximum liability will not exceed \$3.50 per pound per affected piece or package of any shipment not to exceed the actual value.
9. Any accessorial services required are not included in the "Pallet Rates" named herein.
10. The bill of lading must be clearly marked by the shipper at the time of pick-up "Pallet Rate Applies".
11. Rates apply only on shipments to points serviced on a direct basis by GCF.
12. Southbound pallet rates are not offered for perfume products and may not be offered for other high- value items.
13. For multi-stacked rates to apply:
 - a. The bill of lading must state "number of pallets wrapped in number of pallet spaces." The shipper must assure the driver signs the bill of lading as "number of pallets wrapped in number of pallet spaces."
 - b. The pallets must be picked up stretch wrapped or banded together and be

delivered stretch wrapped or banded together.

c. Multi-stacked pallets stretch wrapped or banded together may not exceed a 48 inches long x 48 inches wide x 84 inches in height and/or 1,800 pounds when combined.

If these guidelines are not met or adhered to, charges will apply as per pallet and not per pallet space.

ITEM 162 - APPLICATION OF FUEL SURCHARGE

Unless otherwise specifically provided, a fuel surcharge as shown in the table below shall apply on all shipments when the U.S. National Average Fuel Index in cents is:

At Least	But Less Than	LTL Fuel Surcharge Rate	
		Less than 20,000 lbs	20,000 lbs or more
2.50	2.55	16.0000	26.0000
2.55	2.60	16.5000	26.5000
2.60	2.65	17.0000	27.0000
2.65	2.70	17.5000	27.5000
2.70	2.75	18.0000	28.0000
2.75	2.80	18.5000	28.5000
2.80	2.85	19.0000	29.0000
2.85	2.90	19.5000	29.5000
2.90	2.95	20.0000	30.0000
2.95	3.00	20.5000	30.5000
3.00	3.05	21.0000	31.0000
3.05	3.10	21.5000	31.5000
3.10	3.15	22.0000	32.0000
3.15	3.20	22.5000	32.5000
3.20	3.25	23.0000	33.0000
3.25	3.30	23.5000	33.5000
3.30	3.35	24.0000	34.0000
3.35	3.40	24.5000	34.5000
3.40	3.45	25.0000	35.0000
3.45	3.50	25.5000	35.5000
3.50	3.55	26.0000	36.0000
3.55	3.60	26.5000	36.5000
3.60	3.65	27.0000	37.0000
3.65	3.70	27.5000	37.5000
3.70	3.75	28.0000	38.0000
3.75	3.80	28.5000	38.5000
3.80	3.85	29.0000	39.0000
3.85	3.90	29.5000	39.5000
3.90	3.95	30.0000	40.0000
3.95	4.00	30.5000	40.5000
4.00	4.05	31.0000	41.0000
4.05	4.10	31.5000	41.5000
4.10	4.15	32.0000	42.0000

4.15	4.20	32.5000	42.5000
4.20	4.25	33.0000	43.0000
4.25	4.30	33.5000	43.5000
4.30	4.35	34.0000	44.0000
4.35	4.40	34.5000	44.5000
4.40	4.45	35.0000	45.0000
4.45	4.50	35.5000	45.5000

The fuel surcharge continues to increase or decrease by 0.5% for every comparable five-cent increase or decrease in fuel prices.

Application:

1. The fuel surcharge level will be adjusted on Wednesday of each week based on the U.S. National Average Fuel Index of the prior Monday. The National Average Fuel Index is published by the Energy Information Administration of the U.S. Department of Energy.
2. In applying the surcharge, first determine the freight charges that would otherwise be applicable without the effect of the surcharge, including the effect of the alternation process and any applicable discount or reduction. Once determined, the charge will then be subject to increase by the amount of the surcharge. The surcharge will be shown as a separate line entry on the freight bill.

ITEM 345 - ARRIVAL NOTICE AND UNDELIVERED FREIGHT

1. After a shipment's arrival at the carrier's destination terminal, notice of arrival will be given by:
 - a. Actual tender of delivery at the consignee's place; or
 - b. Telephone, if convenient and practical; or
 - c. Written notice, including facsimile or telegraph.
2. If freight cannot be delivered because of consignee's refusal to accept it, or because the carrier cannot locate the consignee, or because of an error or omission on the part of the shipper, the carrier will make a diligent effort to notify the shipper promptly that the freight is in storage.
3. When transmitted by mail or telegraph, the notice will be deemed to have been received at 8:00 a.m. the first business day after it was mailed or telegraphed. If notice is given by telephone or facsimile, the carrier's record of the date and time will govern. If written notice is by certified mail, the date of the shipper's or consignee's signature will determine the arrival notice date.
4. Instructions issued prior to tender of delivery, such as notations on the bill of lading, will not be accepted as authority to reshipe or limit the storage liability of an undelivered shipment.
5. Undelivered freight - If GCF cannot deliver the freight through no fault of its own, the shipment will be subject to applicable storage or detention charges.

ITEM 360 - BILLS OF LADING

Gold Coast Freightways, Inc. participates in the National Motor Freight Classification 100 Series ("NMFC"). Unless otherwise agreed to in writing by GCF all motor carriage performed by GCF shall be subject to the terms and conditions of the current bills of lading as shown in NMFC 100 Series.

For all shipments where a bill of lading issued by the shipper is other than the bill of lading required herein, such driver or other GCF signature will acknowledge receipt of the freight only. Such non-authorized bills of lading are not a contract of carriage and GCF will not be subject to its terms and conditions. Continued use of unauthorized bills of lading by shipper will not, and does not, constitute an implied acceptance or ratification by GCF.

ITEM 361 - BILLS OF LADING - CORRECTED

Corrected bills of lading or other written instructions requiring a change in the original bill of lading, including, but not limited to, (a) to change the paying party, (b) to change the billing address, (c) to change the collection status from "collect" to "prepaid" or from "prepaid" to "collect" or (d) to add, change, or delete a "third party billing" or "send freight bill to" party may be permitted, at the sole discretion of GCF subject to the following conditions:

1. Changes in bill of lading or payor of freight charges

A. A charge of \$20.00 per change will be added to the freight bill for each change in the bill of lading except for if a shipper requests a change in the collection status before delivery of the shipment. The charge for a change to the collection status before delivery requested by the shipper will be \$20.00.

B. A change in collection status or paying party will not be allowed after payment has been received on the basis of the original bill of lading.

C. Gold Coast must receive written request for change in the collection status or paying party within a period of 30 days from date of the initial bill of lading. The written request must include the name of the person requesting such change. Approval of this change is at the discretion of GCF.

D. The original and new debtor must have established credit with GCF.

E. The party requesting change in the collection status or paying party must guarantee, in writing, immediate payment of the applicable freight charges (and any additional charges incurred by GCF) should the new debtor fail to pay within the prescribed Surface Transportation Board credit guidelines.

F. Section 7 of the corrected bill of lading must not be executed.

G. Party requesting change shall hold GCF harmless and indemnify it from any liability arising out of the change.

2. Change in description or weight

Changes in description or weight will be permitted only upon presentation

of satisfactory documentation (e.g., original invoice and descriptive literature) acceptable to GCF, that the original bill of lading was in error. Any such changes is at the discretion of GCF. Charges shown in 1(A) will apply.

ITEM 430 - COLLECT ON DELIVERY (COD) SHIPMENTS

Collect on delivery (COD) shipments will be accepted subject to the following provisions and charges:

1. At the time of shipment, the following information must appear on the bill of lading: Collect on Delivery, \$_____ and remit to:

Name _____
Address _____
City _____ State ___ Zip _____

COD charges to be paid by: Shipper ___ or Consignee ___

2. Each package must be plainly marked, labeled, or tagged showing COD.
3. COD shipments will not be accepted if:
 - A. Instructions require payment from party other than consignee.
 - B. Shipment is subject to inspection, trial by consignee, or if carrier requested to make partial delivery.
 - C. Shipment is of explosives designated as "Class A and dangerous explosives" or "Class B less dangerous explosives" referred to in the Hazardous Materials Tariff.
4. Only the following forms of payment will be accepted:
 - A. Cash up to maximum of \$250.00;
 - B. Bank cashier's check;
 - C. Bank certified check;
 - D. Money order; or
 - E. Personal check of the consignee when so authorized in writing by the consignor.

Any of the first four forms of payment listed above will be accepted by GCF as being interchangeable with any of the other three. GCF will accept checks and money orders only as the agent of the consignor and GCF's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to consignor, or party designated by consignor. The risk of non-payment in COD shipments due to forgery or fraud is to be borne by the consignor. GCF will not be responsible for guaranteeing that a check is legitimate and all checks and money orders shall be made payable to the consignor.

5. GCF's fee for collecting and remitting each COD bill or order bill will be 3% of the COD amount but not less than \$30.00 and not more than \$200.00.
6. A fee of \$25.00 per occurrence will be assessed for:

- A. Making a change in the party responsible for paying the COD fee.
- B. Reducing or canceling the COD amount. Such change will be in addition to the COD collection fee, if any, and must be guaranteed in writing by the consignor.
- C. Changing the form of payment of the COD amount to accept consignee's previously unauthorized personal check after the shipment has been tendered for delivery and refused by the consignee. GCF will only make this change upon written authorization from the consignor. The shipment will also be assessed the applicable redelivery charge as provided in GCF's tariffs in addition to all other applicable charges.
- D. Adding COD status to a non-COD shipment or increasing the amount of COD for an existing COD shipment. GCF will attempt to perform this service when conditions allow. However, based on its sole judgment, GCF may decline to perform this change. GCF accepts no liability for its failure to make such change. The charge for performing this service will be in addition to all other applicable charges including the COD collection fee, if any, and must be guaranteed in writing by the consignor.

ITEM 435 - COLLECTION OF CHARGES AND EXTENSION OF CREDIT

1. Charges accruing to the carrier are due and payable at the time an outbound Prepaid shipment is tendered to the carrier, or at the time a Collect shipment is tendered by the carrier to the consignee, except where credit has been extended by the carrier to the shipper, consignee or other party responsible for payment of the freight charges.
2. When the party responsible for payment of freight charges has been extended credit by the carrier, the credit period will be 15 days, including Saturdays, Sundays and legal Holidays, unless a different credit period has been established by publication in a tariff or contract for a specifically named customer.
3. The credit period shall begin on the day following presentation of the freight bill. If the bill is presented or paid by mail, the postmark shall be accepted as evidence of the date of presentation or mailing.
4. Carrier reserves the right to cancel or suspend the extension of credit at any time due to account payment status, negative payment history, or any other reason the carrier believes will result in additional and unwanted risk.

Credit Card Payments

1. Payment for all accrued freight and accessorial charges via credit card may be available at the discretion of the carrier.
2. Payment via credit card may be subject to additional convenience and handling charges.

ITEM 436 - FAILURE TO MAKE TIMELY PAYMENT OF CHARGES AND LOSS OF DISCOUNT

1. GCF must receive full payment of freight charges within the terms as defined in Tariff Item 435.
2. If carrier does not receive payment within 40 days of the original invoice due date, the payor will be charged an assessment of liquidated damages in an amount equal to 25% of the unpaid receivable.
3. Carrier reserves the right to employ the use of 3rd party collection firms. Where 3rd party collection firms are required to obtain payment, payor will be responsible for any and all fees incurred as a result of the collection effort. Additionally, all discounts and or/rate quotes on open invoices will be cancelled and full class rates will be applied.
4. The filing of a cargo or other claim against carrier will not relieve a payor from the responsibility for payment of freight charges.
5. The failure to enforce the terms and conditions of this tariff item on one or more occasions shall not be deemed a waiver of their applicability or enforceability in future transportation transactions.

Provisions of this rule do not change in any way the carrier's obligation to collect nor the freight charge payor's obligation to pay applicable charges within the contractual or legislated terms allowed in compliance with D.O.T. 49 CFR Part 377 and the credit period stated in ITEM 435. This rule establishes a condition precedent for the application of the special pricing provisions described in Paragraph 1 above.

ITEM 437 - COLLECTION OF CHARGES FROM A THIRD PARTY

1. When a party other than the consignor or consignee on the bill of lading and shipping order is responsible for paying the freight charges, the name and address of such third party must be placed on the bill of lading and shipping order by the consignor at the time of shipment.
2. A. When the consignor requests the carrier to bill a third party, the shipment will be considered a prepaid shipment with payment of charges guaranteed by the consignor if the third party fails to pay such charges within the time allowed under provisions of Item 435 in this tariff.

B. The address of the agent, broker or party from whom the charges are to be collected must be located in the United States.
3. When the carrier is instructed, after the shipment has been picked up, to bill the freight charges to a third party and such information is not shown on the bill of lading at the time of shipment, an additional charge of \$20.00 will be assessed for a new billing in addition to all other applicable charges. The additional charge will be assessed against the party responsible for the freight charges.
4. A change in the collection status will not be permitted after payment has been received.
5. Section 7 (the non-recourse clause) of the bill of lading contract may not be executed on shipments subject to provisions of this Item. If the Section 7 portion of the bill of lading is signed, the signature will be invalid.

ITEM 480 - CUSTOMS OR IN BOND FREIGHT

1. Except as provided at specific locations, all shipments subject to Customs clearance at a point in the USA will be assessed clearance charges of \$25.00 which shall be in addition to all other applicable charges:
2. Freight moving In Bond may not be included in the same shipment on the same bill of lading with freight not moving In Bond.
3. Each Immediate Transportation Permit issued for movement of an In Bond shipment will be considered as a separate shipment, and must be accompanied by a bill of lading and shipping order. Not applicable on volume or truckload shipments moving In Bond between steamship company piers or wharves or when such shipments are delivered to a U. S. Customs Bonded Warehouse.
4. Any detention or storage charges will be assessed against the party responsible for the freight charges. Such charges must be prepaid or guaranteed to the carrier's satisfaction before the shipment is released. For the purpose of applying storage rules, notification to the local Customs Office that the shipment is available for inspection will constitute tender of the shipment for delivery.

ITEM 500 - DETENTION WITH POWER UNITS

This item applies when GCF vehicles with power units are delayed or detained (through no fault of GCF) either on the premises of the Customer or as close thereto as conditions will permit, subject to the following:

When GCF's employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained.

When the consignee, for whatever reason and through no fault of GCF, is unable to complete the unloading process, the remaining undelivered freight may be placed in storage. This freight shall be subject to all accrued detention charges up to the time freight is placed in storage and shall immediately become subject to storage charges in Item 910. If the freight is later tendered for delivery, the charge for redelivery in Item 830 shall apply, and detention charges as provided herein will immediately become applicable.

When, through no fault of GCF, the loading or unloading of a vehicle with power cannot be completed at the end of a normal business day:

1. Customer may request that the vehicle without power remain at its premises. However, free time will cease immediately at the time request is made and detention charges for vehicle without power will be applied.
2. Customer may request that the vehicle with power be returned to GCF's premises. At that time, computation of any remaining free time will cease. That portion of the shipment in GCF's possession is subject to storage as provided in Item 910. When the vehicle is returned to Customer's premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges provided in Item 830.

Computation of time:

Computation of free time shall begin upon notification by the driver to the responsible representative of the Customer of the arrival of the vehicle for loading or unloading. Time shall end upon completion of loading and receipt by the driver of a signed bill of lading or receipt for delivery.

When consignor tenders or consignee receives more than one shipment at one time, the combined weight will be used to determine free time.

Free time

Free time per vehicle stop shall be as follows:

Loose freight, floor-loaded

Actual Weight (in pounds)	Free Time (in minutes)
Less than 5,000	45
5,000 but less than 10,000	60
10,000 but less than 20,000	105
20,000 but less than 32,000	150
32,000 but less than 40,000	180

Palletized freight

Actual Weight (in pounds)	Free Time (in minutes)
Less than 5,000	30
5,000 but less than 10,000	45
10,000 but less than 20,000	60
20,000 but less than 32,000	90
32,000 but less than 40,000	120

Charges

When the loading or unloading is delayed, the charge per vehicle for each 30 minutes, or fraction thereof, beyond free time will be \$40.00.

ITEM 501 - DETENTION WITHOUT POWER UNITS

Detention - vehicles without power units - spotting or dropping trailers: This item applies when GCF's vehicles without power units are delayed or detained (through no fault of GCF) on premises designated by the Customer, subject to the following:

1. The performance of loading or unloading will be the responsibility of the Customer. When GCF's employee assists in loading, unloading, or checking the freight, the detention provisions governing vehicles with power units will apply. In the case of spotting for loading the bill of lading must show "Shipper Load and Count".
2. GCF's responsibility for safeguarding shipments loaded into trailers spotted under the provisions of this item shall begin when loading has been completed and possession thereof is taken by GCF.
3. GCF's responsibility for safeguarding shipments unloaded from trailers spotted under the provisions of this item shall cease when the trailer is spotted at the site designated by consignee.

Spotted trailers will be allowed 24 consecutive hours of free time for loading or unloading. Free time commences when the trailer is placed at the site designated by the Customer. Customer shall notify GCF when loading or unloading has been completed and the trailer is available for pickup. The trailer will be deemed to be spotted and detention charges will accrue until such time as GCF receives notification.

After the expiration of free time, charges for detaining a trailer will be assessed as follows:

- 1 For each of the first and second 24 hour periods or fraction thereof (Saturdays, Sundays, and Holidays excepted). \$75.00
- 2 For each of the third and fourth 24 hour periods or fraction thereof (Saturdays, Sundays, and Holidays excepted). \$100.00
- 3 For each of the fifth and each succeeding 24 hour period \$125.00 or fraction thereof (Saturdays, Sundays, and Holidays excepted).

ITEM 520 - EQUIPMENT

1. GCF reserves the right to refuse any shipment based upon its condition, packaging, likelihood to damage or delay other freight, its difficulty in loading or stowage or its likelihood to suffer damage or loss.
2. GCF's obligation to accept articles for shipment shall be subject to the availability and suitability of the carrier's equipment and to requirements of ordinances or laws limiting or regulating the transportation of the property or use of the equipment.

ITEM 521 - LIFT GATE SERVICE

When GCF is required or requested to employ a lift gate to accomplish pickup or delivery of freight, an additional charge of \$60.00 will be assessed for shipments of 5 or fewer pallets. For shipments of 6 or more pallets, an additional charge of \$60.00 plus \$5.00 for each pallet after the first 5 will be charged.

The charges for this service shall be paid by the party for whom the service is performed.

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

A maximum weight of 1,800 pounds per pallet on the liftgate will be enforced.

ITEM 535 - GUARANTEED SERVICE

1. GCF guaranteed service only applies during "business hours" on "business days", excluding "holidays".
 - A. "Business hours" means that time during which operations are generally

conducted by GCF at the point where the service is performed, between 8:00 AM - 5:00 PM.

B. "Business day" means each day, Monday through Friday, excluding holidays.

C. "Holiday" means New Years Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the Friday after Thanksgiving Day, Christmas Day, or any other day generally observed as a holiday by GCF at the point where the service is performed. When the holiday falls on a Sunday the following Monday will be considered a holiday.

2. Shipment must be made available to GCF by 5PM on the day of pickup, with 2 hours or more advance notice depending on the shipper's proximity to the GCF service center.
3. GCF guaranteed service will not apply on any shipments requiring delivery to the following:
Convention Centers or Exhibition Centers
Piers or Wharves
Airports
Private Residences
Self-storage Warehouses
4. GCF guaranteed service will not apply on any shipments requiring the following services:
Appointment Delivery
Collect on Delivery (COD)
5. GCF guaranteed service will become void if GCF is unable to meet its obligations due to any cause beyond its reasonable control, including but not limited to: strikes or lockouts, labor shortages or disturbances, acts of God, fires, accidents, floods, severe storms, wars, riots, acts of governmental authority, and acts or omissions of third parties. Service on such shipments delayed by Force Majeure will be performed at normal pricing published for the payer. If payer has no specific pricing published with GCF a discount of 50% off class rates will be applied.
6. The guaranteed service is available for the following terminal locations for interstate service:
Miami (GDS not available outbound to Chicago),
Lakeland (GDS not available outbound to Chicago),
Paulsboro,
Avenel, and
Chicago.

The service standards in transit days, are provided in GLDF 300 subject to the charges and restrictions contained therein.

7. Shipper may request Guaranteed Delivery Service as defined in this tariff by getting a valid GCF rate quote with that service approved directly from a Gold Coast representative. Please note that any requests for Guaranteed Service which do not include such an approved rate quote will be honored only at the sole discretion of GCF.
8. Requests for GCF guaranteed service must clearly and legibly indicate in

the body of the bill of lading "Guaranteed Delivery Service". The shipper must notify GCF's driver at the time of pickup that GCF guaranteed service is requested, and it will be the requesting party's responsibility to ensure GCF's copy of the bill of lading is notated with the request for "Guaranteed Delivery Service".

9. The shipper agrees to waive all rights under Section 7 of the bill of lading
10. The additional charge for GCF guaranteed service will be 25% of the net LTL freight charges subject to a minimum charge of \$50.00
11. If customer communicates to GCF of failure to perform at time specified and requests a refund or requests cancellation of freight charges if the freight bill is unpaid, GCF will investigate the claim and refund paid charges or cancel unpaid freight bills if failure was not due to conditions outlined paragraph 5.
12. In the event GCF fails to deliver the shipment by the agreed time GCF is not liable for any consequential damages arising from failure to deliver as agreed.

ITEM 540 - HAZARDOUS MATERIALS

GCF will accept shipments of hazardous materials, except as indicated below, for transportation in accordance with transportation requirements of the U.S. Department of Transportation and the U.S. Nuclear Regulatory Commission, subject to the following provisions:

1. Shipments of hazardous wastes or radioactive materials will not be accepted for transportation, and shipper shall hold GCF harmless and indemnify it for any liability, judgment or cost (including attorney fees) arising out of shipper's breach of this provision.
2. When special permits authorizing the transportation of specific shipments of hazardous materials are required by Federal, State or Local regulations, the purchase cost of such permits, plus a service charge of \$25.00 per permit in which a permit is procured shall be collected from the shipper or the party requesting movement of the shipment. Evidence of payment of all permit charges shall be furnished by the carrier to the shipper or the party requesting movement of the shipment upon request.
3. Shipments containing Hazardous Materials, as described in provisions of Department of Transportation Regulations, including Title 49 Code of Federal Regulations, Parts 100 thru 180, will be subject to a handling charge of \$25.00 per shipment which charge shall be in addition to all other applicable charges.
4. Nothing in this rule shall obligate GCF to transport shipments beyond the scope of their operating certificates or in violation of any law, regulation or ordinance.

ITEM 560 - EXTRA LABOR - LOADING OR UNLOADING

1. When requested by the consignor or consignee, extra labor, if available, may be furnished by the carrier for loading or unloading. At each location where extra labor is provided, the charge for each extra person other than the driver will be \$80 per hour.
2. Time shall be computed from the time the extra labor arrives at the place of pickup or delivery until the time when the loading or unloading is completed.
3. The charges outlined in this item will be assessed against the shipper for extra labor for loading and against the consignee for extra labor for unloading or against a party other than the consignor or consignee when such party has authorized in writing its responsibility for the extra labor charges. The charges must be paid or guaranteed to the satisfaction of GCF before the service is performed.
4. The provisions of this item do not obligate GCF to furnish extra labor.

ITEM 565 - FREIGHT, ALL KINDS (FAK) AND EXCEPTION RATINGS

When tariffs governed by this tariff provide for the application of the same class, rating or rate(s) on commodities generally or commodity groupings, by use of such descriptions as "Freight, All Kinds," "FAK," "Tiered FAK," "Commodities Various," "All Commodities" or words of similar meaning (hereinafter referred to in this item as "FAK"), the following shall apply:

1. When one or more released or actual value provisions are published in GLDF 300 Series to apply for any specific commodity tendered for transportation, the lowest released value or the lowest actual value provided therein will apply in all cases.
2. FAK provisions take precedence over other published provisions for the Customer or third party payor, subject to Item 765 of this tariff.
3. The shipper is required to correctly identify on the bill of lading at the time of shipment the specific commodity(s) tendered for transportation, including those subject to FAK provisions.
In connection with shipments where the shipper fails to correctly identify the specific commodity(s);
 - A. The FAK provisions become null and void and otherwise applicable provisions shall apply. Further, GCF is not obligated to rate or transport the shipment until the shipper issues a corrected bill of lading correctly identifying the commodity(s).
 - B. In the event the shipment is inadvertently rated and transported without the commodity(s) being correctly identified, the carrier is relieved of any liability for damage to or destruction of commodity(s) resulting from the loading of the product(s) or commodity(s) on the same trailer with other freight that is either incompatible with or prohibited by applicable federal, state or local laws and regulations from being co-loaded on the same trailer with the commodity(s) moving under FAK provisions.

ITEM 566 - INSIDE DELIVERY

1. When requested by the consignor or consignee, and the carrier's operating conditions permit, GCF may move shipments or portions of shipments from or to position beyond the immediately adjacent truck loading or unloading positions as defined in Item 750.
2. Service under this item will be provided to floors above or below the level accessible to the carrier's vehicle only when elevator service is available.
3. Service provided under this item will be assessed the following charges per shipment or per vehicle if more than one vehicle is involved in the transport of the shipment. The charge will be \$10.00 per cwt. but not less than \$70.00. If the delivery time is longer than 30 minutes charges of \$40.00 per half hour or fraction thereof will apply. Also the truck can not be unattended during deliveries.
4. Inside deliveries will not be made in New York City and the five boroughs.
5. The charges in this item will be in addition to all other lawful charges, and unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting the service.

ITEM 595 - MAXIMUM CHARGES

In no case shall the charge for any shipment from and to the same point, via the same route of movement, be greater than the charge for a greater quantity of the same commodity in the same shipping form and subject to the same packing provisions of the rate and weight applicable to such greater quantity of freight.

Where reference to NMFC Item 595 is made, this item will apply.

ITEM 596 - MAXIMUM WEIGHTS

Except as specifically provided in individual items, TL or VOL provisions subject to a maximum weight restriction will apply only to the extent total weight of the shipment does not exceed maximum weight. That portion of shipment in excess of a stated maximum weight shall be rated as a separate shipment.

ITEM 610 - MINIMUM CHARGE - BULKY, LIGHT, OR FRAGILE SHIPMENTS

1. When a shipment cannot be loaded in GCF's vehicle at a weight of 1,000 pounds for each lineal foot (front to rear) of trailer space due to the unique configuration of the articles tendered, shipper or consignee restrictions against multiple stacking, or for any other reason, a minimum charge will apply as set forth in paragraph 2.
2. The charge for each shipment will be first determined from the applicable class rate. In no case however will the charge that is assessed for a single shipment be less than that based upon the Class 85 rate accessed at a weight of 1,000 pounds for each lineal foot of trailer space actually required for the shipment, less the applicable percentage discount. If the shipment is subject to rates other than Class rates, the Minimum Charge

will be determined by applying the applicable class rate to the calculated weight with no percentage discount.

3. In computing the minimum charge established in paragraph 2 of this item, the amount of trailer floor space actually required for accommodation of a shipment will be determined by GCF.

ITEM 640 - MIXED SHIPMENTS - LTL FREIGHT

When a number of differently described articles are shipped as a mixed shipment, the charges on the shipment will be determined as follows:

1. Each article packaged separately and listed separately (on the bill of lading) by weight will be rated using its actual weight and applicable rate. Except, the total shipment weight will be used to satisfy any minimum weights. Any deficit weight will be rated at the lowest rate applicable to any article in the shipment.
2. When two or more different articles are in the same package, the applicable rate for the package will be the highest applicable for any article therein. All articles need not be specified if the highest rated article is shown with the following notation on the bill of lading: "and other articles rated same or lower".
3. When two or more different commodities, however packaged, are in the same shipment with only the total weight being shown, the applicable rate for the shipment will be per the class, rate or charge that is the highest for any article therein.
4. When packages are shipped in, or unitized on pallets, platforms or skids, provided the packages are properly described to allow for proper rating, the weight of the pallet, platform or skid will be charged at the lowest rate applied to any article in the shipment, if the weight of such device is separately shown on the bill of lading.

ITEM 647 - NOTIFICATION PRIOR TO DELIVERY SERVICE

1. When the carrier is required to give notice of arrival prior to delivery of any shipment or to deliver the freight bill to the consignee prior to delivery of any shipment, the charge of \$20.00 per shipment will apply in addition to all other applicable charges.
 - A. Request for pre-lodging of the freight bill - When the consignee requires the carrier to deliver the freight bill prior to delivery of the shipment (pre-lodging) a charge of \$35.00 will be assessed against the consignee for each delivery of freight bills.
 - B. Appointment charges - See Item 648 in this tariff for provisions governing appointment deliveries.
2. When the bill of lading contains a notation such as, "For carrier convenience, call before delivery" or "If necessary, call before delivery" or "Appointment required" or other similar wording, it will be considered a request for notification prior to delivery and subject to the provisions of this Item or Item 648.

3. When a shipment is consigned to GCF's terminal with instructions to hold the shipment at the terminal for pickup by, or instructions from, the consignee or other party, and such instructions do not include a request for notice of arrival and a telephone number or address for purposes of giving such notice, GCF will, if possible, notify the consignee or other designated party that the shipment has arrived, subject to the charge specified in Paragraph 1 A above. If GCF is unable, due to no fault of the carrier, to give such notice of arrival, storage charges, in accordance with provisions of Item 910 in this tariff, will begin accruing at 8:00 A.M. on the first business day following arrival of the shipment at GCF's destination terminal.

ITEM 648 - SCHEDULED APPOINTMENTS

When GCF receives instructions to establish a specific time for delivery of shipments, a charge of \$20.00 per shipment will be assessed against the payor of the freight bill.

ITEM 670 - OVER-DIMENSION FREIGHT

Shipments containing one or more articles that equal or exceed 14 feet in length will be subject to a charge of \$35.00 per shipment per trailer in addition to all other applicable charges.

ITEM 680 - PACKING OR PACKAGING REQUIREMENTS

1. Where packing requirements are not provided in tariffs governed hereby, the packing requirements of NMFC will apply.
2. Where packing requirements are provided in tariffs governed hereby, rates or ratings provided in connection therewith will apply only when the article or articles are packed in accordance with such packing requirements, except that rates or ratings subject to such packing requirements will apply also when the article or articles, so packed as required, are placed on pallets.

ITEM 720 - PAYMENT OF CHARGES

All rates, charges, or other amounts are stated as U.S. currency and all rates, charges, or other amounts are payable in lawful money of the U.S.

ITEM 721 - RETURNED CHECK CHARGES

Checks received in payment of freight charges which are returned to GCF or redeposited by the bank because of insufficient funds or any other reason not the fault of GCF will be subject to a per-occurrence charge of \$30.00 or the maximum allowed by applicable state law. These charges will be in addition to all other applicable charges.

ITEM 750 - PICK UP AND DELIVERY SERVICE

1. Except as otherwise provided, rates and charges in publications governed by this tariff include one pickup and loading and one delivery and unloading, or one tender for delivery, of a shipment by GCF at commercial locations during normal business hours at one site, subject to provisions of this item. When referred to in this item, "loading" includes the counting and stowing of the freight in or on the carrier's vehicle and "unloading" includes the counting and removal of the freight from the position in which it is transported in or on the carrier's vehicle.
2. Placement of vehicle:
GCF will furnish and place a vehicle at the loading site designated by the consignor for picking up a shipment and will deliver the shipment to the place specified on the bill of lading and place the vehicle for unloading at a site designated by the consignee.
3. Loading and unloading by GCF
 - A. GCF will furnish only one employee per vehicle for loading or unloading except when the consignor or consignee requests the carrier to furnish extra labor for loading or unloading. When the consignor or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle, the carrier's employee will perform the loading and unloading when the bulk and weight of the freight is such that one person can safely and practically load or unload it.
 - B. Freight tendered for loading must be so situated by the consignor as to be directly accessible to the vehicle or to be immediately adjacent to a parking space suitable for the carrier to park the vehicle for loading. The shipment will be unloaded at the delivery site immediately adjacent to the parked delivery vehicle. Freight or space shall be deemed to be immediately adjacent to the vehicle if separated only by an intervening public sidewalk or, if a suitable parking space for the carrier's vehicle is occupied or otherwise unusable, the nearest available parking space may be used.
4. Restrictions on loading or unloading by GCF:
 - A. Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating nor the opening of packages or unitized shipments including shrink wrapped or banded freight on pallets or skids.
 - B. Loading or Unloading service does not include furnishing or use by the carrier's employee of any special loading or unloading equipment. When such equipment is used or necessary, the consignor or consignee must furnish it and the labor to use it, except the carrier's employee may use hand trucks or non-riding 4 wheeled carts or pallet jacks if furnished by the consignor or consignee.
5. Loading by the consignor or unloading by the consignee
The consignor or consignee may elect to waive the loading or unloading of the freight by GCF as provided in this item by performing at his own expense the loading or unloading of the shipment on or from the carrier's vehicle. However, when the consignor or consignee does not provide a dock, platform or ramp directly accessible to the carrier's vehicle, or when freight in a single container or piece, or secured to pallets, platforms or lift truck skids, or in any other authorized form of shipment would,

because of its weight or bulk, be impracticable or unsafe for one person to load or unload, the consignor or consignee must perform the loading or unloading and shall be responsible for all damage caused to the shipment and carrier's equipment. In such instances, the carrier's employee will, upon request, assist in the loading or unloading.

6. Waiver of delivery receipt
When consignor or owner has made written arrangements with the carrier, freight consigned to a site where no representative of the consignee is present to sign the delivery receipt will be delivered by the carrier and left unattended at the place designated. In such event GCF shall not be liable for any loss or damage to the shipment arising out of such delivery. The carrier will unload the shipment unless other provisions require the consignee to perform the unloading.
7. Obligation to accept shipment
The consignee is obligated to accept fully all freight that is timely tendered for delivery by GCF. Acceptance by the consignee of only part of the freight tendered will not be permitted for any reason.
8. GCF may provide extra labor for loading or unloading subject to provisions of Item 560 in this tariff or may move shipments to or from positions immediately adjacent to the vehicle subject to provisions of Item 566 in this tariff.

ITEM 751 - LIMITED ACCESS LOCATIONS

1. The provisions of this item apply when GCF is requested or required to make pickup or delivery at a location with Limited Access. The term Limited Access Location includes but is not limited to the following:
 - A. All commercial locations which are not open to the walk-in public during normal business hours.
 - B. Convention Centers and Trade Shows (Please check in advance if GCF delivers to a specific location.)
 - C. Hotels
 - D. Airports
 - E. Self Storage or Mini Storage Facilities
 - F. Construction sites and job sites
 - G. Fairs and Carnivals
 - H. Schools
 - I. Churches and Rectories
 - J. Country Clubs
 - K. Military Bases
 - L. Prisons

M. Locations with Extensive Security Procedures

2. A flat charge of \$100.00 will apply for all shipments requiring this service.

ITEM 752 - PICK UP AND DELIVERY SERVICE - RESIDENTIAL AND NON- COMMERCIAL LOCATIONS

1. The provisions of this item apply when GCF is requested or required to make pickup or delivery at a private residence or camps (other than military). The term "private residence" also includes apartments, estates, farms, and other such locations not generally recognized as commercial locations and shall apply to the entire premises.
2. The shipper should indicate on the bill of lading when residential or non-commercial delivery is required and also list the name, telephone number and full address of the party to contact to arrange delivery. Consignment on the bill of lading to a residential or non-commercial address will be considered a request for delivery under terms of this item.
3. Before tender of delivery is initially attempted, the carrier will provide the consignee with notice of arrival and reach a mutual arrangement for delivery of the shipment. The initial notice of arrival will not be subject to charges in Item 647 of this tariff.
4. A. Shipments picked up by the consignee at GCF's destination terminal no later than the first business day after notice of arrival has been given will not be subject to additional charges provided in this item.

B. Shipments picked up at or delivered to a residential or other non-commercial location by GCF will be assessed an additional charge as follows. The charges will apply separately for pickup and separately for delivery. The charge will be \$10.00 per CWT subject to a minimum charge of \$70.00 per shipment and a maximum charge of \$300.00. If the delivery time is longer than 30 minutes charges of \$40.00 per half hour or fraction thereof will apply.
5. When the carrier, as provided in paragraph 3 above, arranges with the consignee for a delivery schedule, and, through no fault of the carrier, the consignee is not available to accept the shipment at the scheduled time, the shipment will be handled as any other shipment that is refused and will be subject to Redelivery Charges as provided in Item 830 of this tariff and Storage Charges as provided in Item 910 of this tariff, if applicable.
6. Charges for residential delivery or non-commercial delivery as provided in this item will be collected from the shipper or third party payor on prepaid shipments and from the consignee on collect shipments.

ITEM 753 - FLORIDA ISLAND PICKUP AND DELIVERY CHARGES

Shipments picked up or delivered to Amelia Island, Boca Grande, Captiva Island, Fernandina Beach, Key Biscayne, Marco Island, and Sanibel Island will be subject to a \$50.00 charge in addition to all other applicable charges.

ITEM 755 - FLORIDA KEYS FEE

All shipments delivering to any area contained within the Florida Keys will be subject to a \$70.00 per pallet charge in addition to all other applicable charges.

ITEM 765 - PRECEDENCE - PRIORITY OF RATES

When a shipment is subject to more than one pricing program which could be used to determine rates and charges, the program will be selected and applied to the shipment based on the hierarchy stated in paragraphs 1 through 5.

1. Bill of lading: Pricing requiring a Rate Quote on the bill of lading will remove the application of all other rates and charges.
2. Third party payer: Except as provided above, rates and charges for Third Party Payers will remove the application of the otherwise applicable rates and charges.
3. Contract schedule: Except as provided above, rates and charges in contract schedules will remove the application of the otherwise applicable rates and charges.
4. Payor rate: Except as provided in paragraphs 1 through 3, rates and charges will be determined as follows:
 - A. Prepaid shipments
 1. The third party program(s) will be applied.
 2. The shipper's program(s) will be applied.
 3. The consignee's program(s) will be applied.
 - B. Collect shipments
 1. The third party program(s) will be applied.
 2. The consignee's program(s) will be applied.
 3. The shipper's program(s) will be applied.
5. Class rate: Except as provided above, rates and charges designated as class rates will apply.

ITEM 766 - PRECEDENCE - PRIORITY OF RULES

Where a rule published in this tariff covers the same service as a rule published in the National Motor Freight Classification, NMF 100 Series, such rule published herein, to the extent of its application, will apply in lieu of the rule published in NMF 100 Series. Unless otherwise provided in the applicable Specific Account Pricing provisions, rules or charges contained within Specific Account Pricing provisions will apply in lieu of the same rules or charges published in this tariff.

ITEM 770 - PREPAYMENT OR GUARANTEE OF CHARGES

1. A shipment on which charges are to be paid by a party other than the consignor or consignee will be accepted provided that the consignor has established credit with the carrier picking up the shipment at origin and

guarantees to pay the charges if the third party fails to do so. Such shipment will not be accepted if the consignor executes Section 7 of the bill of lading.

2. If, in the judgment of GCF, the forced sale of the goods would not realize the total charges due at destination, the shipment must be prepaid.
3. If a shipment is required by paragraph 2 hereof or by any provision of the governing classification to be prepaid, it will be accepted on a collect basis if the consignor has established credit with GCF and the consignor guarantees to pay the charge if the consignee fails to do so. Such shipment will not be accepted as a collect shipment if the consignor executes Section 7 of the bill of lading.

ITEM 780 - PROHIBITED OR RESTRICTED ARTICLES

1. Property of Extraordinary Value.
Unless otherwise provided, the following property will neither be accepted for shipment nor as premiums accompanying other articles.

Bank bills
Currency, other than coin
Deeds
Drafts
Jewelry, other than costume or novelty jewelry
Letters, with or without stamps affixed
Museum exhibits or articles of antiquity
Notes
Original works of art
Postage stamps
Precious stones
Revenue stamps
Valuable papers of any kind

2. Freight Liabile to Damage Other Freight or Equipment.
GCF is not obligated to receive freight liable to impregnate or otherwise damage other freight or GCF's equipment.

ITEM 781 - CARRIER LIABILITY LIMITATIONS

Cargo Loss & Damage Claims

1. Unless otherwise provided, articles with an invoice value exceeding the limitations shown below in Column B, relative to the corresponding Class in Column A, will be considered to be of extraordinary value and will not be accepted for transportation unless the shipper requests "Excess Liability Coverage".

Articles of extraordinary value inadvertently accepted for transportation will be considered to be released at the value per pound shown in Column B, subject to a maximum liability of the lessor of the actual value of the article(s) or \$100,000.00 per shipment. The maximum value per pound will be arrived at by determining the actual Class of the articles tendered, as published in NMFC 100 series, Item 161 (Application of Pallet Rates) and item 910(Storage) not withstanding. The maximum value allowed will be that

which is shown in Column B opposite the Class indicated in Column A, as follows:

CLASS	MAXIMUM VALUE PER POUND
50	\$2.00
55	\$2.00
60	\$2.35
65	\$3.92
70	\$5.92
77.5	\$7.90
85	\$11.87
92.5	\$15.80
100	\$19.76
110	\$21.74
125	\$24.70
150	\$25.00
175	\$25.00
200	\$25.00
250	\$25.00
300	\$25.00
400	\$25.00
500	\$25.00

A. If the shipper does not properly describe the freight on the Bill of Lading or uses a description of "FAK" or "Freight All Kinds" or other language that does not properly identify the commodities shipped, subsequent claims for shortage or damage will be based on the lowest value of any commodity contained in the shipment.

B. The liability limits listed do not apply to used machinery. All used machinery will be subject to a maximum liability of \$0.10 per pound regardless of any released value or whether or not it is described correctly on the bill of lading.

C. The provisions of this item will not apply on articles subject to a specific released or actual value in Items contained in NMFC 100 series, but in no case will GCF's liability exceed that outlined in Paragraph 1 of this item.

2. Optional Excess Liability Coverage

Shipper may request GCF Excess Liability Coverage in excess of the limitations shown above in Paragraph 1 in Column B, relative to the corresponding Class in Column A (or \$100,000 per shipment, whichever is lower) or as described in Item 161, by getting a valid GCF rate quote with the additional coverage directly from a Gold Coast representative. Please note that rate quotes which are generated from our web site DO NOT qualify for this coverage. Shippers must then indicate in writing on the bill of lading at time of shipment the corresponding GCF rate quote number with which they were provided along with the total dollar amount of excess coverage requested (see example). Excess coverage will be applied on a per pound per package basis. The maximum excess liability is \$500,000 per shipment, for a total of \$600,000 when added to the initial maximum coverage. However, excess liability coverage will not apply on:

A. Articles specifically named in paragraph 1 of Item 780 herein.

B. Any amount that exceeds the actual value of the goods.

GCF will assess an additional charge of \$0.95 cents per each \$100 declared value in excess of the initial maximum liability, subject to minimum excess coverage charge of \$30.00. Such charge is in addition to all other lawful freight charges. Charges are to be paid by the party responsible for payment of the otherwise applicable freight charges.

To request excess coverage the shipper must write their request on the Bill of Lading. The words "request excess liability coverage" and the dollar amount of excess coverage requested must be recorded on the Bill of Lading at the time of pickup (see example) along with the aforementioned rate quote number.

If the words similar to "goods worth \$ amount" appear on the Bill of Lading this is not an official request for Excess Liability Coverage. "Goods" being worth an amount and a request for certain Excess Liability Coverage is not the same thing. A statement of value without an express request for excess liability coverage will not increase GCF's liability, and charges for excess liability coverage will not be assessed.

EXAMPLE: Shipper requesting \$10,000 additional excess coverage would enter on the bill of lading as follows:

"\$10,000 Excess Liability Coverage Requested"

- or -

"Excess Liability Coverage Requested: \$10,000."

Corrected Bills of Lading to add or change the valuation will not be accepted after tender of delivery or if any part of the shipment is lost or damaged.

3. Volume Freight Liability

GCF's liability for loss of and/or damages to Volume shipments, will be governed by the terms of the Volume Price Quote, not to exceed the actual value of the cargo. Volume Freight is as defined in Item 110 of this tariff. However in all cases for Volume Freight, GCF's liability will not exceed the lesser of:

A. \$1.25 per pound per piece

B. The actual value of the cargo Optional Excess Liability Coverage is available upon request at the time of the quote.

Definition - "Package"

The term "package," as used in this item, means any primary shipping package authorized by the provisions of individual tariffs or classification items. When a number of packages have been unitized, strapped or otherwise fastened together, or contained on pallets, platforms or skids, or have been overpacked in an additional complying package, GCF's liability will be determined by separately multiplying the weight of each individual package lost or damaged "times" the applicable per pound per piece liability as set forth herein and not on the basis of the weight of the total number of packages unitized, strapped or otherwise fastened together or contained on pallets, platforms or skids, or overpacked in an additional complying package.

4. Incidental or Consequential Damages

GCF shall not be liable, and hereby disclaims responsibility for any indirect, incidental or consequential damages or other costs, fees, or charges of any kind arising from any claims filed hereunder, whether disclosed or not.

ITEM 820 - RECONSIGNMENT

At the request of the customer, a shipment may be stopped and reconsigned, when possible and at the discretion of GCF for the following types of shipments:

A change in the place of delivery within original destination point.
A change in the destination point.
Relinquishment of shipment at point of origin.

1. Requests must be in writing. GCF must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. GCF will not accept disposition instructions printed on the bill of lading, shipping order, shipping label, or container as authority to reship, return, consign or reroute a shipment.
2. GCF will make a diligent effort to execute reconsignment/rerouting requests, but will not be responsible if the request is not effected.
3. The party requesting such change shall hold GCF harmless relating to GCF following such instructions.
4. All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to GCF's satisfaction before reconsignment/rerouting will be executed.
5. Partial shipments can not be reconsigned.
6. A request to consign/reroute a shipment moving under a uniform order bill of lading will not be considered valid unless and until the original bill of lading is surrendered for cancellation, endorsed, or exchanged.
7. Instructions to consign/reroute COD shipments will be accepted only from the consignor.
8. Reconsignment/rerouting will not be permitted on "In-bond" shipments.

Charges for Reconsignment/Rerouting Service:

Any shipment relinquished, returned to shipper or transferred to another carrier prior to leaving carrier's origin terminal will be charged at \$10.00 per cwt., but not less than \$60.00 per shipment per trailer, nor more than \$275.00 per shipment per trailer.

Change in the place of delivery within the original destination or outside the original destination if the servicing terminal does not change:

* Before shipment has been loaded or dispatched for original delivery - Charge \$40.00 per shipment per trailer in addition to the applicable rates and charges from original point of origin to the new destination.

* After shipment has been loaded or dispatched for original delivery - Charge \$60.00 per shipment per trailer

Change in the destination point not provided in the Paragraph above:

* Before shipment has left the origin terminal, the shipment will be subject to a charge of \$40.00 per shipment per trailer plus applicable rates and charges from original point of origin to new destination.

* After shipment has left the origin terminal, the shipment will be subject to the applicable rates and charges to and from the reconsignment/rerouting point, but not less than the published through rate from original point of origin to new destination.

* When the shipper, consignee or its agent elects to accept the shipment at GCF's terminal located at the point of reconsignment/rerouting, the charge will be \$8.00 per cwt., but not less than \$60.00 per shipment per trailer, nor more than \$275.00 per shipment per trailer.

ITEM 822 - BLIND SHIPMENTS

1. Requestor must complete and fax to Carrier form "Letter of Authority for Blind Shipments" and corrected bill of lading or letter of authority with desired change. Carrier will acknowledge receipt with a returned fax.
2. Carrier must be satisfied that the requestor has the legal authority to divert the shipment.
3. A charge of \$30.00 will apply in addition to all other applicable charges.
4. Actual origin city, state and zip and ultimate destination city, state and zip will be shown on Carrier's bill.
5. Only requests prior to pick up will be considered for this service.
6. If the "Letter of Authority for Blind Shipments" form is not received by the Carrier prior to pickup, the request will be handled as a reconsignment subject to the provisions of Item 820 herein.
7. See Item 820 for Reconsignment, Diversion, Relinquishment.
8. Charges for this service and applicable line haul charges must be billed prepaid and paid by the party requesting the service.
9. Carrier will make a diligent effort to execute a request for Blind Shipment, but will not be responsible if such service is not affected.

ITEM 830 - REDELIVERY

When a shipment is tendered for delivery and through no fault of GCF such delivery cannot be accomplished, no further tender will be made except upon request. Additional tenders and final delivery will be subject to the following provisions:

1. If one or more additional tenders or final delivery of the shipments are made at consignee's place, a charge of \$10.00 per cwt, but not less than \$70.00 per shipment per trailer, nor more than \$300.00 per shipment per trailer, will be made for each such tender and for the final delivery.
2. If, in lieu of final delivery at consignee's place, consignee elects to

accept delivery of the shipment at GCF's premises, a charge of \$10.00 per cwt, but not less than \$70.00 per shipment per trailer, nor more than \$300.00 per shipment per trailer will apply.

3. All charges accruing under the provisions of this rule must be paid or guaranteed to the satisfaction of Gold Coast before the shipment is redelivered.

ITEM 860 - RETURNED UNDELIVERED SHIPMENTS

Undelivered shipments that are returned to the shipper at the shipper's request will be subject to applicable rates and charges in effect on the date of return from the new origin (the original destination of the outbound shipment) to the new destination (the original origin of the outbound shipment).

ITEM 862 - DEAD RUNS

1. Carrier will attempt to make all scheduled pickups in a timely manner. However, if a pickup request has been called in, emailed in, or schedule via our website and is cancelled after the driver has been dispatched to make the pickup, or if on arrival at pickup point the pickup is cancelled, the following charges will apply:
 - A. LTL shipments will be subject to a charge of \$150.00 MXP per shipment.
 - B. TL shipments will be subject to a charge of \$1,000.00 MXP per shipment.
2. The responsible debtor for the above charges will be the party that made the pickup request.

ITEM 886 - SORTING, SEGREGATING, OR PALLETIZING

1. When GCF is required to palletize, sort and/or segregate the consignor's or consignee's shipment or shipments, a charge of \$40.00 per half hour or fraction thereof will apply in addition to all other lawful charges.
2. The charges provided in this item will be assessed against the payor of the freight charges unless payment has been guaranteed to the satisfaction of the carrier by the consignor, consignee or a third party.
3. Provisions of this rule shall not be construed as obligating the carrier to provide such service if, for any reason, the carrier finds it impracticable to provide the service.
4. Not applicable when the provisions of Item 500 are applicable.
5. GCF will provide one employee for the delivery of shipments requiring the services described herein in accordance with provisions of the rule governing pickup and delivery service. Requests for additional employees to provide the services described herein will be subject to provisions of Item 560 in addition to the provisions and charges in this item.
6. When on shipments delivered by GCF the provisions of this item will apply only when the service is requested by the shipper on the bill of lading on

prepaid shipments, or when requested by the consignee on prepaid or collect shipments by a signed notation on the delivery receipt that the service is requested, and will be paid for, by the consignee.

ITEM 900 - STOPOFFS

Shipments weighing or rated as 10,000 pounds or more may be stopped at multiple locations to complete loading (also known as "split pickups") or for partial unloading ("split deliveries"). Stopoffs for unloading will not be provided on COD shipments. All freight charges must be prepaid.

Stopoff service is only available to points within the same terminal, and will be billed at \$75 per additional stopoff. This service is provided at the discretion of the carrier and must be preauthorized in writing by the carrier prior to pickup.

Stopoffs not preauthorized by the carrier may be handled and billed as separate shipments at full class rates.

ITEM 910 - STORAGE

If the consignee refuses the shipment tendered for delivery by carrier or if carrier is unable to deliver the shipment due to instructions from the consignor, consignee, or owner; or because of the fault or mistake of the consignor, consignee or owner, or for customs release and inspection, the carrier's liability shall then become that of a warehouseman. The freight will be considered stored immediately and will be subject to the following provisions:

1. Undelivered freight at the destination terminal:

a. Notice: The carrier shall promptly attempt to provide notice, by telephonic or electronic communication as provided on the face of the bill of lading, if so indicated, to the shipper or the party, if any, designated to receive notice on this bill of lading.

b. Storage charges: Storage charges, as provided below, shall start no sooner than the next business day following the attempted notification. Storage may be, at the carrier's option, in any location that provides reasonable protection against loss or damage. The carrier may place the shipment in public storage at the owner's expense and without liability to the carrier.

c. For freight that is moved to storage, carrier's liability will not exceed \$1.00 per pound regardless of any declared value or the purchase of Excess Liability Coverage for transit.

d. Second notification: If the carrier does not receive disposition instructions within 48 hours time of carrier's attempted first notification, carrier will attempt to issue and final confirmed notification. Such notice shall advise that if the carrier does not receive disposition instructions within 10 days of notification, carrier may offer the shipment for sale at a public auction and the carrier has the right to offer the shipment for sale.

e. Sale proceeds: The amount of sale will be applied to the carrier's invoice for transportation, storage and other lawful charges. The owner will be responsible for the balance of charges not covered by the sale of goods. If there is a balance remaining after all charges and expenses are paid, such balance will be paid to the owner of the property sold hereunder, upon claim and proof of ownership.

f. No abridgement of carrier's right: Where carrier has attempted to follow the procedure set forth in sections a-d above and the procedure provided in this section 1 is not possible, nothing in this section shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law. When perishable goods cannot be delivered and disposition is not given within a reasonable time, the carrier may dispose of property to the best advantage.

2. Freight held at the carrier's originating terminal: Storage charges on freight held at the carrier's originating terminal awaiting line haul transportation or instructions will begin accruing on the next business day after the freight is received by the carrier.
3. Freight stopped in transit:
Storage charges on freight stopped in transit due to an act or omission by the consignor, consignee or owner will begin accruing on the next business day after such freight would have otherwise arrived at the original destination in accordance with the carrier's normal "service standards" as noted by the carrier's standard operating guide-lines. The charges will cease accruing on the business day the freight is delivered or forwarded.
4. Appointment freight:
Shipments for which a prior appointment for delivery has been scheduled will be allowed 24 hours free time. Following the 24 hours free time, the charges provided in this item will apply.
5. Delayed delivery instructions on the bill of lading:
When the carrier has been given instructions at the time of the shipment (such as a notation on the bill of lading) or prior to giving notice of arrival that the consignee will not accept freight for more than the 24-hour period after arriving at the carrier's delivering terminal, or the bill of lading contains instructions to call more than 24 hours before the delivery, storage charges will begin accruing on the next business day after arrival at the carrier's delivering terminal.
6. Storage due to strike:
In the absence of a written notice from the consignee guaranteeing the protection and safety of the carrier's employees and equipment, freight will be deemed to be undeliverable when a consignee's employees are participating in a "strike".
7. Prepayment of charges:
Charges must be prepaid or guaranteed to the satisfaction of the carrier before shipments covered by the provisions of this item will be released.
8. When storage charges end:
Except when on freight stopped in transit, storage charges in this item will stop accruing when the carrier is enabled to deliver or transport the freight as a result of action by the consignor, consignee, owner or Customs

official. Charges will not apply beginning on the next business day after the freight is delivered or transported.

9. LTL storage charges:

LTL freight stored in the carrier's possession will be subject to storage charges as follows:

Per cwt. each 24 hour period \$2.05 but no less than \$25.00 per 24 hour period.

10. Truckload storage charges:

Freight stored in the carrier's possession, which is subject to truckload, volume will be subject to storage charges as follows:

For the first 24 hour period, or fraction thereof \$75.00

For the second 24 hour period, or fraction thereof \$100.00

For each succeeding 24 hour period or fraction thereof \$125.00

ITEM 960 - LOSS or DAMAGE - CLAIM FILING

1. All claims for loss, damage or delay must be filed within nine (9) months of the date of delivery, or in the case of non delivery, within nine (9) months after a reasonable time for delivery has elapsed. Any civil action against Carrier must be brought within two years and one day from the date Carrier gives written notice that Carrier has disallowed any part of the claim specified in the notice.
2. Claims not filed within the nine (9) months statute of limitations will be declined.
3. The minimum allowable amount for which a claim may be filed is \$40.00 per individual shipment.
4. All claims must include complete shipper and recipient information, freight bill number, an explanation of loss or damage, the dollar amount being claimed, and the claimant's contact information.
5. All claims must be accompanied by documents supporting the amount of the claim. Such documents may include original manufacturer or purchase invoices, estimates or invoices for repair, expense statements, appraisals, or other documents verifiable to Carrier's satisfaction.
6. Delivery receipts will be reviewed wherever possible in connections with each claim. Receipt of the shipment by the recipient without written notice of damage on the delivery receipt is prima facie evidence that the shipment was delivered in good condition. Visible loss or damage apparent at the time of delivery should be recorded in detail on the delivery receipt.
7. In the case of a claim for concealed loss or damage that is not discovered at the time of delivery, the claimant must notify Carrier promptly as possible after the discovery of the damage, and in any event should be reported no later than 15 days after the date of delivery. Inspection or waiver of inspection will be provided by Carrier as promptly as possible and practicable after receipt of request by the consignee. However, should Carrier waive inspection, Consignee must make the inspection and record all information to the best of his or her ability.

8. All original shipping cartons, packing (inner and outer) and contents must be available for inspection by Carrier, and packaging and contents must be retained by the claimant until the claim is resolved. It is the duty of the claimant, where there is substantial value in salvage, to accept and handle it in such a manner as to mitigate the claimed loss as much as possible either through repair or discounted sales.
9. Customer shall not deduct or offset any cargo claim or other alleged claim or debt of Carrier from the charges owed to Carrier unless authorized in writing by Carrier.

ITEM 990 - SHIPMENT REWEIGH AND WEIGHT VERIFICATIONS

1. At its sole discretion, GCF may choose to reweigh shipments in its custody. Such reweighs may be conducted with scales owned by GCF, including platform scales or lift truck scales with a manufacturer's specified tolerance of plus or minus 1%. The accuracy of such scales will be regularly verified by GCF.

If an error in weight is determined, GCF will correct the billed weight accordingly. The corrected weight will be used to assess proper freight charges. When the net freight charges are increased or reduced by \$20.00 or more as a result of weight or weight and classification changes, a \$15.00 weight adjustment fee will apply in addition to all other charges.

2. Upon request by either the consignor or consignee, the carrier will reweigh any shipment on carrier scales. Such reweigh will only be made while shipment is in the possession of GCF. If no error is determined or if error is less than 1% of the billed weight, a charge of \$30.00 per shipment per vehicle, will be made for each. Such charge(s) is to be paid by the party requesting the service.
3. When GCF is requested to secure a certified public scale weight for any shipment or vehicle(s), a charge of \$50.00 will be made by GCF for each reweighing obtained in addition to the fee assessed GCF for use of the certified public scale. Such charge(s) is to be paid by the party requesting the service.