

LYNDEN TRANSPORT, INC.



LYNDEN TRANSPORT, INC

MC - 65802

FREIGHT TARIFF STB LTIA 101-B

(AS OF EFFECTIVE DATE SHOWN BELOW, TARIFF STB LTIA 101-B CANCELS TARIFF STB LTIA 101-A)

GENERAL RULES AND OTHER PROVISIONS APPLYING TO
SERVICES PROVIDED BY LYNDEN TRANSPORT, INC.
OPERATING AS A MOTOR CARRIER IN INTERSTATE AND
INTRASTATE COMMERCE

ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

LYNDEN TRANSPORT, INC.

CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

Title Page and Pages 1 to 117, inclusive, of this tariff are effective as of the dates shown. Revised pages as named below contain all changes from the original tariff that are in effect on the dates shown.

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| TITLE | | | | | | | | | |
| 1 | 21 © | 39 | 5 | | | | | | |
| 2 | 2 | 40 | 0 | | | | | | |
| 3 | 1 | 41 | 0 | | | | | | |
| 3-A | 1 | 42 | 0 | | | | | | |
| 3-B | 1 | 43 | 2 | | | | | | |
| 4 | 1 | 44 | 0 | | | | | | |
| 5 | 0 | 45 | 0 | | | | | | |
| 6 | 0 | 46 | 6 | | | | | | |
| 7 | 0 | 46-A | 0 | | | | | | |
| 8 | 2 | 47 | 0 | | | | | | |
| 9 | 0 | 48 | 2 | | | | | | |
| 10 | 5 | 49 | 6 | | | | | | |
| 11 | 5 | 50 | 8 | | | | | | |
| 12 | 6 | 51 | 2 | | | | | | |
| 13 | 4 | 52 | 8 | | | | | | |
| 14 | 4 | 53 | 5 | | | | | | |
| 14-A | 1 | 54 | 5 | | | | | | |
| 14-B | 1 | 55 | 7 | | | | | | |
| 14-C | 1 | 56 | 0 | | | | | | |
| 14-D | 1 | 56-A | 0 | | | | | | |
| 14-E | 1 | 57 | 9 | | | | | | |
| 15 | 5 © | 58 | 5 | | | | | | |
| 16 | 7 © | 59 | 5 | | | | | | |
| 17 | 7 © | 60 | 0 | | | | | | |
| 18 | 5 © | 61 | 5 | | | | | | |
| 19 | 6 | 62 | 5 | | | | | | |
| 20 | 1 | 63 | 0 | | | | | | |
| 21 | 7 | 64 | 5 | | | | | | |
| 22 | 1 | 65 | 5 | | | | | | |
| 23 | 6 | 66 | 0 | | | | | | |
| 24 | 0 | 67 | 5 | | | | | | |
| 25 | 0 | 68 | 5 | | | | | | |
| 26 | 6 | 69 | 0 | | | | | | |
| 27 | 5 | 70 | 0 | | | | | | |
| 28 | 7 | 71 | 0 | | | | | | |
| 29 | 0 | 72 | 0 | | | | | | |
| 30 | 6 | 73 | 0 | | | | | | |
| 31 | 0 | 74 | 0 | | | | | | |
| 32 | 0 | 75 | 5 | | | | | | |
| 33 | 5 | 76 | 0 | | | | | | |
| 34 | 8 | 77 | 5 | | | | | | |
| 35 | 0 | 78 | 0 | | | | | | |
| 36 | 6 | 79 | 0 | | | | | | |
| 37 | 6 | 80 | 0 | | | | | | |
| 38 | 0 | | | | | | | | |

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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

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ISSUED: JULY 12, 2012

EFFECTIVE: JULY 23, 2012

LYNDEN TRANSPORT, INC.

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: FEBRUARY 19, 2014

LYNDEN TRANSPORT, INC.

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ISSUED: JULY 12, 2012

EFFECTIVE: JULY 23, 2012

LYNDEN TRANSPORT, INC.

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ISSUED: FEBRUARY 1, 2012

EFFECTIVE: FEBRUARY 19, 2014

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | |
|--|--------------------------------|------------------|-----------------|--------------------------------|--------------|------------------------------|------------------|---------------|-----------|--|-----|
| <p><u>GOVERNING PUBLICATIONS:</u></p> <p>Except as otherwise provided herein, this tariff is governed by the following publications, including supplements thereto or subsequent re-issues thereof:</p> <p>(1) National Motor Freight Classification, NMFC 100 Series, National Motor Freight Traffic Association, Inc., Issuing Agent.</p> <p>(2) 49 CFR Parts 100 to 185</p> | 100 | | | | | | | | | | |
| <p><u>DEFINITION OF HOLIDAYS:</u></p> <p>When the term "holiday" or "holidays" is used, this term refers to the following days:</p> <table data-bbox="300 1003 986 1146"> <tr> <td>New Year's Day</td> <td>Thanksgiving Day</td> </tr> <tr> <td>President's Day</td> <td>The Day After Thanksgiving Day</td> </tr> <tr> <td>Memorial Day</td> <td>The Day Before Christmas Day</td> </tr> <tr> <td>Independence Day</td> <td>Christmas Day</td> </tr> <tr> <td>Labor Day</td> <td></td> </tr> </table> <p>If a holiday falls on a Saturday, the preceding Friday will be considered the holiday. If a holiday falls on a Sunday, the succeeding Monday will be considered the holiday.</p> | New Year's Day | Thanksgiving Day | President's Day | The Day After Thanksgiving Day | Memorial Day | The Day Before Christmas Day | Independence Day | Christmas Day | Labor Day | | 110 |
| New Year's Day | Thanksgiving Day | | | | | | | | | | |
| President's Day | The Day After Thanksgiving Day | | | | | | | | | | |
| Memorial Day | The Day Before Christmas Day | | | | | | | | | | |
| Independence Day | Christmas Day | | | | | | | | | | |
| Labor Day | | | | | | | | | | | |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: MARCH 22, 2012

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|---|
| <p><u>APPLICATION OF RATES:</u></p> <p>(A) Except as otherwise provided, this tariff applies to the transportation of shipments in AQ, LTL, TL (capacity load) or volume quantities via routes selected by Lynden Transport.</p> <p>(B) Lynden Transport reserves the right, when because of traffic congestion or other causes or conditions beyond Lynden Transport's control, to forward shipments via any available route. If a route chosen by Lynden Transport results in higher costs, such alternative route may result in higher charges. Lynden Transport will attempt to notify customer of potential higher charges and provide option to allow movement at the higher charges or make alternative arrangements.</p> <p>(C) Unless otherwise stated, all charges are payable in United States currency. Lynden Transport reserves the right to specify acceptable methods of payment or grant credit as it sees fit.</p> <p>(D) Where through rates are quoted or published from the point of origin to the point of destination, the through rates may be higher than an aggregate of intermediate rates quoted or published elsewhere. In such cases, the through rates will apply and the aggregate of intermediate rates will not apply.</p> | <p align="center">160</p> |
| <p><u>APPLICATION OF RATES - VARYING MINIMUM WEIGHTS:</u></p> <p>All other factors being equal, when the charge accruing on a shipment based on actual weight exceeds the charge computed at a rate based upon a greater unit of minimum weight, the lower charge will apply.</p> <p>In no event will a specified minimum weight requirement for a particular trailer size be allowed to alternate with the minimum weight requirement for a smaller size trailer.</p> | <p align="center">180</p> |
| <p>ISSUED: NOVEMBER 30, 2011</p> | <p align="right">EFFECTIVE: DECEMBER 12, 2011</p> |
| <p align="center">ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575</p> | |

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|---------------------------|
| <p><u>APPLICATION OF RATES - HOUSEHOLD GOODS:</u></p> <p>(A) Class or commodity rates on household goods will not include pickup or delivery services. (See Note 1)</p> <p>(B) Only cash, credit card or cashier's checks will be accepted in payment of charges on household goods/personal effects shipments</p> <p>EXCEPTION: This provision will not apply on business related shipments nor on shipments made by STB authorized motor carriers where the business or carrier, as the debtor, has previously established credit with LTIA.</p> <p>(C) Shipments of household goods will be subject to a minimum weight requirement of 500 pounds.</p> <p>(D) Shipments of household goods will not mix with other commodities for rate application on LTL or TL shipments.</p> <p>NOTE 1: Item 749 will not apply on LTL shipments of household goods.</p> | <p align="center">225</p> |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p><u>MOVEMENT VIA AIR OR OTHER TYPE OF SERVICE BEYOND LYNDEN TRANSPORT'S DIRECT SERVICE POINTS:</u></p> <p>LTIA may accept shipments destined for Alaska points that cannot be served directly by highway service. Upon direction of the Shipper, Consignee or the Party responsible for payment, such shipments will be taken to LTIA's nearest Alaska direct service point and will then be turned to an air carrier or water carrier for furtherance to the final destination. Unless specifically agreed to in writing, LTIA will not be responsible for charges incurred for beyond movement and LTIA's obligation for claims for loss or damage will end at the time of interchange with the beyond carrier unless it can be shown that the loss or damage occurred while in LTIA's possession. Liability for loss or damage beyond the point of interchange on any such shipments will be governed by the beyond carrier's insurance provisions, liability rules/regulations and limits.</p> | 233 |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| EXCEPTIONS TO GOVERNING CLASSIFICATION | | | ITEM NO. |
|---|--|---|----------|
| ARTICLES | EXCEPTION | | |
| | LTL | TL or VOL | |
| APPLIANCES, HOUSEHOLD TYPE, INCLUDING COIN OPERATED Viz.: REFRIGERATORS FREEZERS CLOTHES WASHING MACHINES CLOTHES DRYERS DISH WASHING MACHINES STOVES, GAS OR ELECTRIC RANGES, GAS OR ELECTRIC | 150 150 150 150 150 150 150 | --- --- --- --- --- --- --- | 249 |
| AUTOMOBILE BODY PARTS, USED, Viz Per NMFC Items 18260, 18261, 18285, 18520, 18600, 18650, 18660, and 19097 Not boxed or crated and not released to a value not to exceed 10 cents per pound | 400 | --- | 250 |
| GRAVEL OR STONE GROUP, Viz: as described in NMFC Group 90100, to include tops, sink or bathroom vanity (cast or natural stone) per NMFC item 159530. | Not Taken Unless Released To Value Not Exceeding \$.10 / LB | | 258 |
| HOUSEHOLD GOODS, PERSONAL EFFECTS, MILITARY BAGGAGE, Viz.: Per NMFC Item 100240, Sub 1 and Sub 2 (A) Per NMFC Item 100240, Sub 3 Per NMFC Item 100240, Sub 4 Per NMFC Item 100240, Sub 5 | 150 175 250 400 | --- --- --- --- | 260 |
| RADIOACTIVE MATERIALS, ARTICLES or ISOTOPES, Viz.: Per NMFC Item 164900, Sub 1 Per NMFC Item 164900, Sub 2 Per NMFC Item 164900, Sub 3 | 250 250 250 | --- --- --- | 278 |
| BOATS, KAYAKS, CANOES OR PARTS THEREOF, Viz: (C) Per NMFC Item 24540 | 500 | --- Not Taken Unless Released To Value Not Exceeding \$.10 / LB | 285 |
| | | | |

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ISSUED: JULY 12, 2012

EFFECTIVE: JULY 23, 2012

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|---------------------------|
| <p>NON-APPLICATION OF NMFC RULES</p> <p>The following rules of the NMFC will not apply in connection with this Tariff:</p> <p>Item 170 - Application of Classes - Inadvertence Clause only to the extent that no adjustment in density will be allowed after shipment has been delivered.</p> <p>Item 171 - Application of Classes - Artificial Construction of Density to Obtain a Lower Class Rating (Bumping).</p> <p>Item 300 - Advancing Charges.</p> <p>Item 568 - Heavy or Bulky Freight (See Item 890 of this tariff.).</p> <p>Item 595 - Maximum Charges.</p> <p>Item 995 - Gross Weights and Dunnage (See Item 995 of this tariff.).</p> | <p align="center">295</p> |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. |
|--|-------------------------------|------------------------------|
| <u>PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF WASHINGTON</u> Except as otherwise provided, rates for trailer load or container load shipments apply only to and from LTIA's Fife, WA, terminal. If LTIA is requested to provide trailer pickup or delivery service to or from any of the following named points, charges shown in this item will apply. (Note 1.) | | 340 |
| From/To: Algona, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Andover Industrial Park, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$294.00 |
| From/To: Arlington, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$604.00 |
| From/To: Auburn, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Bellevue, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$382.00 |
| From/To: Bellingham, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$869.00 |
| From/To: Bothell, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$435.00 |
| From/To: Burien, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$309.00 |
| From/To: Burlington, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$721.00 |
| From/To: Chehalis, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$750.00 |
| From/To: Des Moines, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$255.00 |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard^① trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>^① The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | |
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| ISSUED: DECEMBER 11, 2017 | | EFFECTIVE: DECEMBER 18, 2017 |

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. |
|--|---|----------|
| <u>PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF WASHINGTON</u> | | 340 |
| Except as otherwise provided, rates for trailer load or container load shipments apply only to and from LTIA's Fife, WA, terminal. If LTIA is requested to provide trailer pickup or delivery service to or from any of the following named points, charges shown in this item will apply. (Note 1.) | | |
| From/To: Edmonds, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA \$586.00 | |
| From/To: Enumclaw, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA \$368.00 | |
| From/To: Everett, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA \$623.00 | |
| From/To: Federal Way, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA \$245.00 | |
| From/To: Fife, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA \$179.00 | |
| From/To: Firecrest, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA \$245.00 | |
| From/To: Joint Base Lewis/McCord TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA \$328.00 | |
| From/To: Gig Harbor, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA \$298.00 | |
| From/To: Graham, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA \$395.00 | |
| From/To: Issaquah, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA \$382.00 | |
| From/To: Kenmore, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA \$517.00 | |
| From/To: Kent, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA \$249.00 | |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lxwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>Ⓞ The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | |
| ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575 | | |
| ISSUED: DECEMBER 11, 2017 | EFFECTIVE: DECEMBER 18, 2017 | |

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. |
|---|-------------------------------|------------------------------|
| PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF WASHINGTON Except as otherwise provided, rates for trailer load or container load shipments apply only to and from LTIA's Fife, WA, terminal. If LTIA is requested to provide trailer pickup or delivery service to or from any of the following named points, charges shown in this item will apply. (Note 1.) | | 340 |
| From/To: Kirkland, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$400.00 |
| From/To: Lacey, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$445.00 |
| From/To: Lakewood, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Lynnwood, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$586.00 |
| From/To: Maltby, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$586.00 |
| From/To: Marysville, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$614.00 |
| From/To: McMillan, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Milton, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Monroe, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$649.00 |
| From/To: Mukilteo, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$603.00 |
| From/To: Olympia, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$486.00 |
| From/To: Orting, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$260.00 |
| From/To: Pacific, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>① The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | |
| <p>ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575</p> | | |
| ISSUED: DECEMBER 11, 2017 | | EFFECTIVE: DECEMBER 18, 2017 |

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. |
|--|---|------------------------------|
| <p>Except as otherwise provided, rates for trailer load or container load shipments apply only to and from LTIA's Fife, WA, terminal. If LTIA is requested to provide trailer pickup or delivery service to or from any of the following named points, charges shown in this item will apply. (Note 1.)</p> | | 340 |
| From/To: Parkland, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$310.00 |
| From/To: Puyallup, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$245.00 |
| From/To: Redmond, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$409.00 |
| From/To: Renton, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$306.00 |
| From/To: Richmond Beach, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$586.00 |
| From/To: Roy, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby only | \$342.00 |
| From/To: Ruston, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$245.00 |
| From/To: SeaTac, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$356.00 |
| From/To: Seattle, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$382.00 |
| From/To: Seattle, WA (Piers Only) | Basing Point: Fife, WA TL pickup or delivery, driver standby or drop & pull | \$494.00 |
| From/To: Spanaway, WA | Basing Point: Fife, WA TL pickup or delivery, driver standby only | \$342.00 |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>① The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | |
| <p>ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575</p> | | |
| ISSUED: DECEMBER 11, 2017 | | EFFECTIVE: DECEMBER 18, 2017 |

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. |
|--|-------------------------------|----------|
| <p align="center"><u>PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF WASHINGTON</u></p> <p>Except as otherwise provided, rates for trailer load or container load shipments apply only to and from LTIA's Fife, WA, terminal. If LTIA is requested to provide trailer pickup or delivery service to or from any of the following named points, charges shown in this item will apply. (Note 1.)</p> | | 340 |
| From/To: Sumner, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Tacoma, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Tukwila, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$299.00 |
| From/To: University Place, WA TL pickup or delivery, driver standby or drop & pull | Basing Point: Fife, WA | \$245.00 |
| From/To: Woodinville, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$517.00 |
| From/To: Yelm, WA TL pickup or delivery, driver standby only | Basing Point: Fife, WA | \$382.00 |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard^① trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>^① The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | |
| <p>ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575</p> | | |
| ISSUED: DECEMBER 11, 2017 | EFFECTIVE: DECEMBER 18, 2017 | |

LYNDEN TRANSPORT, INC.

RULES

**ITEM
NO.**

340

MATTER DELETED DECEMBER 19, 2016 ***** REFER TO PAGES 10-14

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 9, 2016

EFFECTIVE: DECEMBER 9, 2016

LYNDEN TRANSPORT, INC.

RULES

**ITEM
NO.**

340

MATTER DELETED DECEMBER 19, 2016 ***** REFER TO PAGES 10-14

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 9, 2016

EFFECTIVE: DECEMBER 19, 2016

LYNDEN TRANSPORT, INC.

RULES

**ITEM
NO.**

340

MATTER DELETED DECEMBER 19, 2016 ***** REFER TO PAGES 10-14

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 9, 2016

EFFECTIVE: DECEMBER 19, 2016

LYNDEN TRANSPORT, INC.

RULES

ITEM
NO.

340

MATTER DELETED DECEMBER 19, 2016 ***** REFER TO PAGES 10-14

LYNDEN TRANSPORT, INC.

RULES

**ITEM
NO.**

340

MATTER DELETED DECEMBER 19, 2016 ***** REFER TO PAGES 10-14

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 9, 2016

EFFECTIVE: DECEMBER 19, 2016

LYNDEN TRANSPORT, INC.

| RULES | | | | | ITEM NO. | | | | |
|---|--------------------------------|--|--|--|------------------------------|---------|---------|---------|---------|
| PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF ALASKA | | | | | 342 | | | | |
| Except as otherwise provided, through truckload rates will be constructed by adding the applicable pickup/delivery charge shown in this item to the applicable charge to or from the basing point. (Note 1.) | | | | | | | | | |
| TRAILER LENGTHS | | | | | | | | | |
| | | | | | 28' | 40' | 45' | 48' | 53' |
| To/From: Alyeska TL pickup or delivery, driver standby only | Basing Point: Anchorage | | | | \$411 | \$411 | \$411 | \$474 | \$474 |
| To/From: Anchor Point TL pickup or delivery, driver standby only | Basing Point: Anchorage | | | | \$1,404 | \$1,404 | \$1,404 | \$1,542 | \$1,542 |
| To/From: Anderson TL pickup or delivery, driver standby only | Basing Point: Anchorage | | | | \$1,175 | \$1,277 | \$1,277 | \$1,403 | \$1,403 |
| To/From: Big Lake TL pickup or delivery, driver standby or drop & pull | Basing Point: Anchorage | | | | \$437 | \$437 | \$437 | \$502 | \$502 |
| To/From: Birchwood TL pickup or delivery, driver standby or drop & pull | Basing Point: Anchorage | | | | \$287 | \$287 | \$287 | \$330 | \$330 |
| To/From: Cantwell TL pickup or delivery, driver standby only | Basing Point: Anchorage | | | | \$1,219 | \$1,277 | \$1,277 | \$1,403 | \$1,403 |
| To/From: Chugiak TL pickup or delivery, driver standby or drop & pull | Basing Point: Anchorage | | | | \$287 | \$287 | \$287 | \$330 | \$330 |
| To/From: Clam Gulch TL pickup or delivery, driver standby only | Basing Point: Anchorage | | | | \$1,404 | \$1,404 | \$1,542 | \$1,542 | \$1,542 |
| To/From: Clear TL pickup or delivery, driver standby only | Basing Point: Anchorage | | | | \$1,219 | \$1,277 | \$1,277 | \$1,403 | \$1,403 |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard[Ⓞ] trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lxwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>[Ⓞ] The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | | | | | | | | |
| <p>ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575</p> | | | | | | | | | |
| ISSUED: DECEMBER 20, 2017 | | | | | EFFECTIVE: DECEMBER 26, 2017 | | | | |

LYNDEN TRANSPORT, INC.

| RULES | | | | ITEM NO. | | |
|--|--------------------------------|---------|------------------------------|----------|---------|---------|
| PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF ALASKA | | | | | 342 | |
| Except as otherwise provided, through truckload rates will be constructed by adding the applicable pickup/delivery charge shown in this item to the applicable charge to or from the basing point. (Note 1.) | | | | | | |
| TRAILER LENGTHS | | | | | | |
| | | 28' | 40' | 45' | 48' | 53' |
| To/From: Cordova | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby or drop & pull | | \$4,547 | \$4,547 | \$4,547 | \$5,230 | \$5,230 |
| To: Deadhorse | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby or drop & pull | | \$5,150 | \$5,150 | \$5,150 | \$5,150 | \$5,150 |
| From: Deadhorse | | \$3,019 | \$3,019 | \$3,019 | \$3,019 | \$3,019 |
| To/From: Delta Junction | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby only | | \$2,168 | \$2,168 | \$2,168 | \$2,379 | \$2,379 |
| To/From: Denali National Park | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby only | | \$1,219 | \$1,277 | \$1,277 | \$1,403 | \$1,403 |
| To/From: Eagle River | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby or drop & pull | | \$177 | \$177 | \$177 | \$203 | \$203 |
| To/From: Eielson AFB | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby or drop & pull | | \$1,565 | \$1,565 | \$1,565 | \$1,717 | \$1,717 |
| To/From: Ester | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby only | | \$1,565 | \$1,565 | \$1,565 | \$1,717 | \$1,717 |
| To/From: Fairbanks | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby only | | \$1,219 | \$1,277 | \$1,277 | \$1,403 | \$1,403 |
| To/From: Ft Greely | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby only | | \$2,168 | \$2,168 | \$2,168 | \$2,379 | \$2,379 |
| To/From: Ft Knox Mine Site | Basing Point: Anchorage | | | | | |
| TL pickup or delivery, driver standby only | | \$1,652 | \$1,652 | \$1,652 | \$1,814 | \$1,814 |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard[Ⓛ] trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>[Ⓛ] The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | | | | | |
| <p>ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575</p> | | | | | | |
| ISSUED: DECEMBER 20, 2017 | | | EFFECTIVE: DECEMBER 26, 2017 | | | |

LYNDEN TRANSPORT, INC.

| RULES | | | | | ITEM NO. | | |
|---|--------------------------------|--|------------------------------|---------|-------------|---------|---------|
| PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF ALASKA | | | | | 342 | | |
| Except as otherwise provided, through truckload rates will be constructed by adding the applicable pickup/delivery charge shown in this item to the applicable charge to or from the basing point. (Note 1.) | | | | | | | |
| TRAILER LENGTHS | | | | | | | |
| | | | 28' | 40' | 45' | 48' | 53' |
| To/From: Girdwood TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$397 | \$397 | \$397 | \$456 | \$456 |
| To/From: Glennallen TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$1,722 | \$1,722 | \$1,722 | \$1,979 | \$1,979 |
| To/From: Healy TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$1,185 | \$1,231 | \$1,231 | \$1,352 | \$1,352 |
| To/From: Homer TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$1,292 | \$1,353 | \$1,353 | \$1,486 | \$1,486 |
| To/From: Homer Spit TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$1,292 | \$1,353 | \$1,353 | \$1,486 | \$1,486 |
| To/From: Houston TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$494 | \$494 | \$494 | \$567 | \$567 |
| To/From: Kenai / Soldotna TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$861 | \$902 | \$902 | \$991 | \$991 |
| To/From: Nenana TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$1,175 | \$1,231 | \$1,231 | \$1,352 | \$1,352 |
| To/From: Ninilchik TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$1,353 | \$1,353 | \$1,353 | \$1,486 | \$1,486 |
| To/From: Palmer / Wasilla TL pickup or delivery, driver standby only | Basing Point: Anchorage | | \$375 | \$375 | \$375 | \$431 | \$431 |
| <p>Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard[Ⓞ] trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lxwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.</p> <p>Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.</p> <p>Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.</p> <p>[Ⓞ] The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.</p> | | | | | | | |
| <p>ISSUED BY SHERI SLOAN, TRAFFIC MANAGER LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124 TELEPHONE: (206) 575-9575</p> | | | | | | | |
| ISSUED: DECEMBER 20, 2017 | | | EFFECTIVE: DECEMBER 26, 2017 | | | | |

LYNDEN TRANSPORT, INC.

| RULES | | | | ITEM NO. | | | | |
|--|---------------|------------------|---------|-----------------|---------|---------|---------|-----|
| PICKUP AND DELIVERY SERVICE (TL) TO OR FROM POINTS IN THE STATE OF ALASKA | | | | 342 | | | | |
| Except as otherwise provided, through truckload rates will be constructed by adding the applicable pickup/delivery charge shown in this item to the applicable charge to or from the basing point. (Note 1.) | | | | TRAILER LENGTHS | | | | |
| | | | | 28' | 40' | 45' | 48' | 53' |
| To/From: Pogo Mine Site TL pickup or delivery, driver standby only | Basing Point: | Anchorage | \$2,500 | \$2,619 | \$2,619 | \$2,874 | \$2,874 | |
| To/From: Seward TL pickup or delivery, driver standby only | Basing Point: | Anchorage | \$788 | \$788 | \$788 | \$889 | \$889 | |
| To/From: Talkeetna TL pickup or delivery, driver standby only | Basing Point: | Anchorage | \$911 | \$911 | \$911 | \$1,048 | \$1,048 | |
| To/From: Tok TL pickup or delivery, driver standby only | Basing Point: | Anchorage | \$2,166 | \$2,166 | \$2,166 | \$2,490 | \$2,490 | |
| To/From: Valdez TL pickup or delivery, driver standby only | Basing Point: | Anchorage | \$2,004 | \$2,004 | \$2,004 | \$2,305 | \$2,305 | |
| To/From: Whittier TL pickup or delivery, driver standby only | Basing Point: | Anchorage | \$734 | \$734 | \$734 | \$845 | \$845 | |
| To/From: Willow TL pickup or delivery, driver standby only | Basing Point: | Anchorage | \$617 | \$617 | \$617 | \$710 | \$710 | |

Note 1. Charges shown in this item apply only to legal loads defined as shipments transported in or on standard[Ⓞ] trailers with loaded dimensions not exceeding 53' x 8'6" x 13'6" (lxwxh) and loaded weight not exceeding the legal weight allowed for the trailer used. Charges applicable to shipments exceeding legal dimensions and/or weight will be determined by LTIA's Pricing Department.

Driver standby allows one hour free time with excess time subject to additional charges (see Item 500). Drop & pull service to or from driver standby only points will be quoted upon request.

Pickup or delivery of temperature control trailers will be performed at charges in this item plus 25%.

[Ⓞ] The term "standard" applies to trailers without temperature control capability and does not include other specialized equipment such as "step deck" or "low boy/double drop" trailers.

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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 TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 20, 2017

EFFECTIVE: DECEMBER 26, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p data-bbox="193 472 1190 501">CHARGES FOR DELIVERIES TO MILITARY INSTALLATIONS WITHIN THE STATE OF ALASKA</p> <p data-bbox="248 562 1174 618">Except as otherwise provided, shipments destined and delivered to military bases within the State of Alaska will be subject to the following additional charges: (Note 1.)</p> <p data-bbox="300 651 528 680">LTL Rated Shipments:</p> <p data-bbox="352 707 1161 763"> \$3.60 per cwt on billed weight of shipment subject to minimum charge of \$37.50 and maximum charge of \$113.00.</p> <p data-bbox="300 797 517 826">TL Rated Shipments:</p> <p data-bbox="352 853 699 882"> \$113.00 Flat charge per shipment.</p> <p data-bbox="300 1003 850 1032">Note 1. Charges apply only on interstate shipments.</p> <p data-bbox="300 1059 1066 1088">Note 2. Charges also apply on limited access areas and inside deliveries.</p> | 342.1 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|------------|
| <p>ARBITRARIES TO OR FROM POINTS IN THE STATE OF ALASKA (North Slope):</p> <p>***** MATTER CANCELED *****</p> | <p>343</p> |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

ISSUED: NOVEMBER 17, 2014

EFFECTIVE: DECEMBER 16, 2014

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|---------------------------|
| <p><u>APPLICATION OF FUEL SURCHARGE:</u></p> <p>NOTE: LTIA'S CURRENT FUEL SURCHARGES INCLUDING THE FUEL SURCHARGE SPECIFIED IN THIS ITEM CAN BE FOUND AT LTIA'S WEB SITE: www.lyndentransport.com</p> <p>Except as specifically indicated in individual rate items and exceptions noted herein, all shipments transported via underlying water carrier ship service are subject to a fuel surcharge as specified below:</p> <p>The fuel surcharge as specified below will apply to line-haul freight charges on shipments moving to or from points in the State of Alaska:</p> <p>Fuel Surcharge:</p> <p>All charges for line-haul transportation are subject to an increase of seventeen percent (17%).</p> <p>Application:</p> <p>First determine the amount of line-haul freight charges that would otherwise apply including any applicable rate increases, other than those charges for services specified under EXCEPTIONS, then, increase the amount of charges so determined by seventeen percent (17%). To arrive at said increased rate or charge, multiply the amount of charges so determined by 1.15. Fractions of less than 1/2 cent will be dropped. Fractions of 1/2 cent or more will be increased to the next whole cent.</p> <p>Where rates or charges are published in dollars and cents, apply the equivalent in cents.</p> <p>REFERENCE TO ITEMS, NOTES, RULES, ETC.: Where reference is made in this item to items, notes, rules, etc., it is understood that such reference is continuous and includes subsequent issues of such items, notes, rules, etc.</p> <p>EXCEPTIONS: The fuel surcharge as provided above will not apply to rates set forth in the following items:</p> <p>Item Numbers:</p> <p>480, 495, 501, 530, 563, 647, 751, 752, 760, 820, 889, 890, 900, 910, 991</p> <p>AND</p> <p>accessorial charges specifically named in individual rate items which are noted as exceptions to items listed above.</p> | <p align="center">345</p> |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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 TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 20, 2016

EFFECTIVE: JANUARY 1, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>PROHIBITED ARTICLES AND COMMODITIES</p> <p>(A) The following articles and commodities will not be accepted or transported by LTIA: (Note 1.)</p> <ul style="list-style-type: none"> Ammonium nitrate fuel oil mixture - blasting agent Animal remains, viz: animals, birds, fish, or parts thereof including horns or antlers, preserved or not preserved by taxidermy, not frozen. Cryogenic liquids Coins or currency, legal tender or collectable Explosives, Class A or B Fruit, fresh or green, not requiring temperature control Hazardous or medical waste Liquor or other alcoholic beverages destined to the North Slope Livestock Nitro-carbo-Nitrate, as described in NFMC Item 45440 Organic peroxides Poisons, Class A Pyrophonic liquids, in bulk or in packages exceeding 100 gallon capacity Shipments tendered on order bills of lading Sodium sulfide Trailers, house and chassis, SU Trailers, vacation, new or used, SU Vehicles, Private, From Central to Southeast Alaska <p>Note 1. Exceptions to the prohibition specified in this item may be made upon approval of a LTIA manager with title of President, Vice President or Director.</p> | 420 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: FEBRUARY 18, 2015

EFFECTIVE: FEBRUARY 23, 2015

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|---------------------------|
| <p>CUSTOMS AND IN-BOND SHIPMENTS:</p> <p>A. Shipments, moving under United States Customs Bond, will move on one bill of lading and will not be allowed to mix on the same bill of lading with shipments not moving under customs bond. However, if the container to which the in-bond shipment is loaded is consigned to an in-bond warehouse, the in-bond shipment may mix with freight not moving under customs bond.</p> <p>B. When shipments move under US Customs Bond or delivery by carrier is required to be made under US Customs supervision, a charge of \$200.00 per shipment will be assessed. When the US Customs Clearance location is at a point other than the initial US port of arrival or the final destination, line-haul charges on shipments requiring customs clearance will be assessed on the basis of a combination of rates applicable from the point of origin to the point of US Customs clearance to the final destination of the shipment, except no beyond line haul charges will apply when the final destination is located within the commercial zone of the point of US Customs clearance and is subject to the same line-haul rate as the point of US Customs clearance. In addition to all other lawful charges, shipment(s) awaiting US Customs clearance will be assessed storage charges as published in this tariff or as otherwise agreed.</p> <p>C. It is shippers obligation to furnish carrier with the proper export or Custom's documentation as required.</p> <p>D. Shipper and consignee jointly and severally shall indemnify and hold harmless the carrier from any losses, damages, expenses, liabilities, fines and penalties incurred as a result of shipper's or consignee's breach of their obligation to submit all required documentation to United States Customs for goods shipped, to obtain proper Customs notification of arrival, to obtain United States Customs authorization or clearance of goods shipped prior to delivery, to advise the carrier in a timely fashion of the bonded status of goods shipped prior to shipment departure, and of any hold requirements related to such bonded goods.</p> | <p align="center">480</p> |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p><u>DEFINITION OF "HOUSEHOLD GOODS" AND APPLICABLE RULES</u></p> <p>Definition Of Household Goods:</p> <p>Household goods are defined pursuant to 49 U.S.C. §13101(10) as personal effects, personal property and/or property used or to be used in a dwelling, when a part of the equipment or supply of such dwelling, and similar property, and similar property if the transportation of such effects or property is:</p> <p>(A) Arranged and paid for by the householder, except such term does not include property moving from a factory or store, other than property that the householder has purchased with the intent to use in his or her dwelling and is transported at the request of, and the transportation charges are paid to the carrier by, the householder; or</p> <p>(B) Arranged and paid for by another party.</p> <p>The transportation of household goods as described at (A), above, shall not be accepted without Carrier's advance written agreement.</p> <p>Should Shipper request and Carrier agree in writing to transport household goods as described at (A), above, the following provisions shall apply and supersede all terms and conditions herein to the extent of conflict:</p> <p>Rules Applicable To Shipments of Household Goods:</p> <p>1 Carrier's liability with respect to the household goods, and whether for loss, damage, delay, shortage, misdelivery, failure to deliver or otherwise, shall be the lesser of the actual charges. cost to repair, replace and/or deliver the goods or ten cents (\$0.10) per pound. However, if the householder-Shipper has declared in writing to Carrier a valuation for the goods which is higher than the foregoing amount, and Carrier has agreed to carry the goods at the higher valuation so declared, then Carrier's liability shall be the lesser of the actual cost to repair, replace and/or deliver the goods or the higher valuation so declared and agreed, with Shipper to pay increased freight for any such declaration of higher valuation under Carrier's rate tariff and/or other schedule of rates (see Item 260 of this tariff).</p> <p>2 The householder-Shipper must sign Carrier's bill of lading.</p> | 485 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
 LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
 TELEPHONE: (206) 575-9575

ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|---------------------------|
| <p><u>DEFINITION OF "HOUSEHOLD GOODS" AND APPLICABLE RULES</u></p> <p>Rules Applicable To Shipments of Household Goods:</p> <p>3 The following items shall be excluded from this definition except when mixed with personal property: Autos, Boats, Contractors Outfits, Machinery, Trailers</p> <p>4 Shipments containing hazardous materials will not be accepted.</p> <p>5 Valuation for loss or damage of household goods, personal effects or emigrant moveables is based on a released value not exceeding 10 cents per pound. The release, which shall be deemed to relate to each article separately and not to the shipment as a whole and must be entered on the bill of lading at time of shipment. If shipper elects to ship at a released value exceeding 10 cents per pound, specific prior arrangements must be made and agreed to in writing by LTIA and additional charges (see Item 260) will apply.</p> <p>6 If shipper fails to state a released value on the bill of lading, shipment will not be accepted, but if shipment is inadvertently accepted, it will be considered as being released at the lowest valuation provided and shipment will move and be charged for, on the basis of such limitation of liability.</p> | <p align="center">485</p> |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------|--------------------|--------------------|--------------|-------|-------|--------------|-------|-------|--------------|-------|-------|--------------|-------|-------|---------------|-------|-------|---------------|-------|-------|---------------|-------|-------|---------------|-------|-------|--------------|--------------|-------|----------|--------------|-------|----------|--------------|-------|----------|--------------|-------|----------|--------------|-------|------------|--------------|-------|---------|--------------|-------|---------|--------------|-------|---------|--------------|-------|---------|--------------|-------|------------|--------------|-------|------------|--------------|-------|------------|--------------|-------|------------|--------------|-------|-----|
| <p>TRANSFER OF CARGO AT LTIA'S FIFE, WA, TERMINAL:</p> <p>(A) Except as otherwise provided, shipments having legal dimensions and weights arriving loaded in or on other than LTIA's standard two axle flatbed or van type trailers or containers will be transloaded to LTIA's equipment at Fife, WA, at the following transfer charges per inbound vehicle:</p> <table border="1"> <thead> <tr> <th align="center">Equipment Size/Type</th> <th align="center">Service Type</th> <th align="center">Transfer Charge</th> </tr> </thead> <tbody> <tr><td>20' Platform</td><td>Barge</td><td>\$226</td></tr> <tr><td>24' Platform</td><td>Barge</td><td>\$308</td></tr> <tr><td>40' Platform</td><td>Barge</td><td>\$440</td></tr> <tr><td>53' Platform</td><td>Barge</td><td>\$516</td></tr> <tr><td>20' Container</td><td>Barge</td><td>\$126</td></tr> <tr><td>24' Container</td><td>Barge</td><td>\$149</td></tr> <tr><td>40' Container</td><td>Barge</td><td>\$226</td></tr> <tr><td>53' Container</td><td>Barge</td><td>\$363</td></tr> <tr><td>27'-28' Flat</td><td>Ship/Highway</td><td>\$308</td></tr> <tr><td>40' Flat</td><td>Ship/Highway</td><td>\$440</td></tr> <tr><td>45' Flat</td><td>Ship/Highway</td><td>\$454</td></tr> <tr><td>48' Flat</td><td>Ship/Highway</td><td>\$466</td></tr> <tr><td>53' Flat</td><td>Ship/Highway</td><td>\$516</td></tr> <tr><td>27'28' Dry</td><td>Ship/Highway</td><td>\$190</td></tr> <tr><td>40' Dry</td><td>Ship/Highway</td><td>\$226</td></tr> <tr><td>45' Dry</td><td>Ship/Highway</td><td>\$263</td></tr> <tr><td>48' Dry</td><td>Ship/Highway</td><td>\$304</td></tr> <tr><td>53' Dry</td><td>Ship/Highway</td><td>\$341</td></tr> <tr><td>28' Reefer</td><td>Ship/Highway</td><td>\$226</td></tr> <tr><td>40' Reefer</td><td>Ship/Highway</td><td>\$263</td></tr> <tr><td>45' Reefer</td><td>Ship/Highway</td><td>\$304</td></tr> <tr><td>53' Reefer</td><td>Ship/Highway</td><td>\$377</td></tr> </tbody> </table> <p>(B) Transfer charges shown in this item allow a maximum of four manhours for equipment and manpower to perform transfer of one standard TL as described above. If time required to perform the transfer exceeds four manhours, additional charges will apply.</p> <p>(C) LTIA will transload freight in a manner that will utilize vehicle weight and space capacity as efficiently as possible. LTIA will not be responsible for the inability to utilize weight or space capacity beyond reasonable expectations or legal limits.</p> <p>(D) Charges shown are for transfer using standard forklift equipment. If shipments require transfer by other methods or equipment, additional charges may apply.</p> <p>(E) Freight exceeding the capacity of the equipment receiving the transferred shipment will be considered as "overflow" and transported as separate shipments subject to LTL or TL rates. applicable to such shipments.</p> | Equipment Size/Type | Service Type | Transfer Charge | 20' Platform | Barge | \$226 | 24' Platform | Barge | \$308 | 40' Platform | Barge | \$440 | 53' Platform | Barge | \$516 | 20' Container | Barge | \$126 | 24' Container | Barge | \$149 | 40' Container | Barge | \$226 | 53' Container | Barge | \$363 | 27'-28' Flat | Ship/Highway | \$308 | 40' Flat | Ship/Highway | \$440 | 45' Flat | Ship/Highway | \$454 | 48' Flat | Ship/Highway | \$466 | 53' Flat | Ship/Highway | \$516 | 27'28' Dry | Ship/Highway | \$190 | 40' Dry | Ship/Highway | \$226 | 45' Dry | Ship/Highway | \$263 | 48' Dry | Ship/Highway | \$304 | 53' Dry | Ship/Highway | \$341 | 28' Reefer | Ship/Highway | \$226 | 40' Reefer | Ship/Highway | \$263 | 45' Reefer | Ship/Highway | \$304 | 53' Reefer | Ship/Highway | \$377 | 495 |
| Equipment Size/Type | Service Type | Transfer Charge | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20' Platform | Barge | \$226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24' Platform | Barge | \$308 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' Platform | Barge | \$440 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' Platform | Barge | \$516 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20' Container | Barge | \$126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24' Container | Barge | \$149 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' Container | Barge | \$226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' Container | Barge | \$363 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27'-28' Flat | Ship/Highway | \$308 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' Flat | Ship/Highway | \$440 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' Flat | Ship/Highway | \$454 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48' Flat | Ship/Highway | \$466 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' Flat | Ship/Highway | \$516 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27'28' Dry | Ship/Highway | \$190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' Dry | Ship/Highway | \$226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' Dry | Ship/Highway | \$263 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48' Dry | Ship/Highway | \$304 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' Dry | Ship/Highway | \$341 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28' Reefer | Ship/Highway | \$226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' Reefer | Ship/Highway | \$263 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' Reefer | Ship/Highway | \$304 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' Reefer | Ship/Highway | \$377 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------------|---|---|-------------------|-------------------|------|----------|---|------|----------|---|---|-------|-----|-------|--------|-----|-------|-------|-----|-----------------|--|---|-----------|--|-----------------|---------|--|---------|-----|
| DETENTION AND DELAY CHARGES - VEHICLES WITH POWER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>I. Delays Loading and Unloading:</p> <p>(a) When Carrier's vehicle(s) are delayed by Consignor/Consignee for loading or unloading on or near the premises of Consignor/Consignee, detention charges shall begin upon expiration of the applicable free time allowed, and will end when the vehicle(s) are loaded or unloaded and available for movement.</p> <p>(b) Subject to provisions of Paragraph (a) above, and except as otherwise provided, rates in this tariff include the following free time for loading, unloading or waiting to load or unload:</p> <table border="1" style="margin-left: 40px; border-collapse: collapse; width: 60%;"> <thead> <tr> <th colspan="2">Total Weight Loaded or Unloaded (In Pounds)</th> <th>Free Time (Hours)</th> <th colspan="2">Total Weight Loaded or Unloaded (In Pounds)</th> <th>Free Time (Hours)</th> </tr> <tr> <th>Over</th> <th>Not Over</th> <th>Ⓢ</th> <th>Over</th> <th>Not Over</th> <th>Ⓢ</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>2,000</td> <td>1/4</td> <td>5,000</td> <td>10,000</td> <td>3/4</td> </tr> <tr> <td>2,000</td> <td>5,000</td> <td>1/2</td> <td colspan="2">10,000 & Higher</td> <td>1</td> </tr> </tbody> </table> <p>(c) Delays beyond the times shown in Paragraph (b) in loading or waiting to load at point of origin or unloading or waiting to unload at destination applicable to each operation separately, when caused by the shipper, consignee or representative of the shipper or consignee, will be charged to the party responsible for the freight charges in accordance with Paragraph III of this item.</p> <p>II. Delays, Placement:</p> <p>Unless otherwise provided, if driver is required to stand by, TL rated shipments include one (1) hour waiting time at origin to effect placement (See Item 750) and for consignor to complete loading and one (1) hour waiting time at destination to effect placement (See Item 750) and for consignee to complete unloading. Delays beyond one hour through no fault of carrier shall be charged to the party responsible for the freight charges in accordance with Paragraph III of this item.</p> <p>III. Charges for Delays in Loading, Unloading or Placement:</p> <p>Computation of free time shall begin upon notification by the driver to the responsible representative of the Consignor/Consignee of the arrival of the vehicle for loading or unloading. Time shall end upon completion of loading or unloading and receipt by the driver of a signed bill of lading or delivery receipt.</p> <table border="1" style="margin-left: 40px; border-collapse: collapse; width: 60%;"> <thead> <tr> <th style="text-align: center;">Location:</th> <th style="text-align: center;">Charge Per Quarter (1/4) Hour Or Fraction Thereof:</th> </tr> </thead> <tbody> <tr> <td>Lower 48 States</td> <td style="text-align: center;">\$31.00</td> </tr> <tr> <td>Alaska, Fairbanks And Points South Thereof</td> <td style="text-align: center;">\$50.00</td> </tr> </tbody> </table> <p>Ⓢ In disposing of fractions under this item, the following chargeable times in minutes will apply:</p> <p style="margin-left: 40px;">1 to 15 Min -- 1/4 Hour 16 to 30 Min -- .5 hours 31 to 45 Min -- .75 hours 46 to 60 Min -- 1 hour</p> | Total Weight Loaded or Unloaded (In Pounds) | | Free Time (Hours) | Total Weight Loaded or Unloaded (In Pounds) | | Free Time (Hours) | Over | Not Over | Ⓢ | Over | Not Over | Ⓢ | 0 | 2,000 | 1/4 | 5,000 | 10,000 | 3/4 | 2,000 | 5,000 | 1/2 | 10,000 & Higher | | 1 | Location: | Charge Per Quarter (1/4) Hour Or Fraction Thereof: | Lower 48 States | \$31.00 | Alaska, Fairbanks And Points South Thereof | \$50.00 | 500 |
| Total Weight Loaded or Unloaded (In Pounds) | | Free Time (Hours) | Total Weight Loaded or Unloaded (In Pounds) | | Free Time (Hours) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over | Not Over | Ⓢ | Over | Not Over | Ⓢ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | 2,000 | 1/4 | 5,000 | 10,000 | 3/4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2,000 | 5,000 | 1/2 | 10,000 & Higher | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Location: | Charge Per Quarter (1/4) Hour Or Fraction Thereof: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lower 48 States | \$31.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alaska, Fairbanks And Points South Thereof | \$50.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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ISSUED: DECEMBER 11, 2017 EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | |
|--|------------------|------------------|-----------|---------|---|---------------|---|---------|--------------------------------------|---------------|---|----------|--|-----|---|----------|-----|
| <p><u>DETENTION - VEHICLES WITHOUT POWER</u></p> <p>Vehicles (trailers or containers) furnished by LTIA and held for loading or unloading without power are subject to the following provisions:</p> <p>1. FREE TIME:</p> <p>A. Vehicles will be allowed free time as shown in section D. of this item (excluding Saturdays, Sundays, and Federal Holidays). Free time shall commence the first 12:00 midnight after tendering of the vehicles to the shipper or consignee for loading or unloading. (The term "tendering" includes spotting vehicle at the designated location or notification to the designated party the vehicle is available for placement.)</p> <p>B. Trailers provided split delivery, split pick up or stop-in-transit service will be allowed 24 hours free time for each part-lot subject to "tendering" provisions shown in A. above for each part-lot. Each 24 hour period of free time allowed for a part-lot will be counted toward the total free time shown under "FREE DAYS" in the table below.</p> <p>C. After expiration of free time, detention charges will begin the following day and will continue until the trailer is released via telephone or other notice acceptable to the carrier. Detention charges will apply for Saturdays, Sundays, and Holidays after expiration of free time.</p> <p>D. Free time and per day detention charges after expiration of free time will be as follows:</p> <table border="1" data-bbox="237 1055 986 1400"> <thead> <tr> <th>EQUIPMENT TYPE</th> <th>EQUIPMENT LENGTH</th> <th>FREE DAYS</th> <th>PER DAY</th> </tr> </thead> <tbody> <tr> <td>Dry and Insulated vans Refrigerated or heated vans, not running Stepdecks or flatbeds</td> <td>Up to 53'L</td> <td>5</td> <td>\$44.00</td> </tr> <tr> <td>Refrigerated or heated vans, running</td> <td>Up to 53'L</td> <td>2</td> <td>\$163.00</td> </tr> <tr> <td>Quad axle trailers Low-boys Double drops RGN's Stretch Steps</td> <td>All</td> <td>5</td> <td>\$352.00</td> </tr> </tbody> </table> | EQUIPMENT TYPE | EQUIPMENT LENGTH | FREE DAYS | PER DAY | Dry and Insulated vans Refrigerated or heated vans, not running Stepdecks or flatbeds | Up to 53'L | 5 | \$44.00 | Refrigerated or heated vans, running | Up to 53'L | 2 | \$163.00 | Quad axle trailers Low-boys Double drops RGN's Stretch Steps | All | 5 | \$352.00 | 501 |
| EQUIPMENT TYPE | EQUIPMENT LENGTH | FREE DAYS | PER DAY | | | | | | | | | | | | | | |
| Dry and Insulated vans Refrigerated or heated vans, not running Stepdecks or flatbeds | Up to 53'L | 5 | \$44.00 | | | | | | | | | | | | | | |
| Refrigerated or heated vans, running | Up to 53'L | 2 | \$163.00 | | | | | | | | | | | | | | |
| Quad axle trailers Low-boys Double drops RGN's Stretch Steps | All | 5 | \$352.00 | | | | | | | | | | | | | | |

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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>3. RESPONSIBILITY FOR PAYMENT OF CHARGES:</p> <p>The consignor shall be responsible for detention charges accrued at origin and the consignee shall be responsible for detention charges accrued at destination. Unless otherwise instructed by the payor of the freight charges, LTIA will bill the responsible party for applicable detention charges. In the event such charges cannot be collected, responsibility for payment rests with the beneficial owner of the cargo and detention charges will be collected from the payor of the freight charges.</p> | 501 |

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LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p><u>LIFTGATE SERVICE:</u></p> <p>Where carrier is requested or required to employ hydraulic lifting or lowering devices to accomplish pick-up or delivery of the goods to or from carrier's vehicle, an additional charge of \$3.80 per 100 pounds, subject to a minimum charge of \$26.50 and a maximum charge of \$193.00 will be assessed upon the actual weight of the shipments for which service is rendered.</p> <p>The charges for this service shall be paid by the party for whom the service is performed, or guaranteed by the shipper. Carrier is not obligated to perform such service when suitable vehicles equipped with such devices and operators are not available. Service will only be rendered at such locations as are safe and accessible to the vehicle.</p> | 530 |

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|---|---------------------------|
| <p><u>HAZARDOUS GOODS</u></p> <p>This tariff is subject to Federal Hazardous Materials Regulations, Code of Federal Regulations, Title 49, Parts 100 through 180, including as the same are regulated by the U.S. Coast Guard, U.S. Department of Transportation and Environmental Protection Agency.</p> <p>The term "HazMat laws" refers to any international, federal, state, (Canadian) provincial, local, tribal or other treaty, law, statute, regulation, rule or ordinance relative to the transportation of hazardous goods and the term "hazardous goods" refers to any goods which have any hazardous, dangerous, explosive, flammable, poisonous, infectious, noxious, spontaneously combustible, radioactive, corrosive or oxidizing character or effect whatsoever, including without limitation any material or substance listed on the federal Hazardous Material Table (49 C.F.R. §172.101), as amended, or otherwise identified by a HazMat law as being a marine or other pollutant, an explosive, dangerous or hazardous material.</p> <p>EXPLOSIVES, AND/OR INFECTIOUS SUBSTANCES OF ANY TYPE OR NATURE WHATSOEVER WILL BE ACCEPTED BY LTIA FOR TRANSPORTATION ONLY UPON ADVANCE NOTICE AND BOOKING AND ONLY IF LTIA HAS SPECIFICALLY AGREED IN ADVANCE TO ACCEPT SUCH GOODS.</p> <p>Notwithstanding anything to the contrary, LTIA reserves the right to refuse any goods at any time which, in its sole judgment, are dangerous, hazardous, inflammable or otherwise likely to injure any container, equipment, vessel or other property, and/or which LTIA believes in its sole judgment cannot be safely loaded, stowed, secured, unloaded and delivered. No shipment shall contain any mix of goods which are non-compatible, including those identified as such by the Federal Resource Conservation and Recovery Act (RCRA), Toxic Substances Control Act (TSCA), Code of Federal Regulations, Title 49, Parts 100-177, or any other federal, state or local environmental statute, regulation, department or agency.</p> <p>Upon tender of any hazardous goods to LTIA, Shipper must sign the bill of lading and make the following certification (49 C.F.R. §172.204):</p> <p align="center">THIS IS TO CERTIFY THAT THE ABOVE NAMED GOODS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION.</p> <p>If the goods are to be transported by manned vessel in a container provided by Shipper, Shipper shall provide the following additional certification to the vessel operator:</p> <p align="center">IT IS DECLARED THAT THE PACKING OF THE CONTAINER HAS BEEN CARRIED OUT IN ACCORDANCE WITH THE PROVISIONS OF 49 C.F.R. §176.27(c).</p> | <p align="center">540</p> |

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| RULES | ITEM NO. |
|--|----------------------------|
| <p><u>HAZARDOUS GOODS</u></p> <p>Shipper shall otherwise be responsible for providing Carrier with complete, comprehensive and approved shipping papers with respect to any hazardous goods tendered for transportation, which papers shall include without limitation all information, descriptions, instructions, disclosures and documentation required by HazMat laws and a full description and identification of the hazardous goods, including their type, quantity, proper shipping name, classification, packing group, chemical group, identification number(s) as well as their hazardous and subsidiary hazardous nature(s).</p> <p>Upon request or as required by LTIA, Shipper shall obtain and provide the following to LTIA prior to any performance in relation to hazardous goods: (1) a copy of Shipper's registration under 49 U.S.C. §5108 as an offeror of hazardous goods for interstate transportation (or an applicable federal approval/exemption); (2) the full name and street address, telephone and contact name for the owner, consignor and consignee of the hazardous goods; (3) a full description of the hazardous goods, including their identity and quantity; (4) booking confirmation number(s) assigned by Carrier; (5) complete and clear written instructions for the loading, handling, storing, movement, transportation and unloading of the hazardous goods as well as for response, clean-up, mitigation, remediation, alleviation, removal and restoration in the event of a spill or release of the hazardous goods; and (6) the full name and telephone number for a contact person who has comprehensive knowledge with respect to the hazardous goods, including their hazardous nature and emergency incident response requirements. The contact person identified by Shipper must be immediately available at all times during the performance of transportation services by Carrier, and his/her telephone number must be available and monitored at all times, and must not be a beeper number or otherwise involve any answering or call-back service.</p> <p>In addition, Shipper shall be responsible for obtaining and providing any and all transit or movement notices, permits, authorizations and confirmations for the hazardous goods or the transportation services in accordance with and as required by HazMat laws and/or any government, terminal and/or port agency or authority.</p> <p>If the hazardous goods include any of the types/classes enumerated in 49 C.F.R. §172.800 or otherwise requiring a security plan, the shipping papers provided by Shipper must include a written security plan conforming with 49 C.F.R. §172.802 and other HazMat laws.</p> <p>Shipper shall be solely responsible for offering, describing, identifying, naming, classifying, documenting, packing, packaging, marking and labeling all hazardous goods tendered to LTIA in strict compliance with HazMat laws. The foregoing specifically includes, but is not limited to, Shipper's responsibility for the performance of pre-transportation functions to assure safe transportation as well as complete, clear and accurate instructions as to all loading, transloading, storage or unloading, upon which Carrier shall be entitled to rely.</p> <p>LTIA shall be liable only for loss/damage occurring to the goods themselves, as set forth elsewhere in this tariff; Shipper shall be liable for, and shall indemnify and hold LTIA harmless from and against, including legal fees and costs, all other loss, damage, expense, fee, cost, liability, suit, fine and/or</p> | <p>540 (Continued)</p> |

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| <p><u>HAZARDOUS GOODS</u></p> <p>penalty resulting from or in any way relating to any hazardous goods and/or their transportation, including without limitation any loss, damage, expense, fee, cost, liability, suit, fine and/or penalty resulting from or in any way relating to Shipper's failure to comply with its responsibilities in this tariff and/or HazMat laws. The foregoing specifically includes, but is not limited to, property damage, bodily injury, illness and/or death claims, as well as all pollution/environmental matters such as response, clean-up, mitigation, remediation, alleviation, removal and restoration.</p> <p>A. SHIPMENT REQUIREMENTS:</p> <p>1 If LTIA accepts Radioactive Materials and/or Infectious Substances without prior knowledge or approval because the commodities have been misdescribed or the rules contained in this item have not been obeyed, the shipper shall be responsible for an amount equal to all costs and damages incurred by LTIA, plus 15 percent (15%), in addition to all other applicable charges contained in this tariff or other tariffs or agreements applicable to such shipments.</p> <p>2 Damages shall be defined as including, but not limited to, the expense and cost of cleanup, removal and restoration of the property, premises, equipment and water vessel owned, leased or for which LTIA is responsible, loss of use of same, including loss or anticipated revenue due to the unavailability of terminals, equipment or vessels resulting from a spill of LTIA, its agents, their officers or employees; the cost of disposal of unclaimed, rejected or damaged cargo which are incurred by the carrier' damage, destruction or contamination of cargo and equipment in LTIA's care, custody or control and personal injuries, penalties, forfeitures or assessments made by state, federal or local agencies as a result of such a shipment.</p> <p>B. IMPROPERLY PLACARDED TRAILERS/CONTAINERS:</p> <p>1 A charge of \$185.00 per trailer will be assessed to placard carrier's vehicle in conformance with DOT and US Coast Guard regulations when shipment is found to be in non-compliance with those regulations.</p> | 540 |

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| <p><u>HAZARDOUS GOODS</u></p> <p>C. HAZARDOUS MATERIALS / DANGEROUS ARTICLES SURCHARGE:</p> <p>A surcharge for cargo moving under rates in this tariff will apply for hazardous materials or dangerous goods required to be listed and described as such on shipping papers prepared in accordance with 49 CFR Part 172, Subpart C (49 CFR, Section 172.200 and following) or on Dangerous Goods Manifests prepared in accordance with Section 9 of the IMDG Code (International Maritime Dangerous Goods Code).</p> <p>Exceptions:</p> <ol style="list-style-type: none"> 1. This surcharge will not apply to self -propelled vehicles or machinery when the sole cause for the hazardous designation is batteries and/or fuel in tanks used to power such vehicles or machinery as long as all provisions in this tariff applicable to such shipments have been met. 2. This surcharge will not apply on "limited quantities" of hazardous materials as defined in CFR 49, subchapter C, part 171.8 or to hazardous materials classified and shipped ORM-D as described in CFR 49 subpart D, 173.144. <p>SURCHARGE:</p> <p>Per Shipment: \$2.25 per cwt subject to minimum charge of \$63.50, maximum charge of \$225.00, plus an additional \$63.50 charge per second and each additional hazard class in the same shipment. (A)</p> | 540 |

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| <p data-bbox="193 472 612 501">HAZARDOUS MATERIALS - DISPOSAL</p> <p data-bbox="245 533 1206 647">When shipments of hazardous/dangerous materials/waste are either rejected by Consignee or determined by LTIA or any other party to be damaged, Shipper shall make arrangements for their immediate removal and disposal, at its separate risk and expense including the costs of further transportation and disposal.</p> | 542 |

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|--|---------------------------------|------------------|-------|---------------------------------|-------------------------|-----------------------------|---------|-------------------|------------------------|--------------------|------------|--------------------|------------|
| <p>FLATBED TRAILERS - LOADING AND SECURING:</p> <p>A. Securing/Resecuring after initial loading by consignor</p> <p>Unless otherwise requested by consignor, LTIA will supply trailers with a minimum of eight sets of chains and binders or eight sets of straps and winches. When requested by consignor, trailers shall be supplied with additional chains and binders or straps and winches provided arrangements are made with and approved in advance by LTIA's operations department.</p> <p>Cargo loaded on flatbed trailers shall be properly secured to the trailers by the consignor in compliance with LTIA's and underlying water carrier's specifications and requirements. Flatbed loads will be inspected at the point of tender to LTIA to determine whether cargo has been properly secured to the flatbed trailers. In the event flatbed trailer loads are not or cannot be secured in compliance with underlying water carrier specifications and requirements at point of loading by the consignor and a shipment requires significant additional securing or resecuring be performed prior to acceptance by the underlying water carrier for movement aboard its vessels, LTIA will perform the required securing or resecuring services to include labor, materials and mechanical equipment, at the hourly rates shown in item 890 subject to a minimum securing/resecuring charge of \$331.50 per trailer.</p> <p>B. Non-return of or damage to securing equipment:</p> <p>Where chains, chain binders, straps, winches, cable, cable fasteners and load stakes are supplied by carrier under the application of this item, ownership of such is not transferred to the shipper or consignee from the carrier. Any such equipment damaged or retained by the shipper or consignee will be charged as follows:</p> <table border="1" data-bbox="347 1205 1034 1384"> <thead> <tr> <th>EQUIPMENT TYPE</th> <th>CHARGES PER UNIT</th> </tr> </thead> <tbody> <tr> <td>Chain</td> <td>\$80.00 per single chain length</td> </tr> <tr> <td>Chain Binders or Straps</td> <td>\$65.00 per binder or strap</td> </tr> <tr> <td>Winches</td> <td>\$59.00 per winch</td> </tr> <tr> <td>Load Stakes (Metallic)</td> <td>\$101.00 per stake</td> </tr> <tr> <td>Pipe Racks</td> <td>\$1416.00 per rack</td> </tr> </tbody> </table> <p>C. Protective covering services.</p> <p>Upon request and when practicable, LTIA will furnish and apply protective covering to flatbed cargo. In some cases the protective covering may consist of standard tarps and in other cases the protective covering may consist of plastic sheeting or "shrink wrap". The actual material used will be subject to consultation and agreement between LTIA and the customer or designated representative thereof. The standard charge for supplying and applying a protective covering will be \$436.00 per trailer. This charge will provide standard materials and up to two manhours of labor for application. Special materials or time exceeding the two manhours provided will be provided at additional charge.</p> <p>D. Party Responsible For Payment of Charges:</p> <p>Unless other arrangements are made prior to the services being performed, charges for securing, non-return or damage of securing equipment or application of protective covering will be billed to and payable by the party responsible for payment of the freight charges.</p> | EQUIPMENT TYPE | CHARGES PER UNIT | Chain | \$80.00 per single chain length | Chain Binders or Straps | \$65.00 per binder or strap | Winches | \$59.00 per winch | Load Stakes (Metallic) | \$101.00 per stake | Pipe Racks | \$1416.00 per rack | <p>563</p> |
| EQUIPMENT TYPE | CHARGES PER UNIT | | | | | | | | | | | | |
| Chain | \$80.00 per single chain length | | | | | | | | | | | | |
| Chain Binders or Straps | \$65.00 per binder or strap | | | | | | | | | | | | |
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| <p><u>OVER DIMENSIONAL AND OVER WEIGHT LIMIT SHIPMENTS</u></p> <p>The following provisions apply to TL or CL rated shipments when being transported port to port via underlying water carrier ship service with trailers or loadings exceeding 53' 6" overall length, and/or 8' 6" overall width and/or 14' overall height measured from ground level or shipments exceeding weight limits specified in this item. Shipments will be handled at LTIA's option and subject to underlying water carrier's rules and acceptance of the shipments. LTIA and water carrier reserve the right to refuse any shipment due to height, length, width, weight, ground clearance, or inadequate/unsafe stowage conditions as deemed unacceptable by the carriers' operations departments.</p> <ol style="list-style-type: none"> 1 Roll-on/roll-off freight (not loaded to freight trailers/containers) in excess of 10' overall width, 40' overall length, 14' overall height, and/or 100,000 pounds must be approved by LTIA's and water carrier's operations departments prior to booking. 2 Trailers or loadings, including accompanying bracing, dunnage and securing equipment, which exceed 14' in overall height and/or 10' in overall width and/or 53'6" in overall length, must be approved by LTIA's and water carrier's operations departments prior to booking. <p><u>OVER LENGTH LIMIT SHIPMENTS</u></p> <p>Overlength Surcharges on trailers/loadings exceeding 53' 6":</p> <p>Northbound --- \$182.00 per linear foot or fraction thereof exceeding 53' 6" Southbound --- \$86.00 per linear foot or fraction thereof exceeding 53' 6"</p> <p>Exception:</p> <p>53' refrigerated trailers having nose mounted refrigeration units creating an overall length exceeding 53'6" will not be subject to overlength surcharges.</p> <p><u>OVER HEIGHT LIMIT SHIPMENTS</u></p> <table border="1" data-bbox="400 1467 979 1617"> <thead> <tr> <th colspan="2"><u>OVERALL HEIGHT</u></th> <th rowspan="2"><u>SURCHARGE</u></th> </tr> <tr> <th><u>OVER</u></th> <th><u>BUT NOT OVER</u></th> </tr> </thead> <tbody> <tr> <td>14'</td> <td>15'</td> <td>10%</td> </tr> <tr> <td>15'</td> <td>16'</td> <td>20%</td> </tr> <tr> <td>16'</td> <td></td> <td>30%</td> </tr> </tbody> </table> <p>Application:</p> <p>The over height limit surcharge will apply on the applicable Base Charges. Base Charges shall be defined as the applicable commodity linehaul charges including any applicable overlength, overwidth, or excess weight surcharges.</p> | <u>OVERALL HEIGHT</u> | | <u>SURCHARGE</u> | <u>OVER</u> | <u>BUT NOT OVER</u> | 14' | 15' | 10% | 15' | 16' | 20% | 16' | | 30% | <p>568</p> |
| <u>OVERALL HEIGHT</u> | | <u>SURCHARGE</u> | | | | | | | | | | | | | |
| <u>OVER</u> | <u>BUT NOT OVER</u> | | | | | | | | | | | | | | |
| 14' | 15' | 10% | | | | | | | | | | | | | |
| 15' | 16' | 20% | | | | | | | | | | | | | |
| 16' | | 30% | | | | | | | | | | | | | |

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|--|---------------------|-----------------------|---------------------|------------|--|------------|------------|-------|----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------------|--|-----------------------|-----------|---------------|----|-----|--------|-----|-----|--------|-----|-----|--------|-----|--|-------|-----|
| <p><u>OVER DIMENSIONAL AND OVER WEIGHT LIMIT SHIPMENTS</u></p> <p>OVER WIDTH LIMIT SHIPMENTS</p> <p>Except as otherwise provided, rates will apply only on shipments not exceeding eight feet six inches (8' 6") in overall width. Trailers or loadings, including accompanying bracing, dunnage and securing equipment which exceed eight feet six inches (8' 6") in width will take one of the following base charges (whichever creates the greatest charge) plus the surcharges listed below according to the following table.</p> <p>Base Charges shall be defined as the applicable commodity linehaul charges including any applicable overlength, overheight, or excess weight surcharges.</p> <table border="1"> <thead> <tr> <th rowspan="2">Width Exceeds</th> <th rowspan="2">But Does Not Exceed</th> <th colspan="2">Surcharges</th> </tr> <tr> <th>Northbound</th> <th>Southbound</th> </tr> </thead> <tbody> <tr> <td>8' 6"</td> <td>9'</td> <td>12%</td> <td>12%</td> </tr> <tr> <td>9'</td> <td>10'</td> <td>24%</td> <td>12%</td> </tr> <tr> <td>10'</td> <td>11'</td> <td>36%</td> <td>18%</td> </tr> <tr> <td>11'</td> <td>12'</td> <td>48%</td> <td>24%</td> </tr> <tr> <td>12'</td> <td>13'</td> <td>60%</td> <td>30%</td> </tr> <tr> <td>13'</td> <td>14'</td> <td>72%</td> <td>36%</td> </tr> <tr> <td>14'</td> <td>15'</td> <td>84%</td> <td>42%</td> </tr> <tr> <td>15'</td> <td>16'</td> <td>96%</td> <td>48%</td> </tr> </tbody> </table> <p>Note, overwidth surcharge for shipments exceeding 16' in width will be determined after shipment is approved for movement by LTIA's and water carrier's operations departments.</p> <p>OVER WEIGHT LIMIT SHIPMENTS</p> <p>Gross shipment weight in excess of maximum weights stated in this item will be charged a per cwt excess weight rate as determined below in addition to the applicable linehaul charge:</p> <p>Weight Limits:</p> <table border="1"> <thead> <tr> <th colspan="2">Loaded Trailer Length</th> <th rowspan="2">Maximum Weights (lbs)</th> </tr> <tr> <th>Exceeding</th> <th>Not Exceeding</th> </tr> </thead> <tbody> <tr> <td>0'</td> <td>30'</td> <td>32,000</td> </tr> <tr> <td>30'</td> <td>40'</td> <td>38,000</td> </tr> <tr> <td>40'</td> <td>45'</td> <td>44,000</td> </tr> <tr> <td>45'</td> <td></td> <td>48000</td> </tr> </tbody> </table> <p>The per cwt rate applicable to shipment weight exceeding the weight limits shown above will be calculated by first determining the linehaul charge applicable to the shipment's loaded trailer length and then dividing this linehaul charge by the applicable maximum weight shown in the table above.</p> | | Width Exceeds | But Does Not Exceed | Surcharges | | Northbound | Southbound | 8' 6" | 9' | 12% | 12% | 9' | 10' | 24% | 12% | 10' | 11' | 36% | 18% | 11' | 12' | 48% | 24% | 12' | 13' | 60% | 30% | 13' | 14' | 72% | 36% | 14' | 15' | 84% | 42% | 15' | 16' | 96% | 48% | Loaded Trailer Length | | Maximum Weights (lbs) | Exceeding | Not Exceeding | 0' | 30' | 32,000 | 30' | 40' | 38,000 | 40' | 45' | 44,000 | 45' | | 48000 | 568 |
| Width Exceeds | But Does Not Exceed | | | Surcharges | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Northbound | Southbound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8' 6" | 9' | 12% | 12% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9' | 10' | 24% | 12% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10' | 11' | 36% | 18% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11' | 12' | 48% | 24% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12' | 13' | 60% | 30% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13' | 14' | 72% | 36% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14' | 15' | 84% | 42% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15' | 16' | 96% | 48% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Loaded Trailer Length | | Maximum Weights (lbs) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exceeding | Not Exceeding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0' | 30' | 32,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30' | 40' | 38,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' | 45' | 44,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' | | 48000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
 LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
 TELEPHONE: (206) 575-9575

ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------|--|--------------------|--------|--------|----------|--------|--------|------------|--------|--------|------------|--------|--------|------------|--------|--------|--|---------------|-------------------|--------------------|-------|-------|----------|-------|--------|------------|----------------|-------------------|--------------------|-------|-------|----------|-------|--------|------------|-----|
| <p><u>OVER DIMENSIONAL AND OVER WEIGHT LIMIT SHIPMENTS</u></p> <p>ADDITIONAL CHARGES APPLICABLE TO LTL SHIPMENTS HAVING ONE DIMENSION EXCEEDING A STANDARD MAXIMUM DIMENSION AS DEFINED HEREIN</p> <p>The following dimensions define Standard Maximum Dimensions:</p> <p align="center">Length - 20'0" Width - 8'6" Height - 8'6"</p> <p>If, after loading, a shipment that would otherwise be rated as an LTL shipment exceeds two or more Standard Maximum Dimensions shown above, then the shipment will not be rated at LTL rates plus the following additional charges but will instead be rated as a TL shipment.</p> <p>LTL shipments having a piece with one dimension exceeding a Standard Maximum Dimension shown above transported between LTIA's Fife, WA, terminal and Anchorage, AK, will be subject to applicable LTL rates for shipments not including a piece with a dimension exceeding a Standard Maximum Dimension plus one or more of the following additional charges:</p> <table border="1"> <thead> <tr> <th>LENGTH EXCEEDS</th> <th>BUT NOT EXCEEDING</th> <th>ADDITIONAL CHARGES</th> </tr> </thead> <tbody> <tr> <td>20' 0"</td> <td>30' 0"</td> <td>\$627.00</td> </tr> <tr> <td>30' 0"</td> <td>40' 0"</td> <td>\$1,252.00</td> </tr> <tr> <td>40' 0"</td> <td>48' 0"</td> <td>\$1,878.00</td> </tr> <tr> <td>48' 0"</td> <td>53' 0"</td> <td>\$2,504.00</td> </tr> <tr> <td>53' 0"</td> <td>60' 0"</td> <td>\$2504.00 PLUS \$171.00 PER LINEAL FOOT OR FRACTION THEREOF EXCEEDING 53' 0"</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>WIDTH EXCEEDS</th> <th>BUT NOT EXCEEDING</th> <th>ADDITIONAL CHARGES</th> </tr> </thead> <tbody> <tr> <td>8' 6"</td> <td>9' 0"</td> <td>\$938.00</td> </tr> <tr> <td>9' 0"</td> <td>10' 0"</td> <td>\$1,878.00</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>HEIGHT EXCEEDS</th> <th>BUT NOT EXCEEDING</th> <th>ADDITIONAL CHARGES</th> </tr> </thead> <tbody> <tr> <td>8' 6"</td> <td>9' 0"</td> <td>\$938.00</td> </tr> <tr> <td>9' 0"</td> <td>10' 0"</td> <td>\$1,878.00</td> </tr> </tbody> </table> <p>Note 1. LTL shipments not compatible with loading and movement in closed trailers and also not compatible with loading and movement on flatbed trailers will not be accepted.</p> <p>Note 2. LTL shipments with any one loaded dimensions exceeding 60' 0" long or 10' 0" wide or 10' 0" high from deck of flatbed trailer may require specialized equipment or require permits, pilot cars or other specialized handling and will only be quoted and transported on a case by case basis as a TL shipment.</p> <p>Note 3. Additional charges shown in this item apply only for transportation from LTIA's Fife, WA, Service Center to Anchorage, AK. Shipments originating at or destined to other locations will be subject to additional charges not included in this item.</p> | LENGTH EXCEEDS | BUT NOT EXCEEDING | ADDITIONAL CHARGES | 20' 0" | 30' 0" | \$627.00 | 30' 0" | 40' 0" | \$1,252.00 | 40' 0" | 48' 0" | \$1,878.00 | 48' 0" | 53' 0" | \$2,504.00 | 53' 0" | 60' 0" | \$2504.00 PLUS \$171.00 PER LINEAL FOOT OR FRACTION THEREOF EXCEEDING 53' 0" | WIDTH EXCEEDS | BUT NOT EXCEEDING | ADDITIONAL CHARGES | 8' 6" | 9' 0" | \$938.00 | 9' 0" | 10' 0" | \$1,878.00 | HEIGHT EXCEEDS | BUT NOT EXCEEDING | ADDITIONAL CHARGES | 8' 6" | 9' 0" | \$938.00 | 9' 0" | 10' 0" | \$1,878.00 | 568 |
| LENGTH EXCEEDS | BUT NOT EXCEEDING | ADDITIONAL CHARGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20' 0" | 30' 0" | \$627.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30' 0" | 40' 0" | \$1,252.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' 0" | 48' 0" | \$1,878.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48' 0" | 53' 0" | \$2,504.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' 0" | 60' 0" | \$2504.00 PLUS \$171.00 PER LINEAL FOOT OR FRACTION THEREOF EXCEEDING 53' 0" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WIDTH EXCEEDS | BUT NOT EXCEEDING | ADDITIONAL CHARGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8' 6" | 9' 0" | \$938.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9' 0" | 10' 0" | \$1,878.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HEIGHT EXCEEDS | BUT NOT EXCEEDING | ADDITIONAL CHARGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8' 6" | 9' 0" | \$938.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9' 0" | 10' 0" | \$1,878.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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 TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>CARRIER'S RIGHT TO DECLINE SERVICE DUE TO IMPRACTICABLE OPERATIONS AND FOR OTHER REASONS</p> <p>Nothing in this tariff, or in quotes or contracts issued or signed by LTIA shall be construed as making it binding on LTIA to pickup, deliver or transport freight from or to locations where, in LTIA's sole judgment, it is impracticable to operate trucks on account of condition of roads, highways, or streets or because of extreme weather or to require LTIA to load and transport freight that is likely to damage other freight or equipment.</p> | 570 |
| <p>IMPROPERLY DESCRIBED FREIGHT:</p> <ol style="list-style-type: none"> 1 Carrier reserves the right to inspect, weigh and measure shipments in order to determine the actual commodity being shipped, proper classification, correct weight and actual dimensions and density of the shipment. Freight and other charges will be determined by the results of such inspection when factors are found to differ from those provided by the shipper. 2 Connecting, interline, joint-line or substituted service carriers may have rules and inspection programs that result in penalties being assessed for improperly described shipments or erroneously stated shipment weights. <p>When a shipper tenders a shipment to LTIA, and LTIA subsequently tenders the same shipment to a connecting interline, joint line or substituted service carrier, and the description(s) or weight(s) used by LTIA are as furnished by the original shipper, any penalties assessed for misdescriptions or weight discrepancies will be the sole responsibility of, and payable by, the party responsible for payment of the freight charges.</p> <p>If descriptions or weights furnished by the original shipper result in delays in movement or delivery of shipments, LTIA will not be responsible for damages, consequential or otherwise, resulting from such delays.</p> | 572 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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 TELEPHONE: (206) 575-9575

ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>LIABILITY - BEYOND FREIGHT:</p> <p>For shipments consigned to points beyond the lines of LTIA which are refused by the beyond carrier due to shipments failing to comply with rules, regulations, terms or conditions of the beyond carrier, a government entity or regulatory agency, the shipper will be notified and such shipments will be held, subject to storage and other lawful charges which may accrue, until disposition acceptable to LTIA for the shipments is received from the shipper, consignee or beneficial owner of the freight. Upon refusal by the beyond carrier, for shipments held under these circumstances, LTIA will assume liability as a warehouseman only.</p> | 576 |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|---------------------------|
| <p>MINIMUM RATES AND CHARGES APPLICABLE TO LARGE LTL SHIPMENTS OR CONSOLIDATIONS</p> <p>Single LTL shipments or multiple LTL shipments consolidated for one shipper loaded in any one trailer will be subject to the following minimum rates and charges:</p> <p>If a LTL shipment or consolidation that would otherwise be subject to per hundredweight (cwt) LTL or AQ rates occupies 20 lineal feet of trailer space or more and exceeds 5' 0" in width and exceeds 5' 0" in height from trailer floor such shipment or consolidation will be subject to a minimum linehaul charge calculated by applying the per foot TL rate (see below) applicable to the shipment or consolidation if transported as a full TL rated shipment. If a LTL shipment or consolidation includes a piece or pieces with a dimension exceeding 8' 6" wide or high but not exceeding 10' 0" wide or high, additional conditions and charges shown in Item 568 will apply. In addition, Fuel Surcharges and applicable accessorial charges will also apply.</p> <p>LTL shipments or consolidations exceeding 60' 0" long or 10' 0" wide or 10' 0" high will be subject to TL rates.</p> <p>The per foot rate specified above will be calculated by dividing the full TL charges for a 53' TL of the same description by 53 and the resultant per foot rate will be multiplied times the number of lineal feet occupied by the shipment or consolidation being billed.</p> | <p align="center">616</p> |

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EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-----------------------|---|-----------------------|---|----|----|-----|---|----|----|-----|-----|----|----|-----|---|----|----|-----|-----|----|----|-----|-----|------|----|-----|---|----|---|-----|---|------|---|-----|---|-----|---|-----|-----|-----|
| <p align="center">MINIMUM DENSITY REQUIREMENTS (See Notes 1 through 4)</p> <p>LTL shipments consisting of commodities classified with LTL class ratings in the NMFC will be subject to the minimum densities shown in the following table:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th align="center">NMFC LTL CLASS RATING</th> <th align="center">MINIMUM DENSITY LBS PER FT³</th> <th align="center">NMFC LTL CLASS RATING</th> <th align="center">MINIMUM DENSITY LBS PER FT³</th> </tr> </thead> <tbody> <tr><td align="center">50</td><td align="center">30</td><td align="center">110</td><td align="center">6</td></tr> <tr><td align="center">55</td><td align="center">25</td><td align="center">125</td><td align="center">5.5</td></tr> <tr><td align="center">60</td><td align="center">20</td><td align="center">150</td><td align="center">5</td></tr> <tr><td align="center">65</td><td align="center">15</td><td align="center">175</td><td align="center">4.5</td></tr> <tr><td align="center">70</td><td align="center">12</td><td align="center">200</td><td align="center">3.5</td></tr> <tr><td align="center">77.5</td><td align="center">10</td><td align="center">250</td><td align="center">3</td></tr> <tr><td align="center">85</td><td align="center">9</td><td align="center">300</td><td align="center">2</td></tr> <tr><td align="center">92.5</td><td align="center">8</td><td align="center">400</td><td align="center">1</td></tr> <tr><td align="center">100</td><td align="center">7</td><td align="center">500</td><td align="center">0.8</td></tr> </tbody> </table> | | NMFC LTL CLASS RATING | MINIMUM DENSITY LBS PER FT ³ | NMFC LTL CLASS RATING | MINIMUM DENSITY LBS PER FT ³ | 50 | 30 | 110 | 6 | 55 | 25 | 125 | 5.5 | 60 | 20 | 150 | 5 | 65 | 15 | 175 | 4.5 | 70 | 12 | 200 | 3.5 | 77.5 | 10 | 250 | 3 | 85 | 9 | 300 | 2 | 92.5 | 8 | 400 | 1 | 100 | 7 | 500 | 0.8 | 618 |
| NMFC LTL CLASS RATING | MINIMUM DENSITY LBS PER FT ³ | NMFC LTL CLASS RATING | MINIMUM DENSITY LBS PER FT ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50 | 30 | 110 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | 25 | 125 | 5.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | 20 | 150 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65 | 15 | 175 | 4.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70 | 12 | 200 | 3.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77.5 | 10 | 250 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85 | 9 | 300 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 92.5 | 8 | 400 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100 | 7 | 500 | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p align="right">(R)</p> <p>NOTE 1: The billed weight of each LTL shipment will be the greater of (1) the actual weight of the shipment; or (2) the constructed weight of the shipment obtained by multiplying the minimum density corresponding to the class rating from the above table times the cubic footage of the shipment.</p> <p>NOTE 2: In the event a shipment consists of multiple class ratings, the required minimum density will be computed by using the weighted average class rating of the entire shipment.</p> <p>NOTE 3: Where the class is dependent on a released value, the density minimum will be determined by the lowest class rating applicable to the shipment.</p> <p>NOTE 4: In computing the cubic footage of a shipment, the following rules will apply:</p> <ul style="list-style-type: none"> A. The cubic footage of a shipment will be computed by multiplying its length, width and height measurements. B. The length used for computing the cubic footage of a shipment will be the greatest horizontal measurement of the piece or contiguous pieces making up the shipment parallel to the length of the trailer in or on which the shipment is loaded. C. The width used for computing the cubic footage of a shipment will be the greatest horizontal measurement of the piece or contiguous pieces making up the shipment parallel to the width of the trailer in or on which the shipment is loaded. If the actual width of the shipment is found to exceed five feet, eight feet will be used as the width for purposes of computing the cubic footage for billing purposes. D. The height used for computing the cubic footage of a shipment will be the greatest vertical measurement of the piece or contiguous pieces making up the shipment as loaded in or on a trailer. If the actual height of the shipment is found to exceed five feet, or if the actual height is less than five feet but because of the shipment's configuration or packaging other shipments cannot be loaded on top of the shipment being measured, eight feet will be used as the height for purposes of computing the cubic footage for billing purposes. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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ISSUED: JUNE 9, 2014

EFFECTIVE: JUNE 9, 2014

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-------------------|-------------|-------------------|-----|--|-----|------------|---|-----|-----|--|-----|-----|-----------------------|-----|-----|--|-----|-----|-----------------------|-----|-----|--|-----|-----|--|-----|------------|--|------|-----|--|-----|-----|--|------|-----|-----------------------|------|-----|---|------|------------|-----------------------|-------|-----|---------------------|-------|-----------|--|-------|-----------|-----------------------|-------|------------|--|-------|------------|-----------------------|-------|-----|--|-------|-----|--|-------|-----|-----------------------|-------|-----|
| <p>SHIPMENT SIZE CONVERSION TABLE</p> <p>Unless otherwise indicated, TL prices or minimum weights shown in tariffs or on quotes or freight bills apply to shipments loaded on standard equipment or transported as roll on-roll off shipments having dimensions of 40' 0" x 8' 0" x 13' 6" (LxWxH). Shipments with dimensions other than 40' 0" x 8' 0" x 13' 6" (LxWxH) will be subject to the conversion factors shown in the following table.</p> <p>Subject to the exception shown below, for shipment sizes not shown, the next larger shipment size conversion factor will apply.</p> <p>Exception: Flatbed trailers will be allowed to exceed the length dimension shown in the table below by 6" before application of the next larger shipment size conversion factor is required.</p> <table border="1"> <thead> <tr> <th>Shipment Size</th> <th>Description</th> <th>Conversion Factor</th> </tr> </thead> <tbody> <tr><td>20'</td><td>Trailers or roll on-roll off shipments</td><td>.70</td></tr> <tr><td>20' or 24'</td><td>Containers on chassis not exceeding 24' OAL</td><td>.70</td></tr> <tr><td>27'</td><td>Trailers or roll on-roll off shipments</td><td>.72</td></tr> <tr><td>27'</td><td>Refrigerated trailers</td><td>.72</td></tr> <tr><td>28'</td><td>Trailers or roll on-roll off shipments</td><td>.72</td></tr> <tr><td>28'</td><td>Refrigerated trailers</td><td>.72</td></tr> <tr><td>29'</td><td>Trailers or roll on-roll off shipments</td><td>.76</td></tr> <tr><td>30'</td><td>Trailers or roll on-roll off shipments</td><td>.76</td></tr> <tr><td>30' x 102"</td><td>Trailers or roll on-roll off shipments</td><td>.805</td></tr> <tr><td>37'</td><td>Trailers or roll on-roll off shipments</td><td>.90</td></tr> <tr><td>40'</td><td>Trailers or roll on-roll off shipments</td><td>1.00</td></tr> <tr><td>40'</td><td>Refrigerated trailers</td><td>1.00</td></tr> <tr><td>40'</td><td>Containers loaded on chassis not exceeding 41' 6" OAL</td><td>1.00</td></tr> <tr><td>40' x 102"</td><td>Refrigerated trailers</td><td>1.055</td></tr> <tr><td>40'</td><td>Drop frame trailers</td><td>1.125</td></tr> <tr><td>45' x 96"</td><td>Trailers or roll on-roll off shipments</td><td>1.125</td></tr> <tr><td>45' x 96"</td><td>Refrigerated trailers</td><td>1.175</td></tr> <tr><td>45' x 102"</td><td>Trailers or roll on-roll off shipments</td><td>1.175</td></tr> <tr><td>45' x 102"</td><td>Refrigerated trailers</td><td>1.175</td></tr> <tr><td>48'</td><td>Trailers or roll on-roll off shipments</td><td>1.285</td></tr> <tr><td>53'</td><td>Trailers or roll on-roll off shipments</td><td>1.425</td></tr> <tr><td>53'</td><td>Containers on chassis</td><td>1.425</td></tr> </tbody> </table> | | Shipment Size | Description | Conversion Factor | 20' | Trailers or roll on-roll off shipments | .70 | 20' or 24' | Containers on chassis not exceeding 24' OAL | .70 | 27' | Trailers or roll on-roll off shipments | .72 | 27' | Refrigerated trailers | .72 | 28' | Trailers or roll on-roll off shipments | .72 | 28' | Refrigerated trailers | .72 | 29' | Trailers or roll on-roll off shipments | .76 | 30' | Trailers or roll on-roll off shipments | .76 | 30' x 102" | Trailers or roll on-roll off shipments | .805 | 37' | Trailers or roll on-roll off shipments | .90 | 40' | Trailers or roll on-roll off shipments | 1.00 | 40' | Refrigerated trailers | 1.00 | 40' | Containers loaded on chassis not exceeding 41' 6" OAL | 1.00 | 40' x 102" | Refrigerated trailers | 1.055 | 40' | Drop frame trailers | 1.125 | 45' x 96" | Trailers or roll on-roll off shipments | 1.125 | 45' x 96" | Refrigerated trailers | 1.175 | 45' x 102" | Trailers or roll on-roll off shipments | 1.175 | 45' x 102" | Refrigerated trailers | 1.175 | 48' | Trailers or roll on-roll off shipments | 1.285 | 53' | Trailers or roll on-roll off shipments | 1.425 | 53' | Containers on chassis | 1.425 | 620 |
| Shipment Size | Description | Conversion Factor | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20' | Trailers or roll on-roll off shipments | .70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20' or 24' | Containers on chassis not exceeding 24' OAL | .70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27' | Trailers or roll on-roll off shipments | .72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27' | Refrigerated trailers | .72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28' | Trailers or roll on-roll off shipments | .72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28' | Refrigerated trailers | .72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29' | Trailers or roll on-roll off shipments | .76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30' | Trailers or roll on-roll off shipments | .76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30' x 102" | Trailers or roll on-roll off shipments | .805 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37' | Trailers or roll on-roll off shipments | .90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' | Trailers or roll on-roll off shipments | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' | Refrigerated trailers | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' | Containers loaded on chassis not exceeding 41' 6" OAL | 1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' x 102" | Refrigerated trailers | 1.055 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' | Drop frame trailers | 1.125 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' x 96" | Trailers or roll on-roll off shipments | 1.125 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' x 96" | Refrigerated trailers | 1.175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' x 102" | Trailers or roll on-roll off shipments | 1.175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 45' x 102" | Refrigerated trailers | 1.175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48' | Trailers or roll on-roll off shipments | 1.285 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' | Trailers or roll on-roll off shipments | 1.425 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 53' | Containers on chassis | 1.425 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
 LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
 TELEPHONE: (206) 575-9575

ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>MIXED SHIPMENTS - COMMODITIES EMBRACED IN THE SAME DESCRIPTIVE ITEM:</p> <p>Except as otherwise provided in specific items and Notes 1 and 2 below, all articles embraced in the same descriptive or commodity item may be shipped in straight or mixed shipments.</p> <p>NOTE 1: Except as otherwise provided, shipments requiring temperature control (except protection from freezing, as provided in Item 810) may not be included in mixed shipments with commodities not requiring temperature control in or on the same vehicle(s). (See Note 2).</p> <p>NOTE 2: Where commodities requiring temperature control are specifically allowed to be mixed in the same vehicle with commodities not requiring temperature control, the rate applicable to the entire shipment shall be the temperature control service rate.</p> | 641 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p>NOTIFICATION PRIOR TO DELIVERY:</p> <p>When a bill of lading, shipping order or other shipping documentation is tendered to LTIA bearing a notation requesting LTIA to notify consignee prior to delivery, the charge for this service shall be \$17.25.</p> <p>When notification prior to delivery is requested, the charge for notification will be billed to the party responsible for all other charges (shipper if a prepaid shipment, consignee if a collect shipment or designated third-party). This notification fee will also be added to any shipment which is consigned to carrier's dock for will-call or destined to a non-commercial location.</p> | 647 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p align="right">720</p> <p>CREDIT TERMS AND PROVISIONS</p> <p>If credit has not been approved by LTIA's Accounting/Credit Department, payment is due prior to release of freight at destination by LTIA. All payments must be tendered to carrier by the use of U.S. currency (cash), travelers check, insured money order, cashier's check, certified check or bank wire transfer, but not by means of a personal or company check. LTIA may, at its option, accept approved credit card payment (MasterCard or Visa only) for movement of commercial and government shipments as well as shipments of personal effects, household goods or privately owned vehicles. Payment by credit card will only be accepted by LTIA at locations where facilities for processing credit card payments are available.</p> <p>If credit has been approved by LTIA's Accounting/Credit Department, payment must be received by LTIA or its clearing house within fifteen (15) days from the date the freight departs from the point of origin. Upon approval by LTIA's Accounting/Credit Department, the payment period may be extended to thirty (30) calendar days; and payments due must be received no later than 30 days from the date the freight departs from the point of origin.</p> <p>When payment is not received by LTIA or its clearing house within the thirty (30) calendar day period as defined above, interest will be charged at a rate of one percent per month on unpaid balances 30 days and older, subject to a minimum charge of \$2.00 per month per payment due.</p> <p>Should LTIA prevails in arbitration, litigation or other dispute resolution process the party that is liable for the freight and other lawful charges (e.g. consignor, consignee or beneficial owner) shall be liable for, and shall pay LTIA all reasonable attorney's fees and costs incurred by the carrier for any action that must be taken by LTIA to collect the freight and other charges.</p> <p>NON-SUFFICIENT FUNDS (NSF) CHECKS</p> <p>A surcharge of \$127.00 per check will be assessed by LTIA on any check tendered for payment of freight charges which has been returned by the bank for non-sufficient funds.</p> | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
 LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
 TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| PICKUP AND DELIVERY RATES (LTL) - STATE OF WASHINGTON | | | ITEM NO. |
|---|--|--|----------|
| <p>The LTL class rates shown in this item apply to shipments picked up or delivered by LTIA prior or subsequent to interstate linehaul transportation via LTIA.</p> | | | 749 |
| PICKUP OR DELIVERY ZONE | NAMED LOCATION: | FROM OR TO ZIP CODES: | |
| A | Auburn | 98001 - 98002 | |
| | Camp Murray | 98430 | |
| | Federal way | 98003, 98023 | |
| | Fircrest | 98466 | |
| | Kent | 98031 - 98032 | |
| | Lakewood | 98439, 98498 - 98499 | |
| | McChord AFB | 98438 | |
| | Milton | 98354 | |
| | Pacific | 98047 | |
| | Parkland | 98444 | |
| | Puyallup | 98371 - 98374 | |
| | Renton | 98055 - 98056, 98059 | |
| | Seattle | 98106, 98108, 98116, 98118, 98126, 98134, 98136, 98144, 98146, 98148, 98158, 98166, 98168, 98178, 98188, 98198 | |
| Sumner | 98390 | | |
| Tacoma | 98402 - 98409, 98421 - 98422, 98424, 98443, 98445 - 98446, 98465 | | |
| University Place | 98467 | | |
| B | Seattle | 98101 - 98105, 98107, 98109, 98115, 98117, 98119, 98121 - 98122, 98125 98133, 98155, 98177, 98199 | |
| C | Bellevue | 98004 - 98008 | |
| | Bothell | 98011 - 98012, 98021 | |
| | Edmonds | 98020, 98026 | |
| | Everett | 98204, 98208 | |
| | Kirkland | 98033 - 98034 | |
| | Lacey | 98503, 98509 | |
| | Lynnwood | 98306 - 98307 | |
| | Mercer Island | 98040 | |
| | Mountlake Terrace | 98043 | |
| | Olympia | 98501 - 98502, 98506 - 98508, 98512 - 98513, 98516 | |
| | Redmond | 98502 - 98503 | |
| | Tumwater | 98511 | |
| | Woodinville | 98072 | |
| Yelm | 98597 | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
 LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
 TELEPHONE: (206) 575-9575

ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| | | | |
|---|---|---|----------|
| | | | ITEM NO. |
| PICKUP AND DELIVERY RATES (LTL) - STATE OF WASHINGTON The LTL class rates shown in this item apply to shipments picked up or delivered by LTIA prior or subsequent to interstate linehaul transportation via LTIA. | | | 749 |
| PICKUP OR DELIVERY ZONE | NAMED LOCATION | FROM OR TO ZIP CODES: | |
| D | Black Diamond Buckley Enumclaw Gig Harbor Issaquah Kent Maple Valley Orting Ravensdale Renton Spanaway Steilacoom Tacoma | 98010 988321 98022 98332, 98335 98027 98042 98038 98360 98051 98058 98387 98388 98433 | |
| E | Carnation Duvall Fall City North Bend Preston Everett Lake Stevens Marysville Monroe Mukilteo Snohomish | 98014 98019 98024 98045 98050 98201, 98203, 98205 98258 98270 98272 98275 98290 | |
| F | Arlington | 98223 | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
 LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
 TELEPHONE: (206) 575-9575

ISSUED: AUGUST 1, 2017

EFFECTIVE: AUGUST 15, 2017

LYNDEN TRANSPORT, INC.

CLASS RATES AS DETERMINED BY THE NMFC

| Between: | Fife, Washington | | | | | | | | ITEM NO. |
|---------------------|------------------|-------|------|------|------|------|------|------|----------|
| And Points in Zone: | MINIMUM CHARGE | CLASS | LTL | 5C | 1M | 2M | 5M | 10M | |
| A | \$66.06 | 50 | 386 | 320 | 286 | 262 | 239 | 206 | 749 |
| | | 55 | 425 | 352 | 315 | 289 | 264 | 226 | |
| | | 60 | 462 | 382 | 343 | 316 | 288 | 247 | |
| | | 65 | 501 | 415 | 372 | 342 | 310 | 268 | |
| | | 70 | 540 | 446 | 400 | 369 | 335 | 288 | |
| | | 77.5 | 597 | 495 | 442 | 407 | 372 | 319 | |
| | | 85 | 655 | 543 | 486 | 445 | 408 | 349 | |
| | | 92.5 | 714 | 591 | 528 | 486 | 442 | 380 | |
| | | 100 | 770 | 640 | 571 | 524 | 481 | 410 | |
| | | 110 | 847 | 702 | 628 | 577 | 527 | 454 | |
| | | 125 | 962 | 799 | 714 | 656 | 600 | 514 | |
| | | 150 | 1157 | 959 | 857 | 788 | 719 | 617 | |
| | | 175 | 1349 | 1118 | 1000 | 920 | 839 | 719 | |
| | | 200 | 1541 | 1278 | 1141 | 1050 | 959 | 821 | |
| | | 250 | 1927 | 1598 | 1427 | 1311 | 1198 | 1028 | |
| | | 300 | 2312 | 1918 | 1712 | 1575 | 1438 | 1232 | |
| 400 | 3082 | 2557 | 2283 | 2100 | 1918 | 1645 | | | |
| 500 | 3853 | 3197 | 2854 | 2626 | 2397 | 2056 | | | |
| B | \$71.02 | 50 | 482 | 400 | 356 | 328 | 300 | 256 | |
| | | 55 | 530 | 439 | 393 | 361 | 329 | 282 | |
| | | 60 | 577 | 481 | 428 | 395 | 359 | 308 | |
| | | 65 | 627 | 519 | 463 | 427 | 389 | 334 | |
| | | 70 | 674 | 560 | 500 | 460 | 420 | 359 | |
| | | 77.5 | 746 | 620 | 553 | 509 | 465 | 399 | |
| | | 85 | 817 | 680 | 606 | 559 | 510 | 436 | |
| | | 92.5 | 891 | 740 | 660 | 607 | 554 | 475 | |
| | | 100 | 962 | 799 | 714 | 656 | 600 | 514 | |
| | | 110 | 1061 | 879 | 786 | 722 | 659 | 566 | |
| | | 125 | 1204 | 1000 | 891 | 820 | 749 | 643 | |
| | | 150 | 1444 | 1198 | 1070 | 984 | 900 | 770 | |
| | | 175 | 1685 | 1397 | 1249 | 1148 | 1049 | 900 | |
| | | 200 | 1927 | 1598 | 1427 | 1311 | 1198 | 1028 | |
| | | 250 | 2408 | 1998 | 1785 | 1642 | 1499 | 1283 | |
| | | 300 | 2888 | 2397 | 2140 | 1969 | 1797 | 1541 | |
| 400 | 3853 | 3197 | 2854 | 2626 | 2397 | 2056 | | | |
| 500 | 4816 | 3995 | 3567 | 3282 | 2996 | 2569 | | | |
| C | \$72.88 | 50 | 577 | 481 | 428 | 395 | 359 | 308 | |
| | | 55 | 635 | 527 | 471 | 434 | 396 | 341 | |
| | | 60 | 694 | 575 | 514 | 472 | 433 | 370 | |
| | | 65 | 752 | 624 | 557 | 513 | 467 | 401 | |
| | | 70 | 809 | 672 | 600 | 552 | 503 | 433 | |
| | | 77.5 | 896 | 743 | 663 | 609 | 557 | 480 | |
| | | 85 | 982 | 815 | 728 | 670 | 612 | 524 | |
| | | 92.5 | 1069 | 888 | 792 | 728 | 667 | 571 | |
| | | 100 | 1157 | 959 | 857 | 788 | 719 | 617 | |
| | | 110 | 1272 | 1054 | 943 | 867 | 790 | 677 | |
| | | 125 | 1444 | 1198 | 1070 | 984 | 900 | 770 | |
| | | 150 | 1735 | 1438 | 1283 | 1181 | 1079 | 924 | |
| | | 175 | 2023 | 1678 | 1499 | 1378 | 1258 | 1079 | |
| | | 200 | 2312 | 1918 | 1712 | 1575 | 1438 | 1232 | |
| | | 250 | 2888 | 2397 | 2140 | 1969 | 1797 | 1541 | |
| | | 300 | 3468 | 2878 | 2569 | 2364 | 2158 | 1850 | |
| 400 | 4623 | 3836 | 3424 | 3152 | 2878 | 2466 | | | |
| 500 | 5780 | 4793 | 4281 | 3938 | 3595 | 3082 | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER

LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124

ISSUED: DECEMBER 11, 2017

TELEPHONE: (206) 575-9575

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

CLASS RATES AS DETERMINED BY THE NMFC

| Between: | Fife, Washington | | | | | | | | ITEM NO. |
|---------------------|------------------|-------|------|------|------|------|------|------|----------|
| And Points in Zone: | MINIMUM CHARGE | CLASS | LTL | 5C | 1M | 2M | 5M | 10M | |
| D | \$93.37 | 50 | 674 | 560 | 500 | 460 | 420 | 359 | 749 |
| | | 55 | 742 | 616 | 549 | 507 | 462 | 396 | |
| | | 60 | 809 | 672 | 600 | 552 | 503 | 433 | |
| | | 65 | 876 | 727 | 649 | 598 | 545 | 467 | |
| | | 70 | 945 | 783 | 700 | 643 | 587 | 503 | |
| | | 77.5 | 1044 | 867 | 775 | 713 | 651 | 557 | |
| | | 85 | 1145 | 951 | 849 | 782 | 714 | 612 | |
| | | 92.5 | 1248 | 1036 | 924 | 850 | 776 | 667 | |
| | | 100 | 1349 | 1118 | 1000 | 920 | 839 | 719 | |
| | | 110 | 1484 | 1231 | 1098 | 1011 | 923 | 790 | |
| | | 125 | 1685 | 1397 | 1249 | 1148 | 1049 | 900 | |
| | | 150 | 2023 | 1678 | 1499 | 1378 | 1258 | 1079 | |
| | | 175 | 2361 | 1958 | 1746 | 1608 | 1469 | 1258 | |
| | | 200 | 2697 | 2237 | 1998 | 1839 | 1678 | 1438 | |
| | | 250 | 3372 | 2797 | 2498 | 2299 | 2098 | 1797 | |
| | | 300 | 4046 | 3357 | 2996 | 2757 | 2517 | 2158 | |
| 400 | 5393 | 4476 | 3995 | 3675 | 3357 | 2878 | | | |
| 500 | 6742 | 5593 | 4994 | 4595 | 4195 | 3595 | | | |
| E | \$95.85 | 50 | 770 | 640 | 571 | 524 | 481 | 410 | |
| | | 55 | 847 | 702 | 628 | 577 | 527 | 454 | |
| | | 60 | 924 | 768 | 684 | 630 | 575 | 493 | |
| | | 65 | 1002 | 833 | 742 | 682 | 624 | 534 | |
| | | 70 | 1079 | 896 | 799 | 735 | 672 | 575 | |
| | | 77.5 | 1194 | 990 | 885 | 814 | 743 | 636 | |
| | | 85 | 1309 | 1088 | 971 | 893 | 815 | 699 | |
| | | 92.5 | 1424 | 1183 | 1056 | 972 | 888 | 760 | |
| | | 100 | 1541 | 1278 | 1141 | 1050 | 959 | 821 | |
| | | 110 | 1696 | 1408 | 1255 | 1156 | 1054 | 903 | |
| | | 125 | 1927 | 1598 | 1427 | 1311 | 1198 | 1028 | |
| | | 150 | 2312 | 1918 | 1712 | 1575 | 1438 | 1232 | |
| | | 175 | 2697 | 2237 | 1998 | 1839 | 1678 | 1438 | |
| | | 200 | 3082 | 2557 | 2283 | 2100 | 1918 | 1645 | |
| | | 250 | 3853 | 3197 | 2854 | 2626 | 2397 | 2056 | |
| | | 300 | 4623 | 3836 | 3424 | 3152 | 2878 | 2466 | |
| 400 | 6164 | 5115 | 4566 | 4201 | 3836 | 3288 | | | |
| 500 | 7707 | 6392 | 5707 | 5251 | 4793 | 4109 | | | |
| F | \$103.00 | 50 | 1432 | 1307 | 1087 | 831 | 584 | 391 | |
| | | 55 | 1459 | 1332 | 1108 | 847 | 596 | 398 | |
| | | 60 | 1501 | 1370 | 1140 | 872 | 612 | 410 | |
| | | 65 | 1613 | 1473 | 1227 | 937 | 658 | 441 | |
| | | 70 | 1697 | 1550 | 1290 | 986 | 693 | 463 | |
| | | 77.5 | 1864 | 1702 | 1416 | 1084 | 761 | 509 | |
| | | 85 | 1998 | 1825 | 1518 | 1161 | 815 | 545 | |
| | | 92.5 | 2153 | 1966 | 1635 | 1251 | 879 | 587 | |
| | | 100 | 2305 | 2105 | 1750 | 1340 | 941 | 633 | |
| | | 110 | 2535 | 2315 | 1925 | 1473 | 1035 | 692 | |
| | | 125 | 2881 | 2630 | 2187 | 1674 | 1176 | 787 | |
| | | 150 | 3457 | 3157 | 2625 | 2008 | 1411 | 944 | |
| | | 175 | 4034 | 3683 | 3063 | 2344 | 1646 | 1101 | |
| | | 200 | 4609 | 4209 | 3500 | 2678 | 1881 | 1258 | |
| | | 250 | 5762 | 5261 | 4374 | 3348 | 2351 | 1573 | |
| | | 300 | 6915 | 6313 | 5249 | 4018 | 2822 | 1887 | |
| 400 | 9219 | 8417 | 6999 | 5357 | 3762 | 2516 | | | |
| 500 | 11524 | 10522 | 8748 | 6696 | 4703 | 3145 | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER

LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124

ISSUED: DECEMBER 11, 2017

TELEPHONE: (206) 575-9575

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>PICKUP AND DELIVERY SERVICE:</p> <p>(I) DEFINITIONS OF TERMS:</p> <p style="padding-left: 40px;">A. LTL OR AQ SHIPMENTS:</p> <p style="padding-left: 80px;">1. PICKUP AND DELIVERY SERVICE shall be defined as the service provided by the carrier as follows:</p> <p style="padding-left: 120px;">(a) Pickup or delivery of LTL or AQ shipments from or to a dock, platform or doorway directly accessible to carrier's truck at consignor's or consignee's residence, warehouse, factory, store or place of business and,</p> <p style="padding-left: 120px;">(b) Handling of such shipments for a distance not exceeding twenty feet from the tailgate of the truck when this service can be performed by one person. Charges shown in Item 890 will apply if:</p> <p style="padding-left: 160px;">(1) Distance from tailgate exceeds twenty feet.</p> <p style="padding-left: 160px;">(2) Pickup or delivery is to floors above or below truck accessible floor level.</p> <p style="padding-left: 160px;">(3) Additional carrier provided manpower is required..</p> <p style="padding-left: 160px;">(4) Pickup or delivery into a residential area.</p> <p style="padding-left: 160px;">(5) Pickup or delivery is performed other than during regular business hours.</p> <p style="padding-left: 80px;">2. REDELIVERY is a second delivery performed when consignee does not accept the first delivery of an LTL or AQ shipment or portion thereof.</p> <p style="padding-left: 40px;">B. TRUCKLOAD OR VOLUME SHIPMENTS</p> <p style="padding-left: 80px;">1. PLACEMENT SERVICE means the service of spotting carrier's trailer at one location at origin for loading by consignor or spotting carrier's trailer at one location at destination for unloading by consignee. Additionally, placement includes return of loaded trailer from consignor's facility to carrier's terminal and return of empty trailer from consignee's facility to carrier's terminal. The term placement also means the drayage of TOFC or substituted service shipments between rail carrier ramps located at Seattle or Tacoma, WA, and LTIA's Fife, WA, terminal.</p> <p style="padding-left: 80px;">2. RESPOT means the spotting or placement of a trailer for loading or unloading after the original placement (See Paragraph (I) B. 1. above) has been performed or the movement of trailers within the premises of a consignor's or consignee's facility after original placement.</p> | 750 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 16, 2013

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | |
|--|---|-------------------|---|-------------------|-------------------------|-------------------|------------|
| <p>PICKUP AND DELIVERY SERVICE:</p> <p>(II) APPLICATION OF RATES:</p> <p>A. LTL OR AQ SHIPMENTS:</p> <ol style="list-style-type: none"> 1. PICKUP AND DELIVERY: Except as otherwise provided, rates applicable to LTL or AQ shipments will be provided pickup or delivery service within the city limits of the cities and towns named herein. 2. If carrier performs a pickup or delivery after a first attempt has failed due to circumstances beyond carrier's control, a charge of \$9.50 cwt subject to a minimum charge of \$74.00 will apply. 3. If carrier performs a pickup or delivery into a residential area, a charge of \$8.15 cwt subject to a minimum charge of \$70.50, maximum charge of \$198.50, will apply. Service includes provision of a Liftgate. Residential deliveries will be made to the threshold only <p>B. TRUCKLOAD OR VOLUME SHIPMENTS</p> <ol style="list-style-type: none"> 1. PLACEMENT: Except as otherwise provided, truckload or volume rates and arbitraries shall include placement service within the city limits of the cities and towns named in this tariff. <p>If the applicable rate or arbitrary provides for driver standby for loading or unloading, the shipment will be subject to free time and detention charges shown in Item 500. If the applicable rate or arbitrary covers drop or pull service, the shipment will be subject to free time and detention charges shown in Item 501.</p> <ol style="list-style-type: none"> 2. RESPOT: If a respot is performed after initial placement at a consignor's or consignee's facility, charges for each respot will be: <ol style="list-style-type: none"> A. If tractor and driver furnished to perform respot originates outside consignor's or consignee's facility, applicable drop or pull charge from Item 340 or Item 342 or the following hourly rates subject to minimum charge for one hour will apply: <table data-bbox="459 1527 1264 1615" style="margin-left: 40px;"> <tr> <td style="padding-left: 20px;">Locations in Alaska, Fairbanks and south thereof:</td> <td style="text-align: right;">\$195.00 per hour</td> </tr> <tr> <td style="padding-left: 20px;">Locations in Alaska north of Fairbanks:</td> <td style="text-align: right;">\$325.00 per hour</td> </tr> <tr> <td style="padding-left: 20px;">Locations in Washington</td> <td style="text-align: right;">\$162.00 per hour</td> </tr> </table> B. If tractor and driver furnished to perform respot are already located at consignor's or consignee's facility, the rates per hour shown in A. above will apply subject to a minimum charge of 1/2 hour. | Locations in Alaska, Fairbanks and south thereof: | \$195.00 per hour | Locations in Alaska north of Fairbanks: | \$325.00 per hour | Locations in Washington | \$162.00 per hour | <p>750</p> |
| Locations in Alaska, Fairbanks and south thereof: | \$195.00 per hour | | | | | | |
| Locations in Alaska north of Fairbanks: | \$325.00 per hour | | | | | | |
| Locations in Washington | \$162.00 per hour | | | | | | |

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 TELEPHONE: (206) 575-9575

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | |
|---|---------------------|---------------------|--------------|---------|----------------|----------|-------------------|----------|---------------------|----------|-------------------|----------|-----|
| <p>PICKUP SERVICE - SPLIT PICKUP: (Not applicable on C.O. D. or Order Notify shipments.)</p> <p>Definition - Split Pickup Service</p> <p>Split Pickup Service is defined as picking up two or more part-lots subject to the following conditions:</p> <ol style="list-style-type: none"> 1 Part-lots must originate within the pickup limits of one city or town. 2 All part-lots must fit in or on, be compatible for movement in or on and be picked up by the same truck and trailer. 3 All part-lots must be consigned to the same consignee. 4 All part-lots must be loaded by the shippers. 5 All part-lots must be billed to the same bill-to party. <p>APPLICATION OF RATES AND CHARGES</p> <p>If the above conditions are met, the combined part-lots will be rated as a consolidated single shipment at the applicable linehaul and other rates and charges for such shipment plus the following additional split pickup charges shown below.</p> <p>Exception: The largest part-lot making up the consolidated shipment will not be subject to an additional split pickup charge.</p> <p>SPLIT PICKUP CHARGES</p> <table border="0"> <thead> <tr> <th align="left">PART-LOT WEIGHT</th> <th align="left">SPLIT PICKUP CHARGE</th> </tr> </thead> <tbody> <tr> <td>1 - 2000 lbs</td> <td>\$93.50</td> </tr> <tr> <td>2001- 5000 lbs</td> <td>\$126.00</td> </tr> <tr> <td>5001 - 10,000 lbs</td> <td>\$188.50</td> </tr> <tr> <td>10,001 - 20,000 lbs</td> <td>\$250.00</td> </tr> <tr> <td>20,001 lbs and up</td> <td>\$313.00</td> </tr> </tbody> </table> | PART-LOT WEIGHT | SPLIT PICKUP CHARGE | 1 - 2000 lbs | \$93.50 | 2001- 5000 lbs | \$126.00 | 5001 - 10,000 lbs | \$188.50 | 10,001 - 20,000 lbs | \$250.00 | 20,001 lbs and up | \$313.00 | 751 |
| PART-LOT WEIGHT | SPLIT PICKUP CHARGE | | | | | | | | | | | | |
| 1 - 2000 lbs | \$93.50 | | | | | | | | | | | | |
| 2001- 5000 lbs | \$126.00 | | | | | | | | | | | | |
| 5001 - 10,000 lbs | \$188.50 | | | | | | | | | | | | |
| 10,001 - 20,000 lbs | \$250.00 | | | | | | | | | | | | |
| 20,001 lbs and up | \$313.00 | | | | | | | | | | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | |
|--|-----------------------|-----------------------|--------------|---------|----------------|----------|-------------------|----------|---------------------|----------|-------------------|----------|-----|
| <p>DELIVERY SERVICE - SPLIT DELIVERY: (Not applicable on C.O. D. or Order Notify shipments.)</p> <p>Definition - Split Delivery Service</p> <p>Split Delivery Service is defined as delivering two or more part-lots subject to the following conditions:</p> <ol style="list-style-type: none"> 1 Part-lots must be delivered within the delivery limits of one city or town. 2 All part-lots must fit in or on, be compatible for movement in or on and be delivered by the same truck and trailer. 3 All part-lots must be shipped by the same shipper. 4 All part-lots must be unloaded by the consignees. 5 All part-lots must be billed to the same bill-to party. <p>APPLICATION OF RATES AND CHARGES</p> <p>If the above conditions are met, the combined part-lots will be rated as a consolidated single shipment at the applicable linehaul and other rates and charges for such shipment plus the following additional split delivery charges shown below.</p> <p>Exception: The largest part-lot making up the consolidated shipment will not be subject to an additional split delivery charge.</p> <p>SPLIT DELIVERY CHARGES</p> <table data-bbox="300 1294 1008 1469"> <thead> <tr> <th>PART-LOT WEIGHT</th> <th>SPLIT DELIVERY CHARGE</th> </tr> </thead> <tbody> <tr> <td>1 - 2000 lbs</td> <td>\$93.50</td> </tr> <tr> <td>2001- 5000 lbs</td> <td>\$126.00</td> </tr> <tr> <td>5001 - 10,000 lbs</td> <td>\$188.50</td> </tr> <tr> <td>10,001 - 20,000 lbs</td> <td>\$250.00</td> </tr> <tr> <td>20,001 lbs and up</td> <td>\$313.00</td> </tr> </tbody> </table> | PART-LOT WEIGHT | SPLIT DELIVERY CHARGE | 1 - 2000 lbs | \$93.50 | 2001- 5000 lbs | \$126.00 | 5001 - 10,000 lbs | \$188.50 | 10,001 - 20,000 lbs | \$250.00 | 20,001 lbs and up | \$313.00 | 752 |
| PART-LOT WEIGHT | SPLIT DELIVERY CHARGE | | | | | | | | | | | | |
| 1 - 2000 lbs | \$93.50 | | | | | | | | | | | | |
| 2001- 5000 lbs | \$126.00 | | | | | | | | | | | | |
| 5001 - 10,000 lbs | \$188.50 | | | | | | | | | | | | |
| 10,001 - 20,000 lbs | \$250.00 | | | | | | | | | | | | |
| 20,001 lbs and up | \$313.00 | | | | | | | | | | | | |

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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------|-----------------------------------|------------|------------|---|--|--|-------------------------|----------|----------|---------------------------------|----------|----------|---------------------------|----------|----------|--|----------------------|----------------------|---------------------------------|--|--|-------------------------|----------|----------|---------------------------------|----------|----------|---------------------------|----------|----------|-----|
| <p><u>PORT CHARGE</u></p> <p>When LTIA utilizes ocean service provided by Totem Ocean Trailer Express, Inc. to move shipments to or from Alaska, such shipments will be subject to the following Port Charges:</p> <table border="1"> <thead> <tr> <th>TRAILER / CONTAINER / LADING, NOS</th> <th>NORTHBOUND</th> <th>SOUTHBOUND</th> </tr> </thead> <tbody> <tr> <td>TL shipments not more specifically provided for in this item:</td> <td></td> <td></td> </tr> <tr> <td>Less than 40' in length</td> <td>\$340.00</td> <td>\$211.00</td> </tr> <tr> <td>40' but less than 48' in length</td> <td>\$421.00</td> <td>\$211.00</td> </tr> <tr> <td>48' and greater in length</td> <td>\$503.00</td> <td>\$211.00</td> </tr> <tr> <td>Shipments of vehicles as described in Totem Ocean Trailer Express Tariff STB 600 Series driven or towed aboard the Totem Ocean Trailer Express vessels</td> <td>\$157.00 per vehicle</td> <td>\$117.00 per vehicle</td> </tr> <tr> <td>TL shipments of Household Goods</td> <td></td> <td></td> </tr> <tr> <td>Less than 40' in length</td> <td>\$212.00</td> <td>\$107.00</td> </tr> <tr> <td>40' but less than 48' in length</td> <td>\$239.00</td> <td>\$119.00</td> </tr> <tr> <td>48' and greater in length</td> <td>\$270.00</td> <td>\$135.00</td> </tr> </tbody> </table> | | TRAILER / CONTAINER / LADING, NOS | NORTHBOUND | SOUTHBOUND | TL shipments not more specifically provided for in this item: | | | Less than 40' in length | \$340.00 | \$211.00 | 40' but less than 48' in length | \$421.00 | \$211.00 | 48' and greater in length | \$503.00 | \$211.00 | Shipments of vehicles as described in Totem Ocean Trailer Express Tariff STB 600 Series driven or towed aboard the Totem Ocean Trailer Express vessels | \$157.00 per vehicle | \$117.00 per vehicle | TL shipments of Household Goods | | | Less than 40' in length | \$212.00 | \$107.00 | 40' but less than 48' in length | \$239.00 | \$119.00 | 48' and greater in length | \$270.00 | \$135.00 | 760 |
| TRAILER / CONTAINER / LADING, NOS | NORTHBOUND | SOUTHBOUND | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TL shipments not more specifically provided for in this item: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than 40' in length | \$340.00 | \$211.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' but less than 48' in length | \$421.00 | \$211.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48' and greater in length | \$503.00 | \$211.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shipments of vehicles as described in Totem Ocean Trailer Express Tariff STB 600 Series driven or towed aboard the Totem Ocean Trailer Express vessels | \$157.00 per vehicle | \$117.00 per vehicle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TL shipments of Household Goods | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than 40' in length | \$212.00 | \$107.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40' but less than 48' in length | \$239.00 | \$119.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 48' and greater in length | \$270.00 | \$135.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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 TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>SHIPMENTS OF EXTRAORDINARY VALUE:</p> <p>Shipments of extraordinary value as defined in this item will be subject to valuation limits and surcharges shown in this item.</p> <p>For purposes of application of this item, extraordinary value is defined as an individual shipment transported in or on one vehicle having an actual or declared value exceeding \$20.00 per pound per individual piece or \$200,000.00 total value, whichever is less.</p> <p>If LTIA accepts a shipment of extraordinary value, a surcharge on the otherwise applicable freight charges will be assessed as follows:</p> <p>(A) LTL SHIPMENTS: The surcharge factor will be the decimal fraction obtained by dividing the dollars per pound value of the shipment by \$100.00.</p> <p>(B) TL SHIPMENTS: The surcharge factor will be 2 1/2 percent for each \$100,000.00 or fraction thereof value over \$200,000.00.</p> <p>If LTIA accepts a shipment of extraordinary value because shipper did not notify carrier of, or misstated value of, the shipment, LTIA's maximum liability for loss or damage to such shipment will be limited to \$20.00 per pound per individual piece or \$200,000.00 total value, whichever is less.</p> <p>Surcharges calculated under provisions of this item will be calculated and applied on freight charges determined prior to application of fuel surcharges. First, the applicable freight charges will be determined. Second, the surcharge per (A) or (B) above will be calculated and added to the freight charges. The total amount of the combined freight charges and surcharge will then be subject to the applicable fuel surcharge.</p> | 780 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p>Used Items - Limitation of Liability and Other Provisions</p> <p>Application: All Services</p> <p>For shipments consisting in whole or in part of the following described items, LTIA reserves the right to reject and refuse to transport shipments at its sole discretion. If a shipment consisting in whole or in part of the following described items is accepted, either intentionally or inadvertently, such shipment will be transported under a released valuation not to exceed \$.10 (ten cents) per pound per piece unless a specific exception is agreed to in writing by LTIA to accept a higher liability limit,</p> <p>The above provisions apply to the following items with our without proper packaging:</p> <ul style="list-style-type: none"> Used Tools or parts thereof Used Tool Boxes, with or without tools Used Machinery or parts thereof Used Motor Vehicles or parts thereof including automobiles, trucks, motorcycles, ATV's, snow machines Used Boats and other types of water craft or parts thereof Used Household Goods or Personal Effects Used Furniture Used Office Equipment or Furnishings | 790 |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: NOVEMBER 11, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | | | |
|---|-----------------------|-------------------|---------------|-----------|----------|----------|----------------|----------|----------|----------------|----------|----------|-----------|----------|----------|-------------|----------|----------|------------|
| <p>PROTECTIVE SERVICES:</p> <p>I. PROTECTION FROM FREEZING (KFF Service)</p> <p>(A) GENERAL PROVISIONS (LTL and TL shipments):</p> <p>(1) Except as otherwise specifically provided, rates do not include protection from freezing. KFF Service must be requested at time of tender or booking and bill of lading must be so noted.</p> <p>(2) KFF service does not guarantee a specific temperature will be maintained, only protection from freezing. LTIA will not be liable for cargo loss or damage due to freezing unless original bill of lading has been clearly annotated protection from freezing is required.</p> <p>(3) LTIA will be responsible for protecting KFF shipments from freezing only while in transit. Upon arrival at LTIA's destination terminal, LTIA will either make delivery or notify consignee the shipment is available for delivery. LTIA's responsibility for KFF Service will cease at the time the shipment is delivered in an unfrozen condition or at the end of the first 24 hours after consignee has been notified the shipment is available for delivery.</p> <p>(4) If shipper performs loading and requests KFF Service, shipment must be loaded so that sufficient air space is provided to allow proper air circulation to prevent freezing. LTIA will not be responsible for freeze damage due to improper loading by shipper.</p> <p>(B) CHARGES FOR PROTECTION FROM FREEZING (KFF) SERVICE</p> <p>(1) LTL or AQ Shipments transported via ship based ocean service between Fife, WA, and Alaska:</p> <p>The protection from freezing (KFF) charge will be \$3.60/cwt subject to a minimum charge of \$37.00 mand maximum of \$347.00. KFF/Protective Service must be specifically requested on the bill of lading. (A)</p> <p>(2) TL Shipments transported via ship based ocean service between Fife, WA, and Alaska:</p> <table border="1" data-bbox="349 1379 1190 1588"> <thead> <tr> <th>BETWEEN FIFE, WA AND:</th> <th>Not Exceeding 40'</th> <th>Exceeding 40'</th> </tr> </thead> <tbody> <tr> <td>Anchorage</td> <td>\$324.00</td> <td>\$351.00</td> </tr> <tr> <td>Palmer/Wasilla</td> <td>\$351.00</td> <td>\$418.00</td> </tr> <tr> <td>Kenai/Soldotna</td> <td>\$411.00</td> <td>\$480.00</td> </tr> <tr> <td>Fairbanks</td> <td>\$480.00</td> <td>\$545.00</td> </tr> <tr> <td>Prudhoe Bay</td> <td>\$683.00</td> <td>\$819.00</td> </tr> </tbody> </table> <p>II. WATERTIGHT STOWAGE</p> <p>Rates and charges do not provide Watertight Stowage. Such service must be requested at time of booking and bill of lading so noted. Watertight Stowage is subject to LTIA's Operations Department prior approval and scheduling and to space availability. Maximum dimensions - 48' x 8'6" x 13'6" (lwxh) (Applicable only for ship based ocean service between Fife, WA, Service Center and Anchorage, AK) Charge per trailer - 3rd and 4th Deck Stowage: \$374.00</p> | BETWEEN FIFE, WA AND: | Not Exceeding 40' | Exceeding 40' | Anchorage | \$324.00 | \$351.00 | Palmer/Wasilla | \$351.00 | \$418.00 | Kenai/Soldotna | \$411.00 | \$480.00 | Fairbanks | \$480.00 | \$545.00 | Prudhoe Bay | \$683.00 | \$819.00 | <p>810</p> |
| BETWEEN FIFE, WA AND: | Not Exceeding 40' | Exceeding 40' | | | | | | | | | | | | | | | | | |
| Anchorage | \$324.00 | \$351.00 | | | | | | | | | | | | | | | | | |
| Palmer/Wasilla | \$351.00 | \$418.00 | | | | | | | | | | | | | | | | | |
| Kenai/Soldotna | \$411.00 | \$480.00 | | | | | | | | | | | | | | | | | |
| Fairbanks | \$480.00 | \$545.00 | | | | | | | | | | | | | | | | | |
| Prudhoe Bay | \$683.00 | \$819.00 | | | | | | | | | | | | | | | | | |

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 TELEPHONE: (206) 575-9575

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | |
|--|--------------------------------|---------|-----|
| <p>DIVERSION OR RECONSIGNMENT</p> <p>Except as otherwise provided, a request to carrier for the diversion or reconsignment of a shipment to effect a change in the name or address of the consignor or consignee or to change the destination or place of delivery will be accepted subject to the following conditions:</p> <p>(1) CONDITIONS:</p> <p>A. Request for diversion or reconsignment must be made or confirmed in writing and the carrier must be satisfied the party making the request has the authority to do so. Conditional or verbal only requests for diversion or reconsignment will not be accepted.</p> <p>B. A shipment which has been tendered for delivery as originally consigned may not be diverted or reconsigned and would only be accepted as a new shipment. A shipment may not be diverted or reconsigned in violation of an embargo.</p> <p>C. Only entire shipments (not portions of shipments) may be reconsigned or diverted. Exception: portions of a shipment may be diverted or reconsigned if the portion diverted or reconsigned consists of one or more full loads having no other freight loaded to the same equipment.</p> <p>D. The carrier will make reasonable efforts to execute valid diversion or reconsignment orders but will not be responsible if despite such efforts, diversion or reconsignment is not accomplished.</p> <p>E. The privilege of diversion or reconsignment will not apply to shipments moving in bond.</p> <p>F. The shipper or consignee requesting the reconsignment or diversion shall be fully liable for all charges accruing from LTIA's compliance with the request.</p> <p>(2) CHARGES:</p> <p>A. Diversion or reconsignment performed prior to departure of a shipment from carrier's origin terminal:</p> <p>A diversion or reconsignment charge as shown below will apply if this service is performed prior to a designated shipment's departure from the carrier's origin terminal:</p> <table style="margin-left: 40px;"> <tr> <td>Per diversion or reconsignment</td> <td style="text-align: right;">\$63.00</td> </tr> </table> <p>In addition to the above charge, additional charges for other services will apply including:</p> <ol style="list-style-type: none"> 1 Labor and equipment charges to locate the designated shipment and perform necessary terminal or transportation services. 2 Applicable storage charges if shipment is held at carrier's terminal. | Per diversion or reconsignment | \$63.00 | 820 |
| Per diversion or reconsignment | \$63.00 | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
 LYNDEN TRANSPORT, INC. P.O. BOX 3725, SEATTLE, WA 98124
 TELEPHONE: (206) 575-9575

ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p>DIVERSION OR RECONSIGNMENT</p> <p>(2) CHARGES (continued)</p> <p>B. Diversion or reconsignment performed after departure of the shipment from carrier's origin terminal:</p> <p>(1) In addition to all other applicable charges, a charge of \$207.00 per shipment if loaded to one trailer, or \$207.00 per trailer if loaded to more than one trailer, will be made for diversion or reconsignment after shipment has departed from carrier's origin terminal.</p> <p>(2) The linehaul rate from point of origin to actual final destination will apply if diversion is made prior to shipment reaching original destination. If shipment has reached original destination but not yet been delivered, shipment will be subject to the combination of rates applicable to original destination plus rates applicable from original destination to actual final destination.</p> <p>(3) The diversion or reconsignment charges shown in B.(1) above will not apply when such diversion or reconsignment is made prior to initial delivery and involves only a change of delivery address provided the new delivery address is located in the same city or town as the original delivery address or involves only a change in the name of the consignee located at the original delivery address. An administrative charge of \$63.00 per trailer will be assessed.</p> | 820 |

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EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>TEMPERATURE CONTROL SERVICE</p> <ol style="list-style-type: none"> 1 Shipper must identify to Carrier in writing prior to shipment any perishable, temperature controlled, keep from freezing, chilled or frozen goods, and Carrier must specifically agree to transport the same. In such an event, Shipper shall identify in writing to Carrier the nature of the goods and the specialty conditions, temperature, humidity, etc. under which they are to be transported and shall also be responsible for tendering the goods to Carrier with a uniform core temperature below that at which the goods are to be transported. Carrier shall not be responsible for freezing down or reducing the core temperature of goods but, rather, only for maintaining an ambient temperature in the relevant conveyance within ten (10) degrees Fahrenheit of the temperature at which such goods were tendered to Carrier. 2 Carrier will provide equipment capable of maintaining the internal air temperature of the trailer or container at the requested temperature ($\pm 10^{\circ}$). Carrier has no control over a shipment's pulp temperature at time of pickup from the shipper or receipt from interline carrier. Therefore, Carrier will have no liability for loss or damage due to improper product temperature if the temperature record produced by the equipment verifies the air temperature maintained during transit was within the specifications shown in this item. 3 Carrier assumes no liability for monitoring temperature control units or for malfunction and resultant loss or damage of product in temperature controlled trailers or containers when the equipment is not in the control or possession of Carrier, including, but not limited to: <ol style="list-style-type: none"> (1) Prior to Carrier picking up trailer or container from an origin carrier, the shipper or shipper's agent. (2) After carrier has tendered trailers or container to the consignee, consignee's agent or an interline carrier and consignee, consignee's agent or interline carrier has accepted the trailer or container in apparent working order and good condition. 4 It is the shipper's responsibility to load freight in such a manner that proper air flow is maintained during shipment. Carrier will not be liable for any loss or damage to cargo due to restricted air flow caused by improper loading. 5 Carrier is not responsible for temperature fluctuations that do not exceed 4 hours duration. 6 Carrier is not liable for product loss or deterioration due to the inherent nature or vice of the cargo, defects in the product, or transit times in excess of the product's normal shelf life. | 830 |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>CUSTOMER FURNISHED EQUIPMENT</p> <p>Shipments transported in or on freight trailers, containers or chassis furnished by a customer are subject to the following provisions.</p> <ol style="list-style-type: none"> 1 Each piece of equipment furnished by a customer is subject to completion of an interchange inspection by LTIA. LTIA shall have the right to decline to interchange equipment determined not to be properly equipped or maintained, not displaying current Federal Motor Carrier Safety Administration inspection plates or not compatible with the services to be provided or LTIA's equipment and systems. 2 By offering equipment for interchange with LTIA, customer warrants it owns, has leased or otherwise has the right to use the furnished equipment for transportation services provided by LTIA. Customer agrees to protect, indemnify and hold harmless LTIA from and against all loss or damage of any kind arising out of any breach of this warranty. If defective customer furnished equipment is inadvertently accepted by LTIA, such acceptance does not constitute waiver of tariff provisions. If while in LTIA's possession any penalties are levied under authority of law due to failure or fault of equipment such penalties shall be for the account and the responsibility of the customer. 3 LTIA has the right to use customer furnished equipment for movement of freight. If such equipment is used, upon request LTIA will negotiate a reasonable rental allowance with the furnishing customer when customer is paying freight charges for the shipment transported on the customer furnished equipment. If customer requests LTIA use the furnished equipment in lieu of transporting it empty at tariff charges, LTIA will quote and charge customer a below tariff price as LTIA deems appropriate for the equipment furnished. 4 If repairs or other services are provided by LTIA for customer furnished equipment, the cost of such repairs or services will be charged to and payable by the customer. 5 Customer furnished equipment must be marked at front, rear and sides with identification marks of not less than three inches in height. If proper identification marks are not provided, LTIA will mark accordingly subject to a charge of \$74.50 per trailer. 6 Customer furnished equipment not licensed for use within the state(s) where transportation is provided by LTIA will be assessed the cost of obtaining permits as required by the state(s) involved. The cost of such permits will be billed to customer plus a service charge of \$63.00 for each permit obtained by LTIA. 7 Customer furnished equipment transported northbound from LTIA's Fife, WA, or Seattle, WA, terminals to Alaska via ocean based services will be entitled to return southbound to the same terminals via the same route at no additional charge. For southbound return at no charge, return movement must begin within 30 days of arrival at Alaska northbound destination. | 884 |

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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | | | |
|---|---|---|------------------|---------|-----------------|----------|---|----------|---|----------|--|----------|-------------------------------------|----------|-------------------------------------|----------|---------------|----------|---------------------------|
| <p>CUSTOMER FURNISHED EQUIPMENT</p> <p>III. Trailer Rental Allowance:</p> <p>A. Except as otherwise provided, carrier will allow the following amounts for the movement of shipper furnished trailers:</p> <table border="1" data-bbox="296 674 1241 969"> <thead> <tr> <th>TYPE OF TRAILER</th> <th>RENTAL ALLOWANCE PER TRAILER PER VOYAGE</th> </tr> </thead> <tbody> <tr> <td>Flatbed Trailers</td> <td>\$68.00</td> </tr> <tr> <td>Lowbed Trailers</td> <td>\$100.00</td> </tr> <tr> <td>Non-refrigerated Trailers less than 45'</td> <td>\$113.00</td> </tr> <tr> <td>Non-refrigerated Trailers 45' or longer</td> <td>\$125.00</td> </tr> <tr> <td>Insulated trailers (during KFF season)</td> <td>\$132.00</td> </tr> <tr> <td>Refrigerated Trailers less than 40'</td> <td>\$307.00</td> </tr> <tr> <td>Refrigerated Trailers 40' or longer</td> <td>\$350.00</td> </tr> <tr> <td>Tank Trailers</td> <td>\$110.00</td> </tr> </tbody> </table> <p>B. To qualify for trailer allowance:</p> <ol style="list-style-type: none"> 1. Shipper furnished trailer must be 23' or longer or must be a maritime container 20' or longer mounted on a shipper furnished chassis. 2. Shipper shall submit an invoice referencing the freight bill number to LTIA for the amount of the rental allowance within 90 days from arrival of water carrier's vessel at port of unloading. <p>IV. Placards, Permits and Licenses:</p> <p>A. Shipper furnished trailers must be marked at both front and rear with identification marks of not less than three inches in height. If proper identification marks are not on shipper furnished trailers, carrier will mark accordingly at a charge of \$72.50 per trailer.</p> <p>B. Shipper furnished and other non LTIA trailers not licensed for use within the state of Alaska will be assessed the cost of obtaining permits as required by the state of Alaska or other governmental agency, subject to a minimum charge of \$51.00 per trailer.</p> | TYPE OF TRAILER | RENTAL ALLOWANCE PER TRAILER PER VOYAGE | Flatbed Trailers | \$68.00 | Lowbed Trailers | \$100.00 | Non-refrigerated Trailers less than 45' | \$113.00 | Non-refrigerated Trailers 45' or longer | \$125.00 | Insulated trailers (during KFF season) | \$132.00 | Refrigerated Trailers less than 40' | \$307.00 | Refrigerated Trailers 40' or longer | \$350.00 | Tank Trailers | \$110.00 | <p align="center">884</p> |
| TYPE OF TRAILER | RENTAL ALLOWANCE PER TRAILER PER VOYAGE | | | | | | | | | | | | | | | | | | |
| Flatbed Trailers | \$68.00 | | | | | | | | | | | | | | | | | | |
| Lowbed Trailers | \$100.00 | | | | | | | | | | | | | | | | | | |
| Non-refrigerated Trailers less than 45' | \$113.00 | | | | | | | | | | | | | | | | | | |
| Non-refrigerated Trailers 45' or longer | \$125.00 | | | | | | | | | | | | | | | | | | |
| Insulated trailers (during KFF season) | \$132.00 | | | | | | | | | | | | | | | | | | |
| Refrigerated Trailers less than 40' | \$307.00 | | | | | | | | | | | | | | | | | | |
| Refrigerated Trailers 40' or longer | \$350.00 | | | | | | | | | | | | | | | | | | |
| Tank Trailers | \$110.00 | | | | | | | | | | | | | | | | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p>SHIPPER FURNISHED EQUIPMENT:</p> <p>V. Condition of Trailers:</p> <p>A. Shipper furnished trailers shall be equipped with all of the necessary equipment including brakes, lights, reflectors, mud flaps, tires of proper size and type, placards and other equipment as required by applicable federal, state and local jurisdictions including city, county, borough or municipal laws. Such trailers and equipment shall be in proper working condition at the time the trailers are tendered to LTIA.</p> <p>B. LTIA shall have the right to refuse acceptance of trailers that are not properly equipped or are not in proper working condition. Where shipper furnished vehicle is inadvertently accepted by LTIA, such acceptance does not constitute waiver of tariff provisions. All penalties levied under authority of law while trailer/freight is in the possession of LTIA due to failure of trailer's equipment or lack of legally required equipment shall be for the account of the shipper.</p> <p>C. Insulated or refrigerated trailers that are furnished by the shipper to transport cargo requiring protection from freezing (per Item 810) or refrigerated/temperature control service (per Item 644) shall be in proper operating condition when tendered to LTIA. Trailers requiring fuel to operate heating, refrigerating or temperature control mechanisms shall be tendered to LTIA with fuel tanks filled to capacity when such trailers are being utilized to transport cargo requiring protection from freezing or refrigerated/temperature control service.</p> <p>D. If insulated or refrigerated trailers should malfunction while in carrier's possession, carrier shall make reasonable efforts to repair the equipment. The actual cost of fuel and repair parts furnished by LTIA shall be billed to the shipper furnishing the trailer. Labor required for fueling or repairing shipper furnished trailers shall be billed at hourly rates in Item 890. LTIA shall perform fueling and repairs on a routing basis while trailers are in LTIA's possession unless the shipper directs, in writing, prior to shipment that no fueling or repairs are to be performed. LTIA shall not be liable for loss or damage to shipper furnished trailers or their contents should the trailer malfunction or fail to operate properly (for any reason, including lack of fuel) while in LTIA's possession.</p> | 884 |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|------------|
| <p>SPECIAL SERVICES - EXPEDITED "HOT STOW" SERVICE</p> <p>For shipments transported via steamship based ocean routes, expedited unloading "hot stow" service may be available for northbound shipments only subject to the following provisions.</p> <p>Definition: Hot Stow Service</p> <p>Northbound cargo showing "Hot Stow Service Requested" on the bill of lading and provided such service under provisions of this item will be available for pickup from ocean carrier's Anchorage, AK, terminal within two hours of ocean carrier's Anchorage gate opening. Ocean carrier's gate opening time will be determined and specified solely by ocean carrier.</p> <p>Charges for Hot Stow Service</p> <p style="padding-left: 40px;">Charge per Hot Stow booking: \$191.00</p> <p>NOTE 1: Hot Stow Service for individual bookings must be requested at least eight hours prior to the ocean carrier's Tacoma, WA, terminal gate cut-off time.</p> <p>NOTE 2: Bookings requiring Tacoma, WA, area drayage provided by LTIA must be made available for pick-up at least five hours prior to the ocean carrier's gate cut-off time.</p> <p>NOTE 3: Bookings utilizing shipper-provided drayage must enter ocean carrier's Tacoma, WA, terminal gate no later than three hours prior to gate cut-off time.</p> <p>NOTE 4: Hot Stow Service will be provided subject to availability of vessel space.</p> <p>NOTE 5: Hot Stow Service will not be available for over-dimensional flatbed cargo or shipments that include hazardous materials.</p> | <p>889</p> |

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LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------------|-------------------|-------------|------------------------|--|-------------|-------------|-------------|-------------|-----------------|--|--|--|--|-------------------|---------|----------|---------|----------|-------------------|----------|----------|----------|----------|-----------|----------|----------|------------|------------|--------------------|----------|----------|------------|------------|-----|
| <p>SPECIAL SERVICES - DRIVER LOADING/ UNLOADING; HOURLY RATES FOR LABOR</p> <p>Driver Loading/Unloading (Exception to NMFC Item 568)</p> <p>Unless otherwise specified, LTIA's drivers will load and unload LTL rated shipments when individual pieces making up the shipment can be reasonably and safely handled by hand, by hand truck or by pallet jack and shipper or consignee has a truck accessible dock or platform or arranges and pays for lift gate service. The driver picking up or delivering the shipment has the authority and discretion to determine if a shipment can be reasonably and safely loaded or unloaded by the individual driver.</p> <p>If driver determines LTL freight cannot be reasonably and safely handled by an individual driver, then the driver will assist shipper or consignee in the loading or unloading of the freight to the extent reasonably possible. In all cases, the free time allowed for loading or unloading and charges for excess time shown in this tariff or as otherwise agreed to will apply.</p> <p>Unless otherwise specified, if LTIA driver loads or unloads LTL freight, such freight will be handled into or out of the vehicle only within a distance of 20 feet from the door of the picking up or delivering vehicle. If LTL freight is required to be moved by LTIA beyond 20 feet from the vehicle door, additional charges will apply.</p> <p>Unless otherwise specified, LTIA's drivers will not load or unload TL rated shipments and the shipper or consignee will perform or otherwise arrange for loading or unloading freight to or from trucks, trailers or containers.</p> <p>Hourly Rates for Labor</p> <p>Upon request and subject to availability, LTIA will provide labor for loading, unloading or other services requested by a customer. The hourly rates for labor are shown in the following table and, unless otherwise agreed to, will apply from the time the laborer(s) leave the LTIA facility providing the service until the time of return to the LTIA facility.</p> <table border="1"> <thead> <tr> <th rowspan="2">Time Service Performed</th> <th colspan="2">Rate Per Man Hour</th> <th colspan="2">Minimum Charge Per Man</th> </tr> <tr> <th>State of WA</th> <th>State of AK</th> <th>State of WA</th> <th>State of AK</th> </tr> </thead> <tbody> <tr> <td>Monday - Friday</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>8:00 AM - 5:00 PM</td> <td>\$88.00</td> <td>\$113.00</td> <td>\$88.00</td> <td>\$113.00</td> </tr> <tr> <td>5:00 PM - 8:00 AM</td> <td>\$150.00</td> <td>\$194.00</td> <td>\$150.00</td> <td>\$194.00</td> </tr> <tr> <td>Saturdays</td> <td>\$169.00</td> <td>\$213.00</td> <td>\$1,351.00</td> <td>\$1,708.00</td> </tr> <tr> <td>Sundays - Holidays</td> <td>\$262.00</td> <td>\$307.00</td> <td>\$2,100.00</td> <td>\$2,456.00</td> </tr> </tbody> </table> <p>Labor charges will be billed to the party making request for the services provided.</p> | Time Service Performed | Rate Per Man Hour | | Minimum Charge Per Man | | State of WA | State of AK | State of WA | State of AK | Monday - Friday | | | | | 8:00 AM - 5:00 PM | \$88.00 | \$113.00 | \$88.00 | \$113.00 | 5:00 PM - 8:00 AM | \$150.00 | \$194.00 | \$150.00 | \$194.00 | Saturdays | \$169.00 | \$213.00 | \$1,351.00 | \$1,708.00 | Sundays - Holidays | \$262.00 | \$307.00 | \$2,100.00 | \$2,456.00 | 890 |
| Time Service Performed | | Rate Per Man Hour | | Minimum Charge Per Man | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | State of WA | State of AK | State of WA | State of AK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monday - Friday | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 AM - 5:00 PM | \$88.00 | \$113.00 | \$88.00 | \$113.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5:00 PM - 8:00 AM | \$150.00 | \$194.00 | \$150.00 | \$194.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Saturdays | \$169.00 | \$213.00 | \$1,351.00 | \$1,708.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sundays - Holidays | \$262.00 | \$307.00 | \$2,100.00 | \$2,456.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p data-bbox="193 472 839 501">CONDITION OF TRAILERS WHEN RETURNED TO CARRIER</p> <p data-bbox="193 533 1259 705">Empty equipment provided by LTIA must be returned to LTIA empty, clean and in the same condition and configuration as originally tendered for use. If LTIA is required to clean or repair equipment due to dirt, debris or damage attributable to the shipment being transported, the cost of cleaning or repair plus 15% will be charged to the party responsible for paying the associated freight charges. If chargeable party determines it is not responsible for the repair or cleaning charges and makes arrangements for another party to pay such charges, LTIA will instead bill and collect from such other party.</p> | 893 |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|----------|
| <p>STOPPING IN TRANSIT FOR PARTIAL LOADING OR FOR PARTIAL UNLOADING:</p> <p>In addition to placement at origin for pickup or placement for delivery at final destination, under the following conditions, one stop-off for pickup and/or one stop-off for delivery will be allowed at an intermediate point for the purpose of loading or unloading component parts of a single shipment being transported in or on a trailer or container.</p> <p>(1) CONDITIONS APPLICABLE TO STOP-OFF SERVICE:</p> <p>(a) The stop-off point must be intermediate via the route of movement between origin point and final destination and transported via a regular route over which LTIA's operations are normally conducted.</p> <p>(b) Stop-off service will only be provided for TL rated shipments.</p> <p>(c) Stop-off service will only be provided when shipment is in transit via highway service. Stop-off service will not be allowed while shipment is in transit via rail or water services.</p> <p>(d) Stop-off service may not be available on routes or portions of routes where LTIA contracts with another carrier to provide linehaul service.</p> <p>(e) One hour free time at each stop-off location will be allowed for loading or unloading. After expiration of free time detention charges will apply. If stop in transit causes delays due to compliance with driver hours of service regulations, LTIA will advise customer and additional charges will be applicable to cover the resultant additional costs.</p> <p>(2) LINEHAUL CHARGES:</p> <p>(f) On shipments stopped for partial loading or unloading, charges will be determined on the basis of actual weight of the entire shipment at the volume or truckload rate applicable from point of origin or stop-off point to final destination or from point of origin to stop-off point, whichever produces the higher charge.</p> <p>(3) STOP-OFF CHARGE:</p> <p style="padding-left: 40px;">Charge per stop-off: \$353.00</p> | 900 |

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| RULES | | | | ITEM NO. |
|---|---|----------------------------|-------------|-----------------|
| <p>CARGO STORAGE AT LTIA ORIGIN AND DESTINATION FACILITIES:</p> <p>A. LTL, TL and vehicle shipments will be allowed 48 hours free time for storage at LTIA facilities commencing with 12:01 AM of the day following receipt of a shipment at a LTIA origin terminal or of the day following notification (Note 1.) of availability for delivery to the consignee.</p> <p>Exception - KFF or Temperature Controlled Cargo: Shipments provided Protection From Freezing (KFF) or Temperature Controlled service will be subject to storage charges beginning at 12:01 AM following the first day of receipt at origin or following the day of notification (Note 1.) of availability for delivery to the consignee.</p> <p>Exception - Shipments received at origin routed via water carrier based service: Free time at origin for shipments routed via water carrier based service will not be limited to 48 hours and will be allowed free time until the day following the next available water carrier sailing on which the shipment would normally be scheduled to depart.</p> <p>B. Whether loaded in or on equipment or otherwise, cargo remaining at a LTIA facility, including a LTIA agent's terminal, after the expiration of free time shall be subject to storage charges at the rates shown in the following table:</p> | | | | 910 |
| | STORAGE CHARGES PER UNIT, SHIPMENT OR PART-LOT PER 24 HOUR DAY OR FRACTION THEREOF | | | |
| DESCRIPTION: | First Two Chargeable Days: | Next Four Chargeable Days: | Thereafter: | Minimum Charge: |
| Bulk tank trailers, refrigerated trailers | | | | |
| Specialized equipment, e.g. double-drop, stretch or stepdeck trailers | \$202.00 | \$266.00 | \$266.00 | \$202.00 |
| Standard flatbed and dry trailers | \$99.00 | \$120.00 | \$120.00 | \$99.00 |
| LTL shipments under 5000 lbs not requiring KFF or temperature control | \$32.00 | \$32.00 | \$32.00 | \$32.00 |
| LTL shipments under 5000 lbs requiring KFF or temperature control | \$99.00 | \$120.00 | \$167.00 | \$99.00 |
| Passenger vehicles/pickup trucks | \$54.00 | \$54.00 | \$54.00 | \$54.00 |
| Motor homes/campers/trucks/boats on trailers/buses | \$99.00 | \$99.00 | \$99.00 | \$99.00 |
| Rubber tired machinery/machines/tracked vehicles | \$99.00 | \$99.00 | \$99.00 | \$99.00 |
| Cargo, NOS, storage at LTIA Terminal Facility | \$.70 per cwt per day, min charge \$31.50 per day | | | |
| Shipper owned trailers (except as shown below) | \$67.00 | \$67.00 | \$67.00 | \$67.00 |
| Shipper owned refrigerated trailers (when loaded with freight requiring temperature control) | \$99.00 | \$135.00 | \$135.00 | \$99.00 |

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| RULES | ITEM NO. |
|--|---------------------------|
| <p>CARGO STORAGE AT LTIA ORIGIN AND DESTINATION FACILITIES:</p> <p>C. After expiration of free time, carrier may, at its option, place the cargo in public storage, in which event all charges, including transportation and handling charges incidental to the placing of goods into or out of public storage, shall be for the account of the cargo, including the cost of public storage. LTIA's storage charges outlined in Paragraph (B) above, will terminate the first midnight following placement of the goods into public storage. LTIA retains all lien rights on the cargo while the cargo is stored in a public warehouse under the conditions set forth in this item.</p> <p>D. When cargo is held at origin or notification of availability for delivery has been given at destination and shipments are held for one or more of the following reasons:</p> <ol style="list-style-type: none"> (1) Nonpayment of freight or other charges. (2) Reasonable suspicion of inability to make payment of freight or other charges. (3) Non-receipt of proper shipping documents. (4) Request of shipper, consignee or other party. <p>storage charges as specified in this item will accrue after the expiration of free time and until freight or other charges have been paid, credit has been established, proper shipping documents have been provided, cargo has been released for movement and departed origin terminal or cargo has been released for delivery and delivery has been made.</p> <p>E. Upon expiration of free time and storage charges have commenced; storage charges will terminate only after one of the following conditions has been met:</p> <ol style="list-style-type: none"> (1) The unit, shipment or part-lot has departed the origin terminal. (2) The unit, shipment or part-lot has been delivered to the consignee by carrier or its agent. (3) The unit, shipment or part-lot has been placed into public storage. <p>F. Saturdays, Sundays and holidays will be excluded in the computation of free time. After expiration of free time, Saturdays, Sundays and holidays will be included in the computation of storage charges.</p> <p>G. Unless other prior arrangements are made by the shipper, consignee or a third party, storage charges will be billed to and payable by the party responsible for payment of the freight charges.</p> <p>H. After prior notice, LTIA reserves the right to sell stored cargo at salvage to pay for unpaid freight, storage or accessorial charges.</p> <p>I. Nothing in this item shall require carrier to deliver or make available for delivery any cargo at times other than normal business hours on regular business days.</p> <p>NOTE 1: Notification of availability as defined herein shall mean LTIA giving notice to consignee or other designated party, verbally or in writing, that cargo is or will be available for delivery as consigned on a specific date. LTIA's records regularly and routinely kept in its freight management and control systems will be determinative of the date and time of notification.</p> <p>NOTE 2: When cargo is placed in public storage, carrier's liability for loss or damage shall terminate.</p> <p>NOTE 3: LTIA will not be responsible for the condition of perishable cargo after expiration of free time.</p> | <p align="center">910</p> |

ISSUED BY SHERI SLOAN, TRAFFIC MANAGER
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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|----------|
| <p>DELIVERY OF FREIGHT WITHOUT JOINT CHECK:</p> <p>I. <u>DEFINITION AND PURPOSE:</u></p> <p>A. Delivery without joint check is the delivery of freight by LTIA to a consignee without LTIA and the consignee jointly examining the freight for purposes of determining apparent condition of the freight and number of pieces delivered.</p> <p>II. <u>DELIVERY PROCEDURES:</u></p> <p>A. At the time a trailer is spotted for consignee unloading, LTIA will present to the consignee the individual freight bill delivery receipts and a manifest listing the individual freight bills for the shipments contained in the trailer.</p> <p>B. When the consignee receives the trailer, its representative will be required to sign a copy of the trailer manifest confirming receipt of the trailer. The signed trailer manifest will be kept by the delivering driver.</p> <p>III. <u>PROCEDURE FOR DOCUMENTING DAMAGE AND COUNT EXCEPTIONS</u></p> <p>A. Exceptions noted during unloading by the consignee must be marked on the corresponding delivery receipt and initialed by the consignee's representative. When counting verifies the freight is complete and the freight is found to be in good order, this fact is to be noted on the delivery receipt and initialed by the checker. Failure to mark an exception will be considered a clear receipt for the shipment. Any freight found in the trailer not covered by a delivery receipt or not marked for and intended to be delivered to the consignee performing the unloading must be reported to LTIA immediately and returned on a free astray bill unless disposition otherwise is obtained from LTIA. (After returning astray freight to LTIA, the consignee should retain a LTIA signed receipt for the returned freight.)</p> <p>B. When tallying freight out of the trailer, the quantities listed on the Lynden Transport's delivery receipts are to be considered the shipped quantities. If the shipment involves shipper loaded pallets and the pallet count is the quantity shown on the delivery receipt, the consignee agrees to count and sign for pallets only and not individual pieces. If, after unloading shipper loaded pallets, damage or shortage is discovered, consignee agrees to make no notations on the delivery receipt and agrees to file any claims against the party who loaded the pallet.</p> <p>C. It is the consignee's responsibility to minimize claims due to damage. The consignee agrees to take measures to salvage, sell at a reasonable discount, etc., before filing a claim for a definite amount or, in those cases where Lynden Transport accepts returned damaged goods, said goods are to be returned on a free astray bill with reference made on the bill identifying the original freight bill number. It is understood, Lynden Transport agreeing to accept damaged goods for salvage is not an admission of liability.</p> | 955 |

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| RULES | ITEM NO. |
|--|----------|
| <p>DELIVERY OF FREIGHT WITHOUT JOINT CHECK:</p> <p>D. Unless other arrangements acceptable to LTIA are made, consignee agrees to return the signed delivery receipts to LTIA within 48 hours of the trailer containing the freight being spotted for consignee unloading (excluding Sundays and legal holidays).</p> <p>There are two acceptable methods for returning the signed originals of the delivery receipts:</p> <ol style="list-style-type: none">1. Hand delivery to the LTIA service center handling delivery of the freight.2. Giving the signed delivery receipts to the driver picking up the empty trailer from the delivery location. <p>E. Failure to return the original delivery receipts as agreed will be taken and understood as being clear receipt of all shipments listed on the delivery receipts.</p> | 955 |

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LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|---------------------------|
| <p>TRANSPORTATION SUBJECT TO COAST GUARD RULES</p> <p>Transportation of freight by vessel is at all times subject to the rules and regulations prescribed by the United States Coast Guard, the Homeland Security Administration or any other government agencies having jurisdiction over waterborne transportation within the United States.</p> | <p align="center">975</p> |
| <p>TRANSPORTATION OF MODULAR BUILDINGS AND HOUSE TRAILERS:</p> <p>A. Modular buildings, houses or house trailers must meet all state prescribed building and mobile home rules and regulations for the states within which LTIA will be providing transportation services.. If required, state prescribed approval tags must be attached prior to movement.</p> <p>B. Carrier will not be liable for mechanical, frame or structural deficiencies found to exist in modular buildings, houses or house trailers nor liable for damage to frame or structure caused by overload of contents loaded inside the trailer or modular building.</p> <p>C. Upon request by shipper, LTIA will inspect interior at time of receipt at LTIA's terminal, but only to insure proper stowage and lashing of personal effects and other miscellaneous items contained therein. Subject to additional charge for time and materials, LTIA will perform additional securing of contents as deemed necessary to safeguard movement to destination. In performing such services, LTIA will not be liable for damage to the interiors or personal effects contained therein.</p> <p>D. LTIA reserves the right to purchase damaged units at prices not to exceed the market value at time of acceptance in lieu of repairing said item. The value will be determined by current market price at port of loading.</p> <p>E. Personal effects contained therein are not covered by the released value shown in E. above but will be subject to a released valuation of \$.10 per pound.</p> | <p align="center">977</p> |

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| RULES | ITEM NO. |
|--|----------|
| <p>SERVICE AND RATES TO UNNAMED ORIGIN OR DESTINATION POINTS</p> <p>Origins and destinations not specifically named or defined (Unnamed Points) in tariffs or contracts covering services provided by LTIA will be served and rates applied subject to the following terms and conditions:</p> <ol style="list-style-type: none"> 1 Unnamed points must be accessible via highways or roads utilizing LTIA's standard and customary truck and trailer equipment. 2 Service from or to unnamed points is subject to prior review by and approval of LTIA's Operations Department and managers. 3 Established tariff or contract rates and rules, including rates from or to named origins or destinations beyond unnamed intermediate points, do not automatically or routinely apply to unnamed intermediate points. Rates applicable from or to unnamed intermediate points will be determined case by case and will take into account operational factors including driver hours of service rules, services required at the unnamed point, route options, compatibility with existing operations and other factors that affect LTIA's costs and capability of providing the required services. | 980 |

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LYNDEN TRANSPORT, INC.

| RULES | | ITEM NO. | | | | | | |
|--|--|----------|--|-----------|---|-------------|--|-----|
| <p>EQUIPMENT ORDERED BUT NOT USED</p> <p>When equipment is ordered, placement has been provided and the equipment is subsequently not used, the following charges and other provisions will apply:</p> <ol style="list-style-type: none"> 1 Upon notice by the shipper or other party, LTIA will arrange for pickup of the unused equipment from the placement location. 2 LTIA will assess charges for the initial placement and subsequent retrieval of unused equipment as indicated in the following table. The applicable charges will be billed to and payable by the party placing the initial order for the equipment. <table border="1" data-bbox="349 819 1294 1350"> <tbody> <tr> <td data-bbox="349 819 560 1086">Drayage</td> <td data-bbox="560 819 1294 1086"> <p>When appropriate drayage and arbitrary charges for placement are published in a tariff or contract, the charges billed will be for the number of trips performed at the rate per dray plus arbitrary charges if any, applicable from and to the point where the equipment originated.</p> <p>If drayage for placement is not published, then charges will be assessed at cost plus 20%.</p> </td> </tr> <tr> <td data-bbox="349 1086 560 1205">Equipment</td> <td data-bbox="560 1086 1294 1205">Charges for the time the equipment was assigned to the ordered service will be assessed as shown in applicable tariffs or contracts or at cost, including any lease cost, plus 20%.</td> </tr> <tr> <td data-bbox="349 1205 560 1350">Other Costs</td> <td data-bbox="560 1205 1294 1350">Applicable costs other than drayage or equipment costs including detention, storage, driver delay, labor, trailer cleaning or trailer repair, will be assessed as shown in applicable tariffs, contracts or at actual cost plus 20%.</td> </tr> </tbody> </table> | | Drayage | <p>When appropriate drayage and arbitrary charges for placement are published in a tariff or contract, the charges billed will be for the number of trips performed at the rate per dray plus arbitrary charges if any, applicable from and to the point where the equipment originated.</p> <p>If drayage for placement is not published, then charges will be assessed at cost plus 20%.</p> | Equipment | Charges for the time the equipment was assigned to the ordered service will be assessed as shown in applicable tariffs or contracts or at cost, including any lease cost, plus 20%. | Other Costs | Applicable costs other than drayage or equipment costs including detention, storage, driver delay, labor, trailer cleaning or trailer repair, will be assessed as shown in applicable tariffs, contracts or at actual cost plus 20%. | 985 |
| Drayage | <p>When appropriate drayage and arbitrary charges for placement are published in a tariff or contract, the charges billed will be for the number of trips performed at the rate per dray plus arbitrary charges if any, applicable from and to the point where the equipment originated.</p> <p>If drayage for placement is not published, then charges will be assessed at cost plus 20%.</p> | | | | | | | |
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| Other Costs | Applicable costs other than drayage or equipment costs including detention, storage, driver delay, labor, trailer cleaning or trailer repair, will be assessed as shown in applicable tariffs, contracts or at actual cost plus 20%. | | | | | | | |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | |
|--|--------------------------|------------------------|--|-------------------------|-----|
| <p>TRANSPORTATION OF ENGINE POWERED VEHICLES AND MACHINES</p> <p>Unless other arrangements are made and provisions agreed to prior to tender of shipment, shipments of engine powered vehicles and machines required to be in operating condition for purposes of loading or transport will be transported by LTIA subject to the following rules, terms and conditions.</p> <p>1 Rules, terms and conditions applicable to all engine powered vehicles and machines:</p> <p>A. Except as otherwise provided, rates apply only from a LTIA terminal to a LTIA terminal with no pick up or delivery service provided.</p> <p>B. All vehicles and machines are subject to inspection and must be found to be in good, safe operating condition and properly licensed or permitted for movement as required by the intended route. If LTIA performs repairs, provides necessary equipment or obtains permits, LTIA will bill for such services at cost plus 20%. The following charges will apply and be billed for the services shown:</p> <table style="margin-left: 40px;"> <tr> <td>Drain fuel from tank(s):</td> <td style="text-align: right;">\$63.00 per occurrence</td> </tr> <tr> <td>Provide minor services to start non-operating engines:</td> <td style="text-align: right;">\$100.00 per occurrence</td> </tr> </table> <p>C. Vehicles or machines received for shipment must have radiators and batteries adequately protected from freezing and bill of lading must be endorsed to show degree of protection.</p> <p>D. Vehicles or machines to be driven on vessels must have a maximum of one-quarter (1/4) tank and a minimum of one eighth (1/8) tank of combustible fuel.</p> <p>E. Vehicles or machines required to be operated by LTIA or transported via highway by being driven by LTIA furnished drivers must be properly equipped and in good operating condition for the intended route. Unless otherwise agreed prior to movement, all fuel, oil, maintenance and repairs furnished by LTIA will be billed at cost plus 20% to the party paying the freight charges.</p> <p>F. Vehicles or machines received for movement in or on trailers without the necessity of being operated for loading or unloading must have battery cables disconnected and fuel tanks completely drained, with bill of lading to be so noted.</p> <p>G. Vehicles or machines must be empty of cargo. No commercial goods, household goods or personal effects are to be stowed or loaded therein or thereon..</p> <p>H. If vehicles or machines as tendered have non-standard factory or after-market accessories or equipment attached or installed or exceed 53' in length or exceed 8'6" in width or exceed 13'6" in height or have gross weight exceeding 40,000 pounds, LTIA must be advised of such accessories, equipment, dimensions or weight prior to tender to LTIA and acceptance of such vehicles or machines will be subject to review, inspection and approval of LTIA's operations and pricing departments.</p> | Drain fuel from tank(s): | \$63.00 per occurrence | Provide minor services to start non-operating engines: | \$100.00 per occurrence | 987 |
| Drain fuel from tank(s): | \$63.00 per occurrence | | | | |
| Provide minor services to start non-operating engines: | \$100.00 per occurrence | | | | |

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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
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| <p data-bbox="193 472 963 501">TRANSPORTATION OF ENGINE POWERED VEHICLES AND MACHINES</p> <p data-bbox="213 533 1198 562">2 Additional rules, terms and conditions applicable to non-commercial, privately owned vehicles.</p> <p data-bbox="261 593 1246 651">A. Prior to tender to LTIA, shipper must furnish proof of valid vehicle registration and, if lien is held against vehicle, provide authorization by lien holder for movement of the vehicle by LTIA.</p> <p data-bbox="261 683 1241 763">B. Estimated freight charges must be prepaid prior to movement by LTIA. If additional charges are incurred while vehicle is in route, payment of such charges will be required before vehicle is released to consignee at destination.</p> | 987 |

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ISSUED: NOVEMBER 30, 2011

EFFECTIVE: DECEMBER 12, 2011

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | |
|--|--|-----------|---|-----------|--|---------|--------------------------------|---------|--|---------|------------|
| <p>WEIGHT VERIFICATION - LESS THAN TRUCKLOAD (LTL) SHIPMENTS:</p> <p>At its discretion, LTIA may choose to reweigh shipments tendered for transportation. Reweighs shall be conducted with scales owned by LTIA, including certified platform scales and/or certified forklift scales. The accuracy of LTIA's scales shall be regularly tested and verified at least every six months and re-calibrated by an independent scale company if found to be out of tolerance.</p> <p>If LTIA finds the actual weight exceeds the weight shown on the shippers bill of lading, LTIA will correct the weight and assess freight charges on the basis of the new weight determined at the time of reweigh. If a shipment made up of two or more commodities is reweighed and the actual weight is found to differ by 5% or more from the weight provided by the shipper, the adjustment to the shipment weight will be made by pro-rating the amount of the weight difference by the proportional weight of each commodity.</p> <p>The following charges will apply for reweighed shipments:</p> <table border="1" data-bbox="296 909 1085 1059"> <tr> <td>Declared weight is accurate or over-stated</td> <td>No Charge</td> </tr> <tr> <td>Declared weight within 5% of scale weight</td> <td>No Charge</td> </tr> <tr> <td>Declared weight is less than 95% of scale weight</td> <td>\$15.00</td> </tr> <tr> <td>Bill of lading shows no weight</td> <td>\$15.00</td> </tr> <tr> <td>Carrier is requested or required to weigh shipment</td> <td>\$15.00</td> </tr> </table> | Declared weight is accurate or over-stated | No Charge | Declared weight within 5% of scale weight | No Charge | Declared weight is less than 95% of scale weight | \$15.00 | Bill of lading shows no weight | \$15.00 | Carrier is requested or required to weigh shipment | \$15.00 | <p>991</p> |
| Declared weight is accurate or over-stated | No Charge | | | | | | | | | | |
| Declared weight within 5% of scale weight | No Charge | | | | | | | | | | |
| Declared weight is less than 95% of scale weight | \$15.00 | | | | | | | | | | |
| Bill of lading shows no weight | \$15.00 | | | | | | | | | | |
| Carrier is requested or required to weigh shipment | \$15.00 | | | | | | | | | | |

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ISSUED: DECEMBER 11, 2017

EFFECTIVE: DECEMBER 18, 2017

LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|---|---------------------------|
| <p>PACKAGING MATERIALS AND DUNNAGE MATERIALS</p> <p>The following provisions apply to packaging materials and dunnage materials listed in this item during and subsequent to transportation of such materials by LTIA as part of a revenue shipment.</p> <p>(A) Unless otherwise agreed to by LTIA, the weight of packaging materials and dunnage materials listed in this item will be included in the billed weight of shipments containing such materials.</p> <p>(B) Subject to the following exception, packaging materials and dunnage materials included with a shipment which, after delivery of the shipment are surplus and returned to the shipment's origin or shipped to another location, will be handled and charged as a new and separate shipment at applicable charges and must be tendered on a new bill of lading.</p> <p>Exception: Packaging materials and dunnage materials listed in this item transported via LTIA northbound to Alaska destinations via water carrier based routes and rated as truckload (TL) or container load (CL) shipments will be returned southbound at no charge to LTIA's Seattle or Tacoma, WA, terminals via the reverse route subject to return movement being initiated within no more than 30 days of delivery of the corresponding northbound shipment and subject to the following conditions: .</p> <ol style="list-style-type: none"> 1 Returned packaging materials and dunnage materials must be tendered on a bill of lading referencing the northbound LTIA freight bill number. 2 Shipments transported under this exception will be subject to all other provisions published in this tariff or in applicable contracts. 3 Packaging materials and dunnage materials not tendered for no-charge southbound return movement at the same time as and within the free time allowed for delivery of a northbound shipment will be subject to the same pickup, arbitrary or detention charges applicable to charged southbound shipments. <p>Packaging Materials and Dunnage Materials List:</p> <ul style="list-style-type: none"> Bags, horticultural, growing Baskets Bins, necessary for transportation of groceries, foodstuffs and/or department store merchandise Blankets, furniture Boxes, fiberboard, paper or pulp board, used, collapsed Bread trays Cans, aluminum, empty, used Cardboard, in bales Containers, bulk flour Containers, bulk ink | <p align="center">995</p> |

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LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. |
|--|------------|
| <p>PACKAGING MATERIALS AND DUNNAGE MATERIALS</p> <p>Packaging Materials and Dunnage Materials List (continued):</p> <ul style="list-style-type: none"> Containers, bulk liquid (porta-feeds), used for transporting chemicals in bulk, or paint in bulk, capacity not to exceed 500 gallons each Cradles, boat, wood Cribbing Cribs Cylinders Dunnage, rubber, inflatable Dunnage, wooden Hampers, garment Hangers, garment Kegs, not exceeding 55 gallons Lift vans, household goods, empty wooden Load locks Material, not a part of the pallet, platform, skid or shipping container, used to protect top of lading or to secure the load to the pallet, platform or shipping container Milk baskets, milk crates Pads, packing, shipping, cotton or jute, old used, per NMFC Item 148700 (Furniture Pads) Pallets Pallets, platforms or skids, with or without standing or sides or ends, with or without top and includes plastic or rubber liners used in conjunction therewith Platforms, partitions or dividers Racks or racks, shoes Reels Skids Spools Tarpaulins Totes | <p>995</p> |

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| RULES | ITEM NO. |
|---|----------|
| <p>WEIGHT LIMITS AND ROAD RESTRICTIONS</p> <p>In the event federal, state or local government agencies issue orders restricting road travel by reducing standard legal weight limits normally applicable to highway vehicles, the following provisions will apply:</p> <ol style="list-style-type: none"> 1 LTIA will only operate within the prescribed limits. 2 When weight limit orders are issued and in effect prior to LTIA receiving a shipment, the shipment will not be received or transported unless and until it is in compliance with the prescribed weight limits or the order has been canceled. 3 When weight limit orders are issued after a shipment has been received by LTIA, a shipment not in compliance with the prescribed limits will be held from further movement until the shipment is brought into compliance with the ordered limits or the limits have been canceled. When a shipment is being held due to imposition of weight limits, the shipment will be subject to published or contracted detention, demurrage and storage charges until the shipment can again be legally transported. 4 Upon request and authorization by the shipper or other authorized party, and when operationally practicable, LTIA will mitigate imposed weight limits through transloading and/or use of available equipment options to allow a restricted shipment to be legally transported. Unless otherwise agreed, LTIA will bill transloading and other costs generated in making a shipment legal for further movement to the party paying the freight charges. | 996 |

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LYNDEN TRANSPORT, INC.

| RULES | ITEM NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <p>The following list of abbreviations, reference marks, and symbols may be used in this Tariff</p> <p>ABBREVIATIONS:</p> <table> <tr> <td>AQ or A.Q.</td> <td>Any Quantity</td> </tr> <tr> <td>CL</td> <td>Containerload</td> </tr> <tr> <td>KFF</td> <td>Keep From Freezing</td> </tr> <tr> <td>LCL</td> <td>Less Than Containerload</td> </tr> <tr> <td>LTIA</td> <td>Lynden Transport, Inc.</td> </tr> <tr> <td>LTL</td> <td>Less Than Truckload</td> </tr> <tr> <td>NMFC</td> <td>National Motor Freight Classification</td> </tr> <tr> <td>NOI</td> <td>Not Otherwise Indexed In The Governing Classification</td> </tr> <tr> <td>NOS</td> <td>Not Otherwise Specified In This Tariff</td> </tr> <tr> <td>STB</td> <td>Surface Transportation Board</td> </tr> <tr> <td>TL</td> <td>Truckload</td> </tr> </table> <p>REFERENCE MARKS:</p> <table> <tr> <td>(A)</td> <td>Denotes Increase</td> </tr> <tr> <td>(C)</td> <td>Denotes change which results in neither increase or reduction</td> </tr> <tr> <td>(D)</td> <td>Denotes cancellation</td> </tr> <tr> <td>(R)</td> <td>Denotes reduction</td> </tr> </table> | AQ or A.Q. | Any Quantity | CL | Containerload | KFF | Keep From Freezing | LCL | Less Than Containerload | LTIA | Lynden Transport, Inc. | LTL | Less Than Truckload | NMFC | National Motor Freight Classification | NOI | Not Otherwise Indexed In The Governing Classification | NOS | Not Otherwise Specified In This Tariff | STB | Surface Transportation Board | TL | Truckload | (A) | Denotes Increase | (C) | Denotes change which results in neither increase or reduction | (D) | Denotes cancellation | (R) | Denotes reduction | |
| AQ or A.Q. | Any Quantity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CL | Containerload | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KFF | Keep From Freezing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LCL | Less Than Containerload | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LTIA | Lynden Transport, Inc. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LTL | Less Than Truckload | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NMFC | National Motor Freight Classification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOI | Not Otherwise Indexed In The Governing Classification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NOS | Not Otherwise Specified In This Tariff | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STB | Surface Transportation Board | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TL | Truckload | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (A) | Denotes Increase | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (C) | Denotes change which results in neither increase or reduction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (D) | Denotes cancellation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (R) | Denotes reduction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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