

LTI, INC.

SCAC CODE LTIN

MC 170078

RULES TARIFF No. 100

NAMING

RATES, RULES AND REGULATIONS

FOR THE TRANSPORTATION OF

**COMMODITIES
(as described herein)**

BETWEEN POINTS IN	AND POINTS IN
THE UNITED STATES and CANADA	THE UNITED STATES and CANADA

OVER IRREGULAR ROUTES

For Reference To Governing Publications, Refer To Item 125.

RULES AND REGULATIONS OUTLINED HEREIN WILL APPLY UNLESS SUPERCEDED BY CUSTOMER SPECIFIC CONTRACTS OR TARIFFS CONTAINING EXCEPTIONS TO ITEMS IN THIS TARIFF.

This Tariff Applies On Both INTERSTATE and INTRASTATE Traffic.

LTI, Inc.
P.O. Box 433
Lynden, WA 98264
(800) 327-6255
Contact: Kalise Hastings

ISSUED: March 1, 1995

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For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

CHECK SHEET

All of the pages contained in this Tariff are listed consecutively by number and revision number. The pages of this Tariff, and the supplements to this Tariff, listed on this page bear issued dates which are the same as, or are prior to, the issued date of this page. "O" in the revision column indicates an original page.

Page	Revision	Page	Revision	Page	Revision	Page	Revision
Title	0	12	0	24	0	35	0
1	0	13	0	25	0	36	0
2	0	14	0	26	0	37	0
3	0	15	0	27	0	38	0
4	0	16	0	28	0	39	0
5	0	17	0	29A	0	40	0
6	0	18	0	29B	0	41	0
7	0	19	0	30	0	42	0
8	0	20	0	31	0	43	0
9	0	21	0	32	0	44	0
10	0	22	0	33	0	45	0
11	0	23	0	34	0	LAST	0

EFFECTIVE SUPPLEMENTS

NONE

CORRECTION NUMBER SHEET FOR TARIFF

(This "Correction Number" Sheet is published for informational purposes ONLY)

Upon Receipt of revised or new pages, a check mark must be placed opposite the "CORRECTION NUMBER" (shown below), corresponding to the number shown in the lower left corner of the new or changed page. If "CORRECTION" numbers are properly checked as received, the check marks will appear in consecutive order with no omissions; however if check marks indicate that a "CORRECTION" sheet has NOT been received, request should be made at once for a copy of same.

CORRECTION NUMBERS

1	10	19	28
2	11	20	29
3	12	21	30
4	13	22	31
5	14	23	32
6	15	24	33
7	16	25	34
8	17	26	35
9	18	27	36

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EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

SUBJECT	ITEM	PAGE
Abbreviations, Reference Marks and Symbols – Explanation of	Section 3	Last Page
Advanced Loading	310	17
Advanced Spotting	320	17
Application of Bill of Lading	115	5
Application of Rates - Aggregate Shipments	192 – 195	8 – 11
Application of Rates – Estimated Freight Charges	190	6
Application of Rates - Circuitous Route	130	6
Application of Rates - General	120	5
Application of Rates - Intermediate	140	6
Application of Rates on Outbound and Return Shipments	155	7
Application of Special Provisions	150	6
Application of Tariff	110	3 – 4
Arbitrary Ferry or Toll Route Charges	200	12
Bill of Lading	365	21
Bills of Lading, and/or Transportation Documents – Other than Carrier's	364	20
Canceling Original and Revised Pages, Except the Title Page, Method of	382	25
Claims and Overcharges	407	26
Cleaning –Tank Cleaning, Waste Treatment and Waste Disposal Charges	Section 2	47-59
C.O.D. (Collect on Delivery) Shipments	260	13
Correction Numbers Sheet	–	1
Definition of Terms	280	14 – 15
Delays in Loading and Unloading Bulk Commodities	300-A	16
Delays in Loading and Unloading Flatbeds and Dry Vans	300-B	16
Delays – Redelivery	305	17
Detention of Equipment – International Border Crossing Points	390	25
Diversion or Reconsignment	340	18
Empty Equipment Mileage – Bulk, Dry Van, and Flatbed Equipment	350	19
Empty Equipment Mileage – Special Heavy Haul Equipment	351	19
Extra Drivers in Sleeper Cab Service	370	25
Extra Services	355	20
Fractions, Disposition of	565	37
Fuel Price Adjustment	330	17b
Governing Publications	125	5
Hazardous Materials, Explosives, etc.	540	36
Insurance	574	38
International Border Crossings Under Distance Rates	395	25
Lien	472	30
Limitation of Service - Impractical Operations	400	26
Loss/Damage Claims	1000-1011	40-43
Loading or Unloading Accessorial Services	530	35
Minimum Charge	415	26
Minimum Weights	420	27
Miscellaneous Services and Pilot Cars	360	21
Order Bills of Lading (Negotiable Bills of Lading)	660	39
Overcharge Claims	1100-1108	44-46
Payment of Charges	425	28
Permits, Special	475	31
Pickup and Delivery Limits	240	13
Pilot Car Service	360	21
Protective Service	430	29
Rejected or Contaminated Shipments – Return of	440	29
Returned, Undelivered Shipments	860	38

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

SUBJECT	ITEM	PAGE
Special Services	515	32
Special Services – Removable Signs	510	32
Special Services – Travel Over Irregular Roadways	516	33
Split Delivery	500	30
Split Pickup	480	30
Stopping in Transit	505	31
Tarping Charge	380	25
Unloading Commodities in Bulk	520	34
Valuation, Declaration of Higher (Ad Valorem)	982	40
Unidentified Payments	1109	46
Vehicles Ordered and Subsequently Canceled	525	34
Water, Transportation By	970-975	38-39
Weighing	570, 575	37

RULES	ITEM
<u>APPLICATION OF TARIFF</u>	
<p>This rules Tariff will apply to the transportation of property for compensation on a point-to-point basis, mileage basis, or hourly basis; over regular or irregular routes or by regular or irregular schedules; over the highways of the State of Washington and over Interstate systems where applicable. The rules will NOT apply where specifically overridden pursuant to a separate contract signed by Carrier and Shipper.</p> <p>INTERSTATE MC 170078 COMMON CARRIER – IRREGULAR ROUTES: A: 1: FERTILIZER, (Except liquid in bulk, IN TANK VEHICLES) Between points in CA, ID, MT, NV, OR, UT AND WA; 2: CLAY AND CLAY PRODUCTS Between the port of entry on the international boundary line between the U.S. and Canada at or near Sumas, WA, on the one hand, and, on the other, points in ID, OR, and WA; 3: GENERAL COMMODITIES, (Except used household goods, hazardous or secret materials, and sensitive weapons and munitions) Between points in the U.S.; and 4: HAZARDOUS MATERIALS, (Except secret materials and sensitive weapons and munitions) Between points in the U.S.. B: GENERAL COMMODITIES, (Except classes A and B explosives), Between points in CA, ID, MT, OR, and WA C: GENERAL COMMODITIES, (Except classes A and B explosives, motor vehicles, commodities in bulk, and those requiring the use of special equipment)), In Containers Between points in CA, ID, MT, OR, and WA, Restricted against movements between the ports of San Francisco (Not including Oakland) and Los Angeles (Not including Long Beach) And, as to traffic moving from California to Idaho, Restricted to that traffic having a prior movement by water.</p> <p>INTRASTATE WASHINGTON – MOTOR CARRIER PERMIT No. WA – CC-000634 GENERAL COMMODITIES, (Except Household Goods)</p>	110

ISSUED: March 1, 1995

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LTI, INC.

RULES	ITEM
<p align="center"><u>APPLICATION OF TARIFF (Concluded)</u></p> <p>CANADIAN – EXTRA PROVINCIAL MOTOR CARRIER – ALBERTA #00-0551655 MVID# 0280-87666 GENERAL MERCHANDISE, From all points in Alberta, To the Alberta / British Columbia boundary, the Alberta / Saskatchewan Boundary, the Alberta / International boundary, for furtherance extra-provincially to all points in the United States of America; and VICE VERSA. CORRIDOR AUTHORITY, The issuance of this certificate permits the movement of goods through Alberta on a corridor basis, provided that the movement has been authorized by the jurisdiction where the goods originated.</p> <p>CANADIAN – EXTRA PROVINCIAL MOTOR CARRIER – PROVINCE OF BRITISH COLUMBIA #59501 TRANSPORTATION FOR ONE INDIVIDUAL OR COMPANY ONLY AT ONE TIME, GENERAL FREIGHT IN CONTAINERS, or GENERAL FREIGHT (Excluding Automobiles and Trucks) From points in British Columbia, transported to the British Columbia / United States border: or VICE VERSA. CORRIDOR AUTHORITY, The issuance of this certificate permits the movement of goods through British Columbia on a corridor basis, provided that the movement has been authorized by the jurisdiction where the goods originated. RESTRICTION: Pickup of freight in British Columbia for delivery in British Columbia is NOT permitted.</p>	<p align="center">110</p> <p align="center">C O N C L U D E D</p>
<p align="center"><u>APPLICATION OF BILL OF LADING</u></p> <p>All transportation and related services shall be subject to the contract terms and conditions of the Carrier's Bill of Lading set forth at Item 365, unless specifically overridden pursuant to a separate contract signed by Carrier and Shipper.</p>	<p align="center">115</p>
<p align="center"><u>APPLICATION OF RATES – GENERAL</u></p> <p>(a) Rates referencing this Tariff apply from storage facilities of the shipper to storage facilities at destination and are based on the premise that shipments will be loaded by the shipper and unloaded by the consignee.</p> <p>NOTE: The requirement that the shipper must load and the consignee must unload does NOT apply when the shipment is subject to "free access" as defined in Item 280.</p> <p>(b) Rates apply to single shipments, that is: to each lot received from one shipper, on one shipping order or Bill of Lading, at one shipping point, at one time, for one consignee at one destination.</p> <p>(c) Rates on commodities are specific and must not be applied to analogous articles.</p> <p>(d) Two or more commodities may be forwarded as a single shipment at the highest rate provided for any of the commodities subject to the highest minimum weight provided for any of the commodities.</p> <p>(e) Rates named herein are local (i.e. single carrier) rates only; except that they may be applied as joint rates wherever carriers have mutually entered into agreements as to through traffic. However, originating carriers may protect through rates named herein without agreements as to through traffic by paying connecting carriers full local rates beyond junction points provided such service is open to all shippers on an equal basis. If a carrier is unable to transport a tendered shipment at the lowest applicable rate named herein the shipper must be so notified prior to dispatch of the shipment.</p>	<p align="center">120</p>
<p> </p>	
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<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>GOVERNING PUBLICATIONS</u></p> <p>PC*MILER Version 10, or successive updated versions will be used to determine mileage for Intrastate and Interstate movements.</p>	<p align="center">125</p>
<p align="center"><u>APPLICATION OF RATES – CIRCUITOUS ROUTE</u></p> <p>When, because of the condition of highways or streets caused by posted load limits, road blocks, slides, wash-outs, or other acts of God, it is physically necessary for carrier to travel in excess of 110% of constructive mileage over the normal traveled route, the following will apply:</p> <p>(a) The point-to-point rates named will apply in addition to a mileage charge of 150¢ per mile, for excess mileage traveled over the normal route constructive mileage.</p> <p>(b) Water miles shown for Hood Canal will not be considered in determining the application of this 110% Rule.</p>	<p align="center">130</p>
<p align="center"><u>INTERMEDIATE APPLICATION OF RATES</u></p> <p>Rates from or to a directly intermediate unnamed point will be the rates named from or to a more distant point, subject to the following:</p> <ol style="list-style-type: none"> 1. If there is more than one more distant point from or to which rates are named apply that rate which results in the lowest charge. 2. Directly intermediate points shall be those located on the shortest practicable route between named points of origin and destination. 	<p align="center">140</p>
<p align="center"><u>APPLICATION OF SPECIAL PROVISIONS</u></p> <p>If special provisions published in connection with a specific Item or rate differ from those provided in these general rules, such special provisions govern said Item or rate to the exclusion of any portion of the general rules which conflict.</p>	<p align="center">150</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center">APPLICATION OF RATES ON OUTBOUND AND RETURN SHIPMENTS</p> <p>Subject to the following conditions and other rules and regulations of this Tariff, when a shipper tenders a return shipment in conjunction with an outbound shipment for loading in equipment suitable to both shipments, the rate on the outbound shipment and the return shipment shall be computed at 75 percent of the applicable Tariff rate. Fractions resulting from the aforementioned percentage applicable will be dropped if less than a half-cent or more. Rates apply ONLY when an outbound shipment is combined with a return shipment for which rates on each segment are provided in the following Tariffs, (Subject to Notes 1 to 6).</p> <p>A: LTI, INC. Tariff 101 B: LTI, INC. Tariff 102 C: LTI, INC. Tariff 103</p> <p>NOTE 1: (A) The consignor or the consignee of the outbound shipment must tender both shipments to the carrier at the same time. (B) When the outbound shipment moves on a "freight prepaid" basis, the consignor of the outbound shipment will be responsible for freight charges applicable to both the outbound and the return shipments. (C) When the outbound shipment moves on a "freight collect" basis, the consignee of the outbound shipment will be responsible for freight charges applicable to both the outbound and the return shipments.</p> <p>NOTE 2: The Bill of Lading issued for the outbound shipment must identify the points of origin and destination, and the consignor as well as the consignee of the return shipment.</p> <p>NOTE 3: The return shipment must be available for loading within one (1) hour from the time the carrier tenders its equipment to the consignor of the return shipment. Delays in excess of one (1) hour allowable time will be charged for as provided in Item 300.</p> <p>NOTE 4: A charge of 150¢ per mile will be assessed for all empty miles traversed from the destination of the outbound shipment to the point of origin of the return shipment; also: (A) from the destination of the return shipment to the point of origin of the outbound shipment, (B) or the point of domicile of the equipment at the time of the outbound shipment, (C) or to a subsequent loading point, whichever results in the lesser charge. The charge will NOT be assessed if the carrier could have provided equipment from any established terminal for the entire round trip movement where the empty mileage charge would not be applicable.</p> <p>NOTE 5: Shipments moving under the provisions of this Item are subject to the minimum weights specified for each individual rate.</p> <p>NOTE 6: The provisions of Note 4 will be assessed entirely to the outbound movement, or the return movement, or equally to each movement. No empty mileage charge will be assessed when the mileage involved is less than 20 miles.</p>	<p align="center">155</p>
<p align="center">APPLICATION OF RATES – ESTIMATED FREIGHT CHARGES</p> <p>Upon request, Carrier will furnish, either orally, in writing or by electronic means, an estimate of the freight and other charges applicable to any given shipment moved or to be moved under the provisions of this tariff. The estimate will be given on the basis of the effectively published tariff provisions according to the facts concerning the shipment which have been made known to Carrier. Estimates are furnished as a convenience to the shipping public, and represent nothing more than an approximation of freight charges, which is not binding upon either party.</p>	<p align="center">190</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>APPLICATION OF AGGREGATE SHIPMENT RATES</u></p> <p>Applies ONLY in connection with rates or Items making specific reference to this Item:</p> <p>(A) Subject to the provisions of this Item, rates making reference to this Item are aggregated shipment rates and apply ONLY on shipments from a consignor who ships from an origin from which rates referring hereto apply, at such rates not less than a total of 500 tons of 2,000 lbs. each of CHEMICALS GROUP: SODIUM (Soda) Silicate, liquid, to a consignee at Everett, WA, or at such rates, not less than a total of 1,000 tons of 2,000 lbs. each of CHEMICALS GROUP: SODIUM (Soda): Hydrosulphite solution to a consignee at (1)Steilacoom, WA, or at such rates not less than a total of 1,000 tons of 2,000 lbs. each of LIGNIN LIQUOR, to a consignee at Longview, WA, or at such rates not less than a total of 1,000 tons of 2,000 lbs. each of ALUMINUM SULPHATE, liquid to a consignee at (1)Camas, WA, during a 30 consecutive day period beginning with the first day following date of written notification of the consignor of its intention to use the aggregate shipment rates from that origin, but not before the effective date of the rates, and thereafter during subsequent 30 consecutive day periods.</p> <p>(B) Consignor must notify the carrier in writing at the beginning of each 30 consecutive day period of its intention to utilize service under the aggregate shipment rates. Consignor and consignee must make their premises available to carrier for loading and unloading at any time during the twenty-four hours of a day. All shipments are to be moved in a single identified piece of equipment.</p> <p>(C) Initially the aggregate shipment rates will be charged. Carrier shall maintain records of the total tonnage transported and at the end of a 30 consecutive day period shall promptly verify to the consignor the basis of the rates upon which final settlement will be made.</p> <p>(D) If during any 30 consecutive day period as described above, the tonnage required of a consignor is not met, the rate initially charged shall not be applicable on shipments that have moved during that 30 consecutive day period unless the charges resulting from application of the rate otherwise applicable in this tariff at the actual tonnage shipped exceeds the lowest charge that would have been collected if the tonnage required of a consignor had been shipped. In this event, the deficit in tonnage shall be determined at the aggregate shipment rate and upon presentation of a balance due bill, the charges resulting therefrom shall be due and payable.</p> <p>(E) If charges resulting from the application of the otherwise applicable rate does not exceed the lowest charge that would have accrued had the tonnage required of a consignor been shipped, upon presentation of balance due bills, the difference between the charges at the rate initially charged and the otherwise applicable rate in this Tariff, shall be due and payable.</p> <p>(F) Tonnage shipped in interstate traffic may be counted toward the monthly tonnage requirement</p>	<p align="center">192</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
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LTI, INC.

RULES	ITEM
<p align="center"><u>APPLICATION OF AGGREGATE SHIPMENT RATES</u></p> <p>Applies ONLY in connection with rates or Items making specific reference to this Item.</p> <p>(A) Subject to the provisions of this Item, rates making reference to this Item are aggregate shipment rates and apply only on prepaid shipments from a consignor who ships from an origin from which rates referring hereto apply, at such rates, not less than a total of 1,000 or 2,000 tons of 2,000 pounds of SULFURIC ACID, or LIME SLURRY (CALCIUM CARBONATE), to a consignee at Camas, Hoquiam, Kent, Longview, Millwood, Port Angeles, Port Townsend, Neptune Beach, Seattle, Tacoma or Vancouver; or 850 or 1,000 tons of 2,000 pounds of SODIUM CHLORATE SOLUTION, to a consignee at Cosmopolis, Everett, Hoquiam, Longview or Port Angeles, during a 30 consecutive day period beginning with the first day following date of written notification of the consignor of its intention to use the aggregate shipment rates from that origin, but not before the effective date of the rates, and thereafter during subsequent 30 consecutive day periods.</p> <p>(B) Consignor must notify the carrier in writing of his intention to utilize service under the aggregate shipment rates. Consignor and consignee must make their premises available to carrier for loading and unloading at any time during the twenty-four hours of a day. All shipments are to be moved on one or two identifiable pieces of equipment.</p> <p>(C) Initially the aggregate shipment rates will be charged. Carrier shall maintain records of the total tonnage transported and at the end of a 30 consecutive day period shall promptly verify to the consignor the basis of the rates upon which final settlement will be made.</p> <p>(D) If during any 30 consecutive day period as described above, the tonnage required of a consignor is not met, the rate initially charged shall not be applicable on shipments that have moved during that 30 consecutive day period unless the charges resulting from application of the rate otherwise applicable in this Tariff at the actual tonnage shipped exceeds the lowest charge that would have been collected if the tonnage required of a consignor had been shipped. In this event, the deficit in tonnage shall be determined at the aggregate shipment rate and upon presentation of a balance due bill, the charges resulting therefrom shall be due and payable.</p> <p>(E) If charges resulting from the application of the otherwise applicable rate does not exceed the lowest charge that would have accrued had the tonnage required of a consignor been shipped, upon presentation of balance due bills, the difference between the charges at the rate initially charged and the otherwise applicable rate in this tariff, shall be due and payable.</p> <p>(F) Total tonnage under this Item may include movements under Item 180 of PITB Tariff 265.</p> <p>(G) If service is interrupted because of labor disputes, Acts of God, or plant shutdowns not exceeding 30 calendar days, the tonnage required to be transported during the thirty day period will be reduced by dividing the thirty day tonnage requirement by thirty days and deducting the total of the shutdown days. In the case of multiple plants the thirty day total will be divided by the number of plants involved and the tonnage will be reduced only according to the number of shutdown plants.</p>	<p align="center">193</p>
<p align="center">(Continued on next page)</p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>APPLICATION OF AGGREGATE SHIPMENT RATES</u></p> <p>Applies ONLY in connection with rates or Items making specific reference to this Item.</p> <p>(A) Subject to the provisions of this Item, rates making reference to this Item are aggregate shipment rates and apply only on shipments from a consignor who ships from an origin from which rates referring hereto apply, at such rates, not less than 28,800,000 lbs. or 41,800,000 lbs. on one single identifiable piece of equipment, of CAUSTIC SODA, liquid, to a consignee at Longview or Tacoma; or SODIUM CHLORATE, liquid, to a consignee at Tacoma, during a calendar year period beginning with the first day following date of written notification of the consignor/consignee of its intention to use the aggregate shipment rates from that origin. Notification will also include the tonnage level on which to base initial changes.</p> <p>(B) Consignee must make their premises available to carrier for unloading at any time during the twenty-four hours of a day.</p> <p>(C) Initially the aggregate shipment rates will be charged. Carrier shall maintain records of the total pounds transported and at the end of the calendar year period shall promptly verify to the consignor the basis of the rates upon which final settlement will be made.</p> <p>(D) If at the completion of the calendar year, the poundage required of a consignor is not met, the rate initially charged shall not be applicable on shipments that have moved during that calendar year period unless the charges resulting from application of the rate otherwise applicable in this Tariff at the actual poundage shipped exceeds the lowest charge that would have been collected if the poundage required of a consignor had been shipped. In this event, the deficit in poundage shall be determined at the aggregate shipment rate and upon presentation of a balance due bill, the charges resulting therefrom shall be due and payable.</p> <p>(E) If charges resulting from the application of the otherwise applicable rate does not exceed the lowest charge that would have accrued had the poundage required of a consignor been shipped, upon presentation of balance due bills, the difference between the charges at the rate initially charged and the otherwise applicable rate in this Tariff, shall be due and payable.</p> <p>(F) If service is interrupted because of labor disputes, Acts of God or plant shutdowns not exceeding 30 calendar days, the tonnage required to be transported during the calendar year period will be reduced by the number of pounds that would have moved if service had not been interrupted. The method of calculation to determine the number of pounds required for the annual minimum will be as follows:</p> <ol style="list-style-type: none"> 1. Determine the number of pounds transported between this origin and destination during the calendar month previous to the interruption. 2. Then divide this figure by the number of days in that month to determine the number of pounds moved each day. 3. The number of days interruption would be multiplied by this poundage and the result would be deducted from the required minimum. <p>Example:</p> <ol style="list-style-type: none"> 1. It is determined 2,400,000 lbs. moved during November (a 30-day month). 2. 2,400,000 lbs. divided by 30 days equal 80,000 lbs. per day. 	<p align="center">195</p>

(Continued on next page)

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LTI, INC.

RULES	ITEM
<p align="center"><u>APPLICATION OF AGGREGATE SHIPMENT RATES – (Concluded)</u></p> <p>Applies ONLY in connection with rates or Items making specific reference to this Item.</p> <p>3. Ten days interruption multiplied by 80,000 lbs. equal 800,000 lbs. the 800,000 lbs. would be deducted from the 28,800,000 lbs. to equal 28,000,000 lbs. which would be the minimum pounds required to entitle the consignor to the aggregate shipment rate.</p> <p>(G) If service is interrupted because of labor disputes, Acts of God or plant shutdowns exceeding 30 calendar days, and this interruption being temporary in nature, the term of the annual aggregate agreement will be extended by the actual number of days for which service was interrupted, and the total tonnage requirements will remain the same as those specified in this item.</p> <p>(H) The term "Calendar Year" as used in this item means a period of time consisting of twelve consecutive months.</p> <p>(I) The term "otherwise applicable rate" as used in Parts (D) and (E) shall refer to either the published standby rate or otherwise applicable aggregate rate, whichever produces the lesser charge. This part applies only when the rate initially charged was based on 41,800,000 lbs.</p> <p>(J) The provisions of Item 300 will not apply to movements under this Item. In lieu thereof one and one-half hours total time will be allowed for loading and unloading, with excess time to be charged at \$11.25 per each one-quarter (¼) hour. (Applies only in connection with the 41,800,000 lbs. requirement).</p> <p>(K) Multiple units other than the single identified unit will be rated at the highest aggregate rate under this Item, with tonnage to apply to whatever minimum requirement.</p>	<p align="center">195 C O N C L U D E D</p>
ISSUED: March 1, 1995	EFFECTIVE:
For explanation of abbreviations and reference marks not explained on this page, see last page.	

LTI, INC.

RULES

ITEM

ARBITRARY FERRY OR TOLL ROUTE CHARGES

200

Applies ONLY in connection with Items making specific reference to this Item:

The carrier will pay ferry and bridge tolls on both the loaded and empty movements when toll routes are used. Toll charges plus a handling charge of 10% of toll charges will be assessed to the shipper and shall be in addition to all other applicable charges.

The carrier shall maintain the original receipt of toll charges paid and a copy of the receipt shall be attached to the bill of lading, invoice of billing statement submitted for payment.

The term "Ferry" as used herein includes a toll bridge.

The term "Puget Sound" as used herein includes all salt water routes to the Canadian Border.

In connection with distance rates where a Puget Sound ferry route is used (or the shortest constructive mileage is via such a ferry route and a longer all-land route is used) the following will apply:

- (a) Arbitrary below applies to direction of loaded movement ONLY.
- (b) Charges shall NOT exceed that which would apply for the constructive mileage via an available all-land route. For example: The charge from Seattle to Belfair via a ferry route shall NOT exceed the charge (without an arbitrary) for a distance computed by adding the Seattle to Olympia plus Olympia to Belfair constructive mileages. Where an all-land route is used at option of carrier the charge shall NOT exceed that which would apply via the direct ferry route.
- (c) Where Puget Sound ferry routes are used the following arbitraries shall be added to the distance rates provided for the distances of haul involved:

Route	Rate in CWT.	Route	Rate in CWT.
Seattle - Bremerton	45 ¢	Mukilteo Columbia Beach	31 ¢
Seattle - Winslow	37 ¢	Keystone - Port Townsend	29 ¢
Edmonds - Kingston	37 ¢	Vashon Island Ferry	39 ¢

Whenever service is requested to points in the San Juan Islands via Anacortes, apply the rate in effect from point of origin to Anacortes plus \$14.69 per one-quarter (¼) hour or fraction thereof from the time equipment arrives at the ferry terminal at Anacortes for the outbound trip until its return from the San Juan Islands to Anacortes. Ferry charges are to be born by the shipper, (Carrier will advance the amount of these charges). If the shipment originates at Anacortes the local cartage rate will apply in addition to the above charges.

If the vehicle is required to be out overnight in the case of service to the Islands, there will be an additional charge of \$78.75 per person per day to cover lodging and meal costs.

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

RULES	ITEM
<p align="center"><u>PICKUP AND DELIVERY LIMITS</u></p> <p>1. Except as provided in paragraph 2, 3 or 4, and except where more specific rates are provided, point-to-point rates published in this Tariff will apply as follows ("Mileage point limits" under distance rates are governed by WUTC Tariff No. 10):</p> <p>a. <u>Corporate Municipalities</u>: To and from all places within the city limits, also to and from all places within 3 road miles of the city limits.</p> <p>b. <u>Unincorporated Communities</u>: To and from all places within 3 road miles of the Post Office of said community, or if there is no Post Office, then within 3 road miles of the center of said community.</p> <p>2. Richland includes all points west of the Columbia River and north of the Yakima River within 6 airline miles of the Richland post office.</p> <p>3. Hanford includes all points in the Hanford Works Project in Benton County except Richland.</p> <p>4. Fort Lewis will include only those places located in the Ft. Lewis Military Reservation within a three road mile radius of the main gate on Interstate Highway 5.</p> <p>5. Neptune Beach includes Cherry Point.</p> <p><u>Definitions of "Point" and "Place":</u></p> <p>Point The term "point" means a particular city, town or village which is treated as a unit for the application of rates.</p> <p>Place The term "place" means a particular street address or other designation of a factory, storage site, place of business or residence, construction camp or the like, at a point.</p>	<p align="center">240</p>
<p align="center"><u>C.O.D. SHIPMENTS</u></p> <p>C.O.D. shipments will be NOT be accepted.</p>	<p align="center">260</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM										
<p align="center"><u>DEFINITION OF TERMS</u></p> <p>1: The terms "Carrier," "LTIN" and "LTI, Inc." refer to LTI, Inc. and include its subcontractors, authorized agents and all directors, officers and employees thereof.</p> <p>2: The term "Cascade Range", as used herein, means a line drawn from the Canadian border on the north, along the summit of the Cascade Range and along the Klickitat River to the Columbia River on the south. This line shall be the divider between "Points West of the Cascade Range" and "Points East of the Cascade Range". Stevens Pass is considered west of the Cascade Range. White Pass and Summit, Washington (Snoqualmie Pass) and points bordering on the Klickitat River such as Klickitat and Lyle are considered east of the Cascade Range.</p> <p>3: The term "Consignee", as used herein, means the party identified by Shipper to receive the goods. .</p> <p>4: The term "Container" refers to all types of containers, flatbeds, platforms, trailers, tankers, etc. into or onto which goods are loaded.</p> <p>5: The term "Entity" means all forms of business entities as well as natural persons.</p> <p>6: The term "Excess Mileage" shall mean mileage from point of origin through all points where stops are made to complete loading or unloading to final destination, minus the normal mileage from point of origin directly to destination. All such mileages must be computed in accordance with Item 125.</p> <p>7: The term "Free Access" as used in this Tariff, means that shippers have made their premises available to carriers for loading at point of origin and/or unloading at destination any time during the twenty-four (24) hours of a day. Carrier will perform loading operations at the point of origin and/or unloading operations at destination in the absence of the consignee or his authorized representative, subject to the following conditions:</p> <ul style="list-style-type: none"> a. Prior arrangements must be made between consignee and/or consignor and carrier and the driver must be supplied with the necessary key or keys. b. Consignee and/or consignor shall have prepared premises for Free Access. c. Carrier will assume all responsibility for damages or claims caused by negligence of carrier's employee or employees. <p>Under Free Access all provisions of this Tariff are applicable except as otherwise provided in Items 120, 300, 340 and 570.</p> <p>8: The term "Goods" refers to those items of personal property with respect to which Carrier has been requested to or does provide services, including all packing and packaging thereof as well as all other items or materials associated therewith, including, without limitation, crates, cradles, pallets containers. The term "goods" shall be deemed synonymous with "shipments," "cargo," "cargoes," "pieces," "packages," "commodities," and "personal property."</p> <p>9: The term "Legal Holiday" as used herein is defined as:</p> <table border="0" style="width: 100%;"> <tr> <td>📅 New Years Day – Jan. 1</td> <td>📅 Thanksgiving Day – The 4th Thurs. in Nov.</td> </tr> <tr> <td>📅 Presidents' Day – The 3rd Mon. in Feb.</td> <td>📅 Day after Thanksgiving Day</td> </tr> <tr> <td>📅 Memorial Day – The last Mon. in May</td> <td>📅 Christmas Eve – Dec. 24</td> </tr> <tr> <td>📅 Independence Day – July 4</td> <td>📅 Christmas Day – Dec. 25</td> </tr> <tr> <td>📅 Labor Day – The 1st Mon. in Sept.</td> <td></td> </tr> </table> <p>📅 When a holiday referring hereto falls on a Sunday, the following Monday will be treated as the holiday.</p>	📅 New Years Day – Jan. 1	📅 Thanksgiving Day – The 4th Thurs. in Nov.	📅 Presidents' Day – The 3rd Mon. in Feb.	📅 Day after Thanksgiving Day	📅 Memorial Day – The last Mon. in May	📅 Christmas Eve – Dec. 24	📅 Independence Day – July 4	📅 Christmas Day – Dec. 25	📅 Labor Day – The 1st Mon. in Sept.		<p align="center">280</p>
📅 New Years Day – Jan. 1	📅 Thanksgiving Day – The 4th Thurs. in Nov.										
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(Continued on next page)

ISSUED: March 1, 1995

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For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>DEFINITION OF TERMS (Concluded)</u></p> <p>10: The term "Shipper", as used herein, refers to the entity engaging Carrier with respect to the goods, unless the context herein otherwise clearly indicates to the contrary, and shall include the owner, consignor, consignee and all others who may have a right of claim by, through or with respect to the goods..</p> <p>11: The term "Tank" shall mean the entire capacity of the tank vehicle used. In no case will it be considered as one or more sections of a compartment tank.</p> <p>12: The terms "Tank Truck" or "Tank Vehicle" shall be understood as meaning a truck, a tractor and semi-trailer, a tractor and set of double semi-trailers (two semi-trailers combined) or a truck and a trailer of bin, hopper or tank type construction or other fully enclosed construction especially designed for the handling of bulk shipments.</p> <p>13: The term "Ton", as used herein, means a ton of 2,000 pounds, except where otherwise specifically provided.</p> <p>14: The term "Truck Unit", as used herein, means a truck, truck and trailer combined, a tractor and a semi-trailer or a tractor and two semi-trailers, the combined length of any of the above combinations NOT to exceed 68 feet in length excluding power unit. Each truck unit will have a capacity of NOT less than 2500 cubic feet.</p>	280 C O N C L U D E D

ISSUED: March 1, 1995	EFFECTIVE:
For explanation of abbreviations and reference marks not explained on this page, see last page.	

LTI, INC.

RULES	ITEM
<p align="center"><u>DELAYS IN LOADING AND UNLOADING BULK COMMODITIES</u></p> <p>"The provisions of this Item do not apply when "Free Access" as defined in Item 280 is in effect."</p> <p>Rates named in this Tariff include one and one-half (1 ½) hours for loading and one and one-half (1 ½) hours for unloading, (Subject to Notes 1 and 2).</p> <p>Loading time means that time which commences when the carrier's equipment arrives at point of origin or at the time specified by the shipper, whichever is later, and terminates when carrier's equipment is released for departure from point of origin. Carrier shall be deemed to have arrived at point of origin when carrier's equipment has been presented for admission at consignor's premises.</p> <p>Unloading time means that time which commences when carrier's equipment arrives at point of destination and which terminates when carrier's equipment is released for departure from point of destination. It also includes time spent weighing, sampling and/or the processing of samples. Carrier shall be deemed to have arrived at point of destination when carrier's equipment has been presented for admission at consignee's premises.</p> <p>Except as otherwise provided, delays in loading or unloading beyond the allowable time, when caused by shippers, consignees or their agents, will be charged for at \$11.25 per each one-quarter (¼) hour or fraction thereof.</p> <p>Note 1: Loading and unloading are separate transactions; time shall not be aggregated.</p> <p>Note 2: Charges provided herein will be billed to the facility responsible for the delay.</p>	<p align="center">300-A</p>
<p align="center"><u>DELAYS IN LOADING AND UNLOADING FLATBEDS AND DRY VANS</u></p> <p>"The provisions of this Item do not apply when "Free Access" as defined in Item 280 is in effect."</p> <p>Rates named in this Tariff include one (1) hour for loading and one (1) hour for unloading. (Subject to Note 1)</p> <p>Loading time means that time which commences when the carrier's equipment arrives at point of origin or at the time specified by the shipper, whichever is later, and terminates when carrier's equipment is released for departure from point of origin. Carrier shall be deemed to have arrived at point of origin when carrier's equipment has been presented for admission at consignor's premises. (Subject to Notes 1 and 2).</p> <p>Unloading time means that time which commences when carrier's equipment arrives at point of destination and which terminates when carrier's equipment is released for departure from point of destination. It also includes time spent weighing, sampling and/or the processing of samples. Carrier shall be deemed to have arrived at point of destination when carrier's equipment has been presented for admission at consignee's premises.</p> <p>Except as otherwise provided, delays in loading or unloading beyond the allowable time, when caused by shippers, consignees or their agents, will be charged for at \$11.25 per each one-quarter (¼) hour or fraction thereof.</p> <p>Note 1: Loading and unloading are separate transactions; time shall not be aggregated.</p> <p>Note 2: Charges provided herein will be billed to the facility responsible for the delay.</p>	<p align="center">300-B</p>
<p> </p>	
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM																																
<p style="text-align: center;"><u>FUEL PRICE ADJUSTMENT</u></p> <p>The fuel price adjustment represents increase in operating costs due to fluctuation in fuel prices including fuel taxes and is not intended to reflect changes to profit. The following is the basis for setting the fuel price adjustment:</p> <ol style="list-style-type: none"> 1. The Northwest reference for fuel rack price is Petro Scan OPIS Fuel Pricing plus Federal and State taxes as a basis. LTI, Inc.'s fuel price adjustment will be reviewed on a weekly basis and adjusted if necessary. The rate as of February 25, 2002 based on Anacortes, WA average rack price for low sulfur was .528 plus Federal tax of .244 and Washington State fuel tax of .23 total \$1.002 per gallon as published by Petro Scan OPIS Fuel Prices. 2. LTI, Inc. will allow a window of change of \$.15 per gallon before adding a fuel price adjustment. With an increase in excess of \$.15 per gallon, over the established base price, LTI, Inc.'s fuel price adjustment will be .75% increase in the rate listed for every \$.05 per gallon increase in fuel price plus federal and state taxes. <p style="text-align: center;">Fuel Price Adjustment Schedule</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Average Net Price Low Sulfur</th> <th style="text-align: center;">Fuel Surcharge</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">.528 through .677</td><td style="text-align: center;">0%</td></tr> <tr><td style="text-align: center;">.678 through .727</td><td style="text-align: center;">0.75%</td></tr> <tr><td style="text-align: center;">.728 through .777</td><td style="text-align: center;">1.50%</td></tr> <tr><td style="text-align: center;">.778 through .827</td><td style="text-align: center;">2.25%</td></tr> <tr><td style="text-align: center;">.828 through .877</td><td style="text-align: center;">3.00%</td></tr> <tr><td style="text-align: center;">.878 through .927</td><td style="text-align: center;">3.75%</td></tr> <tr><td style="text-align: center;">.928 through .977</td><td style="text-align: center;">4.50%</td></tr> <tr><td style="text-align: center;">.978 through 1.027</td><td style="text-align: center;">5.25%</td></tr> <tr><td style="text-align: center;">1.028 through 1.077</td><td style="text-align: center;">6.00%</td></tr> <tr><td style="text-align: center;">1.078 through 1.127</td><td style="text-align: center;">6.75%</td></tr> <tr><td style="text-align: center;">1.128 through 1.177</td><td style="text-align: center;">7.50%</td></tr> <tr><td style="text-align: center;">1.178 through 1.227</td><td style="text-align: center;">8.25%</td></tr> <tr><td style="text-align: center;">1.228 through 1.277</td><td style="text-align: center;">9.00%</td></tr> <tr><td style="text-align: center;">1.278 through 1.327</td><td style="text-align: center;">9.75%</td></tr> <tr><td style="text-align: center;">1.328 through 1.377</td><td style="text-align: center;">10.50%</td></tr> </tbody> </table>	Average Net Price Low Sulfur	Fuel Surcharge	.528 through .677	0%	.678 through .727	0.75%	.728 through .777	1.50%	.778 through .827	2.25%	.828 through .877	3.00%	.878 through .927	3.75%	.928 through .977	4.50%	.978 through 1.027	5.25%	1.028 through 1.077	6.00%	1.078 through 1.127	6.75%	1.128 through 1.177	7.50%	1.178 through 1.227	8.25%	1.228 through 1.277	9.00%	1.278 through 1.327	9.75%	1.328 through 1.377	10.50%	<p>330</p>
Average Net Price Low Sulfur	Fuel Surcharge																																
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LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>DIVERSION OR RECONSIGNMENT</u></p> <p>Shipments moving under rates published in this Tariff may be diverted in transit or after arrival at billed destination subject to the following rules and charges:</p> <p>The provisions of this Item do not apply when "Free Access" as defined in Item 280 is in effect.</p> <p>(a) The term "Diversion" means a change in the name of consignee and/or destination of the entire shipment, except as otherwise provided herein, or any other instructions given to the carrier requiring an addition to or change in billing necessary to effect delivery or involving an additional movement of the truck or both.</p> <p>(b) Diversion instructions must be confirmed in writing to the carrier.</p> <p>(c) Except as provided in Note below, a charge of \$45.00 will be made for diversion; and in addition freight charges will be assessed on the basis of the through rate from point of origin to final destination plus a mileage charge of 150¢ per excess mile.</p> <p>"Excess mileage" shall be defined as the mileage from point of origin to diversion point, plus diversion point to final destination, minus the normal mileage from point of origin directly to destination. All such mileages must be computed in accordance with paragraph (b) of Item No. 360.</p> <p>If there is no "excess mileage" no mileage charge will be made.</p> <p>Note: If the combination of local rates over the diversion point makes a less charge than that provided for under paragraph (c) above, such lower charge will apply, and no diversion or excess mileage charge will be assessed.</p> <p>(d) Only one diversion involving a change in destination will be permitted under these rules. If second or subsequent diversion is made, shipment will be subject to local rates from second or subsequent diversion point.</p> <p>(e) When a truck arrives at the original billed destination and is required to stand by for diversion instructions, one hour free time will be allowed. If the truck is delayed beyond the free time period, the provisions of Item 300 Paragraph (b) will apply from the expiration of the free time until diversion or delivery instructions are furnished.</p> <p>(f) Shipments or parts thereof, returned to the original shipper will not be accorded diversion privileges but must be considered as new shipments and billed as such. Neither will parts of shipments be diverted but must be billed as new shipments, except that a partial shipment may be diverted when original destination is directly intermediate to changed destination, in which case the entire shipment will be subject to the charges and other provisions of Item No. 500 in addition to diversion charges herein.</p> <p>(g) When a shipment is diverted of necessity by reason of carriers inability to transport to original billed destination, the provisions of this item will not apply and in lieu thereof the following will apply:</p> <p>(1) When due to road conditions including blockage by an accident charges shall be assessed on the basis of the applicable rate from origin to final destination plus a mileage charge of 150¢ per excess mile as defined in paragraph (c) above.</p> <p>(2) When due to equipment failure or involvement in an accident, charges shall be assessed on the basis of the applicable rate from origin to final destination.</p>	<p>340</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;">EMPTY EQUIPMENT MILEAGE <u>(Applying on Bulk, Dry Van and Flatbed Equipment)</u></p> <p>Shipments which move to or from points other than carrier's regular terminal or location of equipment (Note 1), involving the movement of empty equipment to point of origin or from point of destination to carrier's terminal or other points en route will be subject to an additional charge of 150¢ per <u>excess</u> empty mile (Note 2).</p> <p>NOTE 1: "Location of Equipment" referred to above shall be its usual location, or a location within an area 35 miles NORTH or SOUTH of Seattle City limits, and EAST of Puget Sound. (See Exceptions). If actual location of equipment at time of starting for the job is not its usual location, mileage shall be measured to and from such actual location if lower mileage results thereby.</p> <p>NOTE 2: "Excess Empty Mileage" shall be total mileage, loaded and empty, computed from location of equipment back to said location, minus 200% of loaded mileage.</p> <p>NOTE 3: All distances empty or loaded, shall be constructive mileages computed in accordance with Item 125.</p>	<p>350</p>
<p style="text-align: center;">EMPTY EQUIPMENT MILEAGE <u>(Applying on Special Heavy Haul Equipment)</u></p> <p>For hauls involving the use of special equipment in the hauling of large or heavy units of freight, a charge for excess empty mileage shall be assessed as follows:</p> <p>NOTE 1: (a) The term "Special Equipment" shall mean ONLY heavy duty tractor and low bed semi-trailer or flatbed trailer combination, steering trailer or pole trailer.</p> <p style="padding-left: 40px;">(b) The term "Large or Heavy Unit of Freight" shall mean ONLY a single piece of freight which either exceeds 8 feet in height or is of such size or weight that it exceeds the maximum allowable for operation on the state highways without a special permit.</p> <p>NOTE 2: (a) Where loaded haul is 100 constructive miles or less, "Excess Empty Mileage" shall be empty mileage computed to and from the location of equipment minus 20 miles, and minus loaded mileage.</p> <p>EXAMPLE: Where distances are: From location of equipment to origin, 30 miles; origin to destination, 70 miles; and destination back to location of equipment, 100 miles; excess empty mileage will be 30 plus 100 minus 20 minus 70, or 40 miles to charge for.</p> <p style="padding-left: 40px;">(b) Where loaded haul exceeds 100 constructive miles, "Excess Empty Mileage" shall be empty mileage computed to and from location of equipment, minus 120% of loaded mileage.</p> <p style="padding-left: 40px;">(c) "Location of Equipment" referred to above shall be its usual location. If the actual location of equipment at time of starting for the job is not its usual location, mileage shall be measured to and from such actual location if lower mileage results thereby.</p> <p>NOTE 3: All distances, empty or loaded, shall be computed in accordance with Item 125.</p>	<p>351</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>EXTRA SERVICES</u></p> <p>When a carrier is called upon to either pickup or deliver shipments and provides additional personnel for reasons beyond the control of the carrier, the carrier may furnish additional personnel if same are available. The charge for this service per extra man furnished shall be as follows:</p> <p>Minimum Per Pickup.....\$ 50.00 Plus Mileage</p> <p>Minimum Per Delivery\$ 50.00 Plus Mileage</p> <p>(1) Mileage to be Charged.....\$ 0.34 Per Mile</p> <p>Labor to be charged\$ 25.00 Per Hour</p> <p>(2) Per Diem Overnight Charge.....\$ 63.65 Per Man per Night</p> <p>(1) To be computed per round trip mile from additional personnel's home terminal to pickup or delivery point and return. Mileages to be determined per Item 125.</p> <p>(2) To be assessed if additional personnel must be held away from home terminal overnight to perform this extra service. This charge is to be assessed every twenty-four hours.</p> <p>NOTE 1: When equipment arrives at or near the pickup point or at or near the delivery point and through no fault of the carrier the equipment must wait to load or unload, charges as provided in Item 300, paragraph (b) will be assessed. Time will be computed from time of arrival of equipment at or near the pickup point or at or near the delivery point until the equipment is in position to either load or unload.</p> <p>NOTE 2: Loading and unloading are separate transactions. Shipper and/or consignee must furnish personnel to load and/or unload carriers equipment.</p> <p>NOTE 3: When a carrier is requested to provide supervisory personnel in a special service situation, the charges named herein will be for the account of the plant or facility requesting such service.</p>	<p>355</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES		ITEM
<u>MISCELLANEOUS SERVICES AND PILOT CARS</u>		
<p>Except where otherwise specifically provided in individual Items of this Tariff:</p> <p>(a) When carrier furnishes materials or performs services not otherwise defined in this Tariff, for example: loading, unloading or furnish lumber or skids to move heavy pieces, packing or crating, unpacking or uncrating, bracing shipments, etc., charges will be assessed as follows:</p> <p>For Labor: At the same rates as provided in Item 355 for "Extra Labor"</p> <p>For Materials: At cost of materials plus 10%.</p> <p>For Special Equipment: At rental cost plus 10 %, or when carrier provides a truck-trailer mounted crane - a charge of \$63.36 per hour will be assessed, subject to a minimum charge of \$30.12. Charges will be assessed on increments of 15 minutes, or fraction thereof.</p> <p>(b) When the Motor Vehicle Laws of a State require the use of a pilot car to flag traffic, such car shall be furnished by the consignor or the consignee. On request, same will be furnished by the carrier and charged for at \$0.45 per traveled mile, such distance to be computed in accordance with Item 125, from starting point of car, to origin of shipment, to destination of shipment and back to starting point of car. Driver time is to be charged for all hours of active duty from starting point of car back to said starting point at the following rates:</p>		360
SERVICE	PER MAN PER HOUR	MINIMUM CHARGE
First 8 Hours of Regular Time	\$ 10.86	\$ 32.57
After 8 Hours of Regular Time, or Saturdays or Sundays	\$ 16.30	\$ 48.84
Legal Holidays or Emergency Trips	\$ 21.69	\$ 65.11
After 8 hours on Legal Holidays or Emergency Trips	\$ 32.57	-
<u>BILLS OF LADING AND/OR TRANSPORTATION DOCUMENTATION, OTHER THAN CARRIER'S</u>		
<p>When Carrier signs for receipt on any bill of lading and/or other transportation documentation other than upon Carrier's bill of lading form, Carrier shall only be acknowledging receipt of the shipment and shall not be accepting the terms or conditions of said bill of lading and/or other transportation documentation. When a shipment is received on a bill of lading and/or other transportation documentation other than Carrier's, all contract terms and conditions for carriage, as stated in Item 365, shall remain applicable and supersede all other bills of lading.</p>		364
<p>ISSUED: March 1, 1995 EFFECTIVE:</p> <p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>		

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>BILL OF LADING</u></p> <p>The terms and conditions of Carrier's bill of lading, below, shall apply to all goods received and/or transported by Carrier unless otherwise specifically agreed between Shipper and Carrier in writing, and the individual terms and conditions of Carrier's bill of lading are fully incorporated into this tariff as if separately set forth herein.</p> <p>1. DEFINITIONS.</p> <p>a. "Carrier" refers to LTI, Inc., its subcontractors, authorized agents and all directors, officers and employees thereof.</p> <p>b. "Consignee" refers to the entity identified on the face of this bill of lading to receive the goods.</p> <p>c. "Goods" refers to those items of personal property with respect to which Carrier has been requested to or does perform services, including all packing and packaging of the goods as well as all other items or materials associated with the goods, including, without limitation, crates, cradles, pallets, tanks, platforms and containers. The term "goods" shall be deemed synonymous with "shipments," "cargo," "cargoes," "pieces," "packages," "commodities," and "personal property."</p> <p>d. "Entity" refers to all forms of business entities as well as to natural persons.</p> <p>e. "Shipper" refers to the entity engaging Carrier with respect to the goods and, unless the context herein otherwise clearly indicates to the contrary, Shipper shall include the owner, consignor, consignee and all others who may have right of claim by, through or with respect to the goods.</p> <p>2. FREIGHT, PAYMENT, ETC.</p> <p>a. Freight. Freight shall be as identified by Carrier in its applicable rate quotation, transportation agreement, bill of lading and/or tariff.</p> <p>b. Charges. Shipper shall also be responsible for all assessments, charges and/or expenses upon or against the goods pursuant to this bill of lading and/or Carrier's tariff, including, without limitation, all dues, taxes, duties, fines, penalties applicable to the goods, advances made by Carrier, additional expenses incurred by virtue of Shipper's actions, omissions or failure to comply with its obligations hereunder and expenses incurred as a result of unforeseen or extraordinary circumstances. Freight and/or charges based upon inaccurate or incomplete instructions or particulars from Shipper may be recalculated by Carrier.</p> <p>c. Payment. Freight and all other charges shall be deemed fully earned upon tender of the goods by Shipper or commencement of performance by Carrier, whichever shall first occur, and payable in advance and/or prior to delivery of goods unless otherwise agreed in writing by Carrier. All sums due shall be payable in U.S. dollars without deduction or offset. Interest on sums which are due but have not been paid shall accrue at the rate of one percent (1%) per month or the highest rate allowed by law until fully paid. Shipper, specifically including all entities identified in the definition of that term, shall be jointly and severally liable for payment of all sums due Carrier hereunder.</p> <p>d. Lien. Carrier shall have a lien upon all goods transported hereunder, which lien shall survive delivery, to secure payment of sums due hereunder. Further, Shipper grants Carrier a consensual lien upon all Shipper's personal property subsequently in the possession of Carrier to secure payment of all charges due hereunder. Carrier may assert such lien rights at any time, including withholding delivery until full payment is made and/or public or private sale of the personal property; sale proceeds shall be first applied to all costs of sale, then to sums due Carrier, with the balance to be paid to Shipper.</p> <p>3. ROUTES, METHODS, ETC. Carrier shall perform hereunder with due diligence, but does not warrant or guarantee any particular departure/arrival times or dates. Carrier shall have liberty with respect to selection of conveyances, routes, procedures, modes and methods of transportation.</p>	<p style="text-align: center;">365</p>
<p>ISSUED: March 1, 1995 EFFECTIVE:</p>	
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

4. **HINDRANCES.** Carrier shall not be liable for delay, inability to perform or failure to perform caused by events beyond its direct and reasonable control. In the event any such hindrance should occur, Carrier shall, if feasible, notify Shipper for instructions, or, if insufficient time exists or instructions are not provided, shall, at Shipper's risk and expense, store and/or dispose of the goods as appears reasonable under the circumstances.

5. **TRANSPORTATION BY WATER.** If any portion of the transportation of the goods is by water, such portion shall be subject to the Carriage of Goods By Sea Act (46 U.S.C. §1300 et seq.) and the liability of Carrier for loss or damage to the goods shall be limited as follows: neither Carrier nor the vessel shall in any event be or become liable for any loss or damage to or in connection with the transportation of the goods in an amount exceeding \$500 per package (with any Shipper provided and/or stuffed container or trailer to be considered the relevant package) lawful money of the United States, or in case of goods not shipped in packages, per customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared in writing by Shipper to Carrier before shipment and inserted on the front of this bill of lading, and Shipper has paid increased freight charges resulting from such declaration. In the event of transportation by water, standard New Jason/General Average and Both-To-Blame clauses, the text of which are set forth in Carrier's tariff available at www.lti.lynden.com or upon request to Carrier, shall be deemed fully incorporated herein. Shipper authorizes on deck or under deck transportation, at Carrier's option, including transportation on unmanned, open deck barges.

6. **INFORMATION RELATING TO GOODS.** Shipper warrants the accuracy and completeness of all instructions and all particulars relating to the goods, including their nature, description, special characteristics, marks, number, weight, volume and quantity, upon all of which Carrier shall be entitled to rely. Shipper shall reimburse Carrier for any loss or expense (including any additional charge) resulting from inaccurate and/or incomplete instructions or particulars.

7. **HAZARDOUS GOODS.** Shipper must identify to Carrier in writing and prior to shipment all goods requiring specialized handling or which are dangerous or hazardous in character, and Carrier must specifically assent to the transportation thereof. If accepted by Carrier, Shipper shall provide complete and accurate handling instructions, including relevant safety procedures, and shall complete all documentation and otherwise comply with all laws applicable to such goods. If the special, dangerous or hazardous character of the goods creates a risk of harm to persons or property, or makes the continued transportation thereof impractical, Carrier shall be at liberty to discharge, store and/or dispose of such goods at Shipper's risk and expense.

8. **TENDER OF GOODS.** Shipper shall be responsible for tendering the goods to Carrier at the time and place identified, with all such goods to be in good order, count and condition, and packaged, protected, packed, stowed and/or shored sufficiently to withstand the rigors of transportation.

9. **DELIVERY OF GOODS.** Carrier shall deliver or arrange for delivery of the goods to Consignee at the location identified on the face of this bill of lading. Consignee shall be obligated to receive and take the goods as promptly as they can be discharged/unloaded from the conveyance, with such discharge or unloading to be at Shipper's sole risk and expense. Consignee shall be obligated to receive and take the goods during normal working hours. Goods which have been received and taken by Consignee, which have been tendered to Consignee and either refused or otherwise not received and taken by Consignee, which have been seized by governmental authorities or under legal process, which cannot be delivered because of Shipper's fault or neglect, including inaccuracy/inadequacy of instructions or particulars, or which for any other reason beyond Carrier's control have not been received and taken, shall be deemed to have been fully delivered to Consignee and Carrier's responsibility with respect to such goods and this agreement shall thereupon cease. Any actions taken by Carrier with respect to the goods thereafter shall be performed as Shipper's agent at Shipper's sole risk and expense.

10. **SUBCONTRACTING.** Carrier shall be entitled to subcontract on any terms the whole or any part of the transportation services hereunder. Carrier shall be authorized to subcontract with affiliated and related entities, which shall be considered as dealing with third parties.

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

11. **LIABILITY FOR LOSS, DAMAGE, ETC. TO GOODS:** Carrier's liability with respect to the goods, Shipper and any other person or entity claiming with respect to the goods, and whether for loss, damage, delay, shortage, misdelivery, failure to deliver or otherwise, shall be only as follows:

a. **Exceptions.** Carrier shall not be liable for loss, damage, delay, shortage, misdelivery, failure to deliver or other result caused by: act of God; peril of the sea or air; act of terrorism; act of a public enemy; act of war; act of public authority or other with apparent public authority; fire, unless caused by the actual fault or privity of Carrier; quarantine; act or omission of Shipper or the owner of the goods, or their agent or representative; strike, lockout or other labor dispute; sabotage; riot or other civil commotion; wastage in bulk or weight or arising from the nature of the goods; inherent vice; improper or insufficient packing, securing, packaging, marking or addressing; latent defect not discoverable by due diligence; compliance with instructions from Shipper; goods loaded by Shipper into sealed containers or other packages, providing the seal remains unbroken and the container is not physically damaged itself; error in operation or navigation; and/or any other cause arising without the actual fault and privity of Carrier, its agents and representatives.

b. **Consequential Damages.** Carrier shall not be responsible or liable for any indirect, consequential or special damages of any type or nature whatsoever and howsoever arising, including, without limitation, loss of profits, loss of income, loss of business opportunity, business interruption, loss or use and/or loss of ability to use undamaged component or system parts, whether resulting from negligence, breach of contract or otherwise, and regardless of whether such damages may have been foreseeable by any person or entity.

c. **Limitation of Liability; Higher Value.** Except as noted in section 5., above, Carrier's liability with respect to the goods, whether for loss, damage, delay, shortage, misdelivery, failure to deliver or otherwise, shall be the lesser of the actual cost to repair, replace and/or deliver the goods or ten cents (\$0.10) per pound actual weight of the lost, damaged, etc. goods. If Shipper has declared to Carrier in writing a higher value for the goods and Carrier has agreed to carry the goods at the higher value so declared, then Carrier's liability shall be the lesser of the actual cost to repair, replace and/or deliver such goods or the value so declared. An additional charge shall be incurred for any such agreed declaration. Carrier shall not be liable to Shipper or any other claiming with respect to the goods, whether for loss, delay, shortage, misdelivery, failure to deliver or otherwise, or in tort, contract or upon any other theory, other than as set forth herein, and Shipper agrees to indemnify and hold harmless (including legal fees and costs) Carrier of and from any loss, damage, expense, liability, claim and/or suit arising out of or in any fashion relating to the goods other than as specifically allocated to Carrier herein.

d. **Delivery in Good Condition.** Delivery of the goods without written notification of damage on the front of the bill of lading or delivery receipt shall be prima facie evidence that the goods have been delivered in the same good order, count and condition as when received.

e. **Claims.** As a condition precedent to recovery against Carrier:

1. The goods must be carefully inspected by Shipper or Consignee immediately upon delivery, and any loss or damage which would then be evident must be noted on Carrier's copy of the bill of lading and/or delivery receipt or the goods shall be conclusively presumed to have been delivered in the same good order, count and condition as when received.

2. In the event of loss or damage which is not ascertainable at delivery, written notice of loss, damage, shortage, etc. involving the goods must be given to Carrier within fifteen (15) days of delivery, after which time with no such notice having been given it shall be conclusively presumed that the goods were delivered in the same good order, count and condition as when received.

3. In the event of goods which are delayed, lost or otherwise not delivered, Carrier must be given written notice of the delay, loss or failure to deliver within fifteen (15) days from the date upon which the goods should have been delivered or the goods shall be conclusively presumed to have been delivered in the same good order, count and condition as when received.

4. Carrier shall have a reasonable opportunity to inspect the goods, including their packing and packaging, in the same condition as upon delivery and before any alteration or destruction thereof.

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

- 5. Written claim for loss/damage, specifying the particulars thereof, must be filed with Carrier within nine (9) months of delivery, date by which the goods should have been delivered, or date on which Carrier disallowed the claim or pertinent part of the claim, whichever is later.

- 6. Any suit against Carrier must be filed within two (2) years following date of delivery of the goods, date which the goods should have been delivered, or date from which Carrier disallowed the claim or pertinent part of the claim, whichever is later.

- 7. There shall be no recovery against Carrier until freight and all charges due Carrier have been paid in full.

- 12. **EXTENSION OF BENEFITS.** All limitations upon, and exceptions and defenses to, liability granted to Carrier pursuant to this agreement shall be deemed automatically extended to all parent, subsidiary and affiliated entities and all subcontractors of Carrier, and the members, directors, officers, employees and agents of each of the foregoing.

- 13. **GOVERNING LAW AND FORUM.** The federal laws of the United States shall be applicable to this bill of lading to the extent there is a specific federal statute or rule of law, but otherwise the laws of the state of Washington shall apply. Any suit relating to this bill of lading must be filed in, and the parties hereby consent to the exclusive personal jurisdiction of, the state or federal court located in Seattle, Washington; unless specifically prohibited by law, the substantially prevailing party in any such litigation shall be entitled to recover its reasonable legal fees and costs from the other party.

- 14. **EXECUTION.** This bill of lading may be executed by agents and/or representatives of the parties; upon Shipper's consent, verbal or otherwise, Carrier may sign for and on behalf of Shipper as its agent for such limited purpose. Upon tender of the goods to Carrier, Shipper shall be deemed to have consented to the terms and conditions of this bill of lading and carrier's tariff, regardless of whether this bill of lading shall have been issued to, or executed by, Shipper. This bill of lading may be executed in counterparts and/or by facsimile, with a facsimile signature deemed equivalent to an original signature.

- 15. **ENTIRE AGREEMENT.** This bill of lading, including any transportation agreement, rate quotation, load confirmation, delivery receipt, freight invoice and/or other document issued by Carrier with respect to the goods as well as Carrier's tariff, constitutes the entire agreement between the parties and supersedes all prior and contemporaneous communications and agreements, whether oral or written. This bill of lading supersedes and replaces any bill of lading or other document issued by a party other than Carrier with respect to the goods, including any bill of lading or other document from Shipper. The headings used herein are for convenience of reference only, and are not substantive. This bill of lading shall be construed neutrally, and as the mutual assent of both parties, rather than for or against either party. This bill of lading may not be altered or amended without Carrier's written consent.

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

RULES	ITEM
<p align="center"><u>EXTRA DRIVERS IN SLEEPER CAB SERVICE</u></p> <p>When at the request of the shipper or the consignee, the carrier furnishes an extra driver to make up a sleeper team, such extra driver will be provided at an additional charge of thirty (30¢) cents per mile, in addition to all other applicable rates and charges.</p>	370
<p align="center"><u>TARPING CHARGE</u></p> <p>Truckload shipments loaded in open top or flatbed vehicles, moving under rates and provisions referencing this Tariff, will be tarped by this carrier. A charge of \$22.50 shall be made for each trailer so tarped. (See Exception)</p> <p>EXCEPTION: When the shipper places a notation on the Bill of Lading, either that the shipper will tarp the shipment or that the shipment does NOT require such protection, this charge will NOT apply.</p>	380
<p align="center"><u>CANCELING ORIGINAL AND REVISED PAGES, EXCEPT THE TITLE PAGE</u></p> <p>When this Tariff is amended by revised pages, the cancellation of prior pages, except the Title Page, will be affected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection or other reason. Revisions of each page will be published and filed in numerical sequence.</p> <p>Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised or original pages, or uncanceled, portions thereof, which bear the same page number.</p> <p>For example: "First Revised Page 8" will have the effect of canceling Original Page 8. "2nd Revised Page 5" will have the effect of canceling 1st Revised Page 5. "13th Revised Page 6" will have the effect of canceling 12th Revised Page 6 and also 11th Revised Page 6 if the cancellation of 12th takes place on or before its effective date.</p>	382
<p align="center"><u>DETENTION OF EQUIPMENT – INTERNATIONAL BORDER CROSSING POINTS</u></p> <p>Delays when crossing international borders resulting from waiting in line, clearing customs or working with brokers for customs clearance, will be subject to a charge of \$11.25 per one-quarter (¼) hour, or fraction thereof, for all time in excess of one (1) hour.</p>	390
<p align="center"><u>INTERNATIONAL BORDER CROSSINGS UNDER DISTANCE RATES</u></p> <p>On shipments moving exclusively under distance rates, an additional charge of seven (7) cents per 100 pounds will be added to rates for the movement of cargo across international borders.</p>	395

ISSUED: March 1, 1995 **EFFECTIVE:**
For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

RULES	ITEM
<p align="center"><u>LIMITATION OF SERVICE – IMPRACTICAL OPERATIONS</u></p> <p>(a) Nothing in this Tariff shall be construed as making it binding on the carrier to pick up and/or to deliver freight at locations from or to which it is impractical to operate trucks on account of conditions of highways, streets or alleys, or because of riots or strikes, or when loading or unloading facilities are inadequate.</p> <p>(b) When a shipment is consigned to points to which it is impractical to make deliveries in truck and trailer units and it is necessary that the trailer load be transferred to the truck and deliveries be made with a single truck, the following will apply:</p> <p>(1) The applicable rate shall be the regularly published rate from point of origin to the final destination plus charges provided in Item 300, Paragraph (b) from the time the truck arrives at destination with the first portion of the shipment until the delivery of the entire shipment has been completed.</p> <p>(2) When shipments are accepted which are consigned to a destination which require the type of service described above, the shipper or consignee must be notified by the carrier before such service is rendered.</p> <p>(3) When it is necessary to use pumping equipment to make such transfers, the charges provided in paragraph (c) of Item 520 will also be assessed.</p> <p>(c) Carrier is NOT bound to transport property by any particular schedule or in time for any particular market or otherwise than with reasonable dispatch.</p>	<p align="center">400</p>
<p align="center"><u>CLAIMS AND OVERCHARGES</u></p> <p>This Tariff is subject to the following CODE OF FEDERAL REGULATIONS – TITLE 49 Rules:</p> <p>1: Part 1005 - PRINCIPLES AND PRACTICES FOR THE INVESTIGATION AND VOLUNTARY DISPOSITION OF LOSS AND DAMAGE CLAIMS AND PROCESSING SALVAGE.</p> <p>2: PART 1008 - PROCEDURES GOVERNING THE PROCESSING, INVESTIGATION, AND DISPOSITION OF OVERCHARGE, DUPLICATE PAYMENT, OR OVER COLLECTION CLAIMS.</p> <p>See also Rules 1000-1011 and 1100-1108 herein.</p>	<p align="center">407</p>
<p align="center"><u>MINIMUM CHARGE</u></p> <p>The minimum charge per shipment shall be \$205.00. The minimum charge applies to freight charges ONLY. Accessorial charges shall be considered as a separate item and will be added to the minimum charge where applicable, (See Exception 1).</p> <p>EXCEPTION 1: This minimum charge will NOT apply when shipper and/or consignee tenders two (2) or more loads moving under rates referencing this Tariff, at one time, to be transported in a single unit of equipment, or in multiple units of shipper furnished equipment, to one or more consignees when NO cleaning or return of equipment to carrier's terminal is required between loads.</p>	<p align="center">415</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>MINIMUM WEIGHTS</u></p> <p>Except as otherwise provided, rates referencing this Tariff are truckload rates and are based upon the tank truck or tank vehicle (See Item 280 - Definition of Terms) being loaded to its full visible capacity but not in excess of its legal road weight limit, as follow: (Subject to Note 1)</p> <p>(a) When the shipper tenders a truckload shipment to the carrier and so indicates on the Shipping Order, the actual weight loaded shall be used to determine the freight charges providing the loading of the equipment is supervised by the carrier.</p> <p>(b) When, however, the shipper does not tender a truckload shipment but directs that a specific quantity, which is less than the full visible carrying capacity or legal road weight limit of the tank truck or tank vehicle, be loaded, freight charges will be assessed on basis of the general minimum weight provided in the rate Item or the actual weight of the shipment, whichever is greater.</p> <p>The legal road weight limit carrying capacity shall not be subject to posted seasonal limitations.</p> <p>Note 1: When the weight of the shipment as tendered exceeds the full visible or legal carrying capacity of the tank truck or tank vehicle, weight in excess of that which can be loaded on the tank truck or tank vehicle will be charged for as separate shipment for each tank truck or tank vehicle used.</p>	<p>420</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>PAYMENT OF CHARGES</u></p> <p>Freight shall be as identified by Carrier in its applicable rate quotation, transportation agreement, bill of lading and/or tariff. Shipper, including all entities defined as such herein, shall be separately liable for freight and other lawful charges accruing on the shipment, as billed or corrected, except that collect shipments may move without recourse to the consignor upon Shipper's request and Carrier consent, both of which must be made in writing and endorsed or attached to the relevant bill of lading. Nevertheless, Shipper, including all entities defined as such herein, shall remain liable for freight and charges when there has been an erroneous determination of the freight and/or charges assessed based upon incomplete or incorrect information provided by Shipper.</p> <p>Shipper shall be responsible for all assessments, charges and/or expenses upon or against the goods pursuant to the bill of lading and/or Carrier's tariff, including, without limitation, all dues, taxes, duties, fines, penalties applicable to the goods, advances made by Carrier, additional expenses incurred by virtue of Shipper's actions, omissions or failure to comply with its obligations hereunder and expenses incurred as a result of unforeseen or extraordinary circumstances. Freight and/or charges based upon inaccurate or incomplete instructions or particulars from Shipper may be recalculated by Carrier.</p> <p>Freight and all other charges shall be deemed fully earned upon tender of the goods by Shipper or commencement of performance by Carrier, whichever shall first occur, and payable in advance and/or prior to delivery of goods unless otherwise agreed in writing by Carrier. All sums due shall be payable in U.S. dollars without deduction or offset. Interest on sums which are due but have not been paid shall accrue at the rate of one percent (1%) per month or the highest rate allowed by law until fully paid. Shipper, specifically including all entities identified in the definition of that term, shall be jointly and severally liable for payment of all sums due Carrier hereunder.</p> <p>Carrier shall have a lien upon all goods transported hereunder, which lien shall survive delivery, to secure payment of sums due hereunder. Further, Shipper grants Carrier a consensual lien upon all Shipper's personal property subsequently in the possession of Carrier to secure payment of all charges due hereunder. Carrier may assert such lien rights at any time, including withholding delivery until full payment is made and/or public or private sale of the personal property; sale proceeds shall be first applied to all costs of sale, then to sums due Carrier, with the balance to be paid to Shipper.</p> <p>Credit will not be extended to shippers except upon written agreement by Carrier and execution of Carrier's credit agreement, and then only to the extent identified in Carrier's credit agreement.</p>	<p>425</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>PROTECTIVE SERVICE</u></p> <p>Except as may be otherwise provided, rates applicable on commodities requiring protection from heat or cold include the use of insulated tank vehicles, but do not include refrigeration or heater service, nor do they obligate the carrier to provide tank vehicles specially equipped to provide such services.</p> <p>(a) Heater Service - when furnished by the carrier: Upon request of the shipper, carrier will provide the following described services:</p> <p>(1) Pre-heating a tank vehicle prior to loading, subject to an additional charge of \$11.25 per one-quarter hour or fraction thereof per tank vehicle of pre-heating time required.</p> <p>(2) Heating the tank vehicle after the commodity is loaded, or by effecting a temperature control of the commodity being transported, subject to an additional charge of \$115.00 per load.</p> <p>(b) Heater Service - when furnished by the shipper:</p> <p>(1) When the shipper elects to provide the steam or other source of heat necessary to pre-heat tank vehicle prior to its loading, or to otherwise effect temperature control of a commodity after it has been loaded into carriers tank vehicle, such service shall be performed by the shipper at the points of origin or destination during the time allowed for loading or unloading the shipment, except as provided in paragraph (2).</p> <p>(2) In the event additional time is required to perform the necessary services, or whenever it is necessary to effect temperature control at a place other than the point of origin or destination of the shipment, the provisions of Item 300, paragraph (b) will apply for the time such services require. Carrier must note time involved on Bill of Lading.</p> <p>When shipment requiring the service described in either paragraph (a) or (b) above is tendered to the carrier, specific instructions concerning the required service must be furnished to the carrier and shown on the Bill of Lading.</p>	<p align="center">430</p>
<p align="center"><u>REJECTED OR CONTAMINATED SHIPMENTS – RETURN OF</u></p> <p>Shipments, or parts thereof, contaminated or rejected for reasons not ascribable to the carrier and returned to original point of loading by the same carrier as handled original shipment will be charged for such return movement on actual weight at 50% of the rate assessed on outbound movement.</p> <p>Such reduced rate shall apply ONLY in the event that return movement is accomplished on same trip as outbound movement or in conjunction with subsequent outbound movement to same destination or a point beyond, thus making empty equipment available for the return haul. Otherwise, Item 860 shall apply.</p> <p>NOTE: Time spent waiting for shipment to be unloaded or rejected shall be charged for as provided in Item 300 (Loading and Unloading Delays).</p>	<p align="center">440</p>
<p align="center"><u>LIEN</u></p> <p>Carrier shall have a lien upon all goods transported hereunder, which lien shall survive delivery, to secure payment of sums due hereunder. Further, Shipper grants Carrier a consensual lien upon all Shipper's personal property subsequently in the possession of Carrier to secure payment of sums due hereunder. Carrier may assert such lien rights at any time, including withholding delivery until full payment is made and/or public or private sale of the personal property; sale proceeds shall be first applied to all costs of sale, then to sums due Carrier, with the balance to be paid to Shipper.</p>	<p align="center">472</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>SPECIAL PERMITS</u></p> <p>When, due to the size, weight or nature of a shipment, or due to restrictions in an area requiring entry by the carrier's vehicle to perform pickup or delivery of a shipment, a special permit (other than annual permit) and/or indemnity bond is required under the laws or regulations of a State or of a political subdivision, the following will apply:</p> <ul style="list-style-type: none"> (a) Where shipper obtains the required documents and delivers to the carrier at his terminal or to the driver at time of pickup --- No Charge. (b) Where carrier obtains the required documents, a charge of \$10.00 will be assessed for each permit or bond in addition to the cost thereof, if any. 	475
<p style="text-align: center;"><u>SPLIT PICKUP</u></p> <p>Upon request carriers will make pickup of a single shipment or shipping papers at not more than two addresses at a point of origin at an additional charge of \$45.00. One (1) hour free time will be allowed at each point of loading.</p>	480
<p style="text-align: center;"><u>SPLIT DELIVERY</u></p> <p>When a shipment is made from point of origin to a given delivery point or points, and more than one delivery is to be made at a final destination point, the following conditions and charges will apply:</p> <ul style="list-style-type: none"> (1) The charge for each delivery will be \$45.00 per stop except the last for which there shall be no added charge. (2) The applicable line haul rate will be the rate from point of origin to the highest rated point at which delivery is made. (3) One hour free time will be allowed at each stop for unloading. (4) Bills of Lading must name each unloading point. 	500
ISSUED: March 1, 1995	EFFECTIVE:
For explanation of abbreviations and reference marks not explained on this page, see last page.	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>STOPPING IN TRANSIT</u></p> <p>Shipments moving under rates named in this Tariff may be stopped in transit at one or more points to complete loading and/or to partially unload as follows, (Subject to Notes):</p> <p>(a) Where, on shipments moving under point to point rates, the stop in transit point is located directly intermediate between the points of primary origin and final destination (see Item 200) an additional charge of \$45.00 per stop will be assessed.</p> <p>(b) Where, on shipments moving under point to point rates, the stop in transit point is located "Off-route" and not directly intermediate between the points of primary origin and final destination, an additional charge of \$45.00 per stop, plus a charge for "off-route" miles traveled will be assessed as follows:</p> <ol style="list-style-type: none"> 1. The applicable charge for "off-route" miles will be determined by computing the one way mileage, via the shortest practicable route, from the highway junction located on the route between the points of primary origin and final destination, to the "off-route" stop in transit point. 2. In the event stops in transit are to be performed at more than one point located on the same "off-route" highway, the applicable charge for "off-route" miles travelled will be based upon the one way mileage to the most distant point. Stops in transit may be performed at points directly intermediate to the most distant point, subject only to a charge of \$45.00 per stop. 3. The applicable charge for "off-route" miles will be determined by computing the total mileage loaded and empty, from origin to destination, via stop-off point, or points, back to origin minus 200% of mileage from origin direct to final destination. Final destination shall be that delivery point most distant from origin. That difference will be charged as excess miles at 150¢ each in addition to all other applicable charges. Off-route miles for the stop-in transit performed, however, may not exceed 50% of the miles via the shortest practical route, nor a maximum of 60 miles. <p>(c) On shipments moving exclusively under distance rates, an additional charge of \$45.00 per stop will be assessed and the line haul rate to apply on the shipment will be the applicable distance rate for the total mileage traveled from the initial point of loading via the stop-in-transit point or points to the point of final delivery, plus the additional charges provided in this item. EXCEPTION: Not subject to Notes 1 and 2.</p> <p>Note 1: SHIPMENTS STOPPED IN TRANSIT TO PARTIALLY UNLOAD will be charged for on the basis of the line haul rate applicable on the entire weight of the shipment:</p> <ol style="list-style-type: none"> (a) From point of origin to transit point, or (b) From point of origin to final destination, whichever produces the highest total charge in effect on date of shipment from the primary point of origin to the final destination, plus the transit charge provided in this item. <p>Note 2: SHIPMENTS STOPPED IN TRANSIT TO COMPLETE LOADING will be charged for on the basis of the line haul rate applicable on the entire weight of the shipment:</p> <ol style="list-style-type: none"> (a) From the transit point to destination, or (b) From primary point of origin to destination, whichever produces the highest total charge in effect on date of shipment from the primary point of origin to the final destination, plus the transit charge provided in this item. <p>Shipments moving under rates named in this Tariff may be stopped in transit at one or more points to complete loading and/or to partially unload as follows (Subject to Notes):</p> <p>Note 3: Bills of Lading must show the stop points at which shipments are to be partially loaded or unloaded.</p> <p>Note 4: One hour to load or unload will be permitted at the points of origin and destination and at each stop-in-transit point. Time in excess of one hour for each service will be charged for as provided in paragraph (b), Item 300.</p> <p>Note 5: The provisions of this item will apply ONLY on shipments received from a single consignor at one or more addresses.</p>	<p>505</p>
<p style="text-align: center;">ISSUED: March 1, 1995</p>	
<p style="text-align: center;">EFFECTIVE:</p>	
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>SPECIAL SERVICE – REMOVABLE SIGNS</u></p> <p>When shippers of Acids, Chemicals, Fertilizers or Fertilizer Solutions request that disposable, removable signs, supplied by the shipper, be displayed on carriers' equipment, such service will be provided at no additional cost.</p>	<p>510</p>
<p align="center"><u>SPECIAL SERVICES</u></p> <p>When carrier is requested to perform one or more of the following described services not in connection with line-haul service, except as provided in Note 1:</p> <ul style="list-style-type: none"> (1) Emptying storage tanks, tank cars, or disabled tank vehicles; (2) Furnishing a tank vehicle as a temporary storage facility; (3) Providing service within a plant or refinery, <p>such service will be provided for each tank vehicle or truck unit used, subject to the following and to Notes 1, 2 and 3:</p> <ul style="list-style-type: none"> (a) A rate of 150¢ per mile for all miles of operation. (b) A rate of \$58.00 per hour from the time the unit leaves the carrier's terminal until it returns; except for driving time charged under paragraph (a). If the interior of carrier's truck and/or trailer tanks are required to be cleaned following completion of service, the cleaning will be billed at actual cost. Such cost to be supported by providing a copy of the cleaning invoice to payer. <p>Note 1: If carrier is tendered an outbound load by shipper and/or consignee ordering special services to the area where the special services are to be performed, charges named in this Item will start at completion of outbound delivery, and continue until all special services have been completed. In determining the miles of operation referred to in paragraph (a) above, distance equal to twice (200%) the outbound loaded movement miles will be deducted from the total miles traveled and the charge per mile will only apply to the remainder.</p> <p>Note 2: Above named rates include all accessorial charges except those outlined in Item 530.</p> <p>Note 3: When service is performed within a ten (10) mile distance of carriers terminal, the mileage charge in paragraph (a) will not apply. The hourly rate in paragraph (b) will apply from the time the unit leaves the carriers terminal until it returns, including driving time.</p> <p>Note 4: Shipment moving under the provisions of this Item are subject to Item 415.</p>	<p>515</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES

ITEM

SPECIAL SERVICES – TRAVEL OVER IRREGULAR ROADWAYS

516

Applies only in connection with rates or Items making specific reference to this item:

Rates referencing this Tariff apply only to travel on Interstate or U.S. highway (excluding U.S. Forest Service roads), or county or city roads or highways. For any portion of a trip traveled on other than the above-described roads or highways, hereafter referenced as "Irregular Roadways", the following will apply:

First apply the applicable rate, thence apply the rates shown below for that portion of the mileage not covered thereby. In the event that the total miles traveled are on irregular roadways, apply a rate of 41 cents per 100 lbs. for the first 10 miles of the mileage over irregular roadways, thence apply the rates below for the remaining mileage.

MILES NOT OVER	RATE IN CENTS PER 100 POUNDS	MILES NOT OVER	RATE IN CENTS PER 100 POUNDS
5	8	60	68
10	14	65	73
15	19	70	79
20	24	75	84
25	29	80	89
30	35	85	94
35	40	90	100
40	45	95	106
45	50	100	111
50	56	Over 100 Miles	Add 12¢ per 10 Miles or Fraction Thereof
55	62		

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>UNLOADING COMMODITIES IN BULK</u></p> <p>(a) Rates referencing this Tariff are based on consignee furnishing pumping equipment or other necessary unloading facilities for transferring the load from carrier's trucks into storage tanks.</p> <p>(b) When any portion of a bulk liquid commodity shipment is unloaded into containers of less than 500 gallons capacity or when any portion of a dry bulk commodity shipment is unloaded into containers of less than 200 cubic feet capacity, an additional charge of \$0.015 per gallon on liquid commodities and 20¢ per 100 lbs. on dry commodities will be assessed in lieu of the pumping charges. When the consignee furnishes all of the unloading and barreling equipment and performs the unloading, the charge for unloading into these containers will not apply. Charges named in this Item include the service of one carrier employee (driver) only. Consignee shall provide at least one qualified employee to assist in this service when the commodity being handled is designated as a hazardous material under the rules and regulations of the "United States Department of Transportation".</p> <p>(c) Rates named in this Tariff do NOT include the cost of loading and/or unloading from the transporting vehicle when the equipment used to load and/or unload is furnished by the carrier. When such service is performed by the carrier's own equipment, the following charges, based on the actual weight of the shipment pumped, will be assessed:</p> <p><u>SERVICE.....CHARGE PER CWT.....MINIMUM CHARGE</u></p> <p>Pump, not Stainless Steel 6¢..... \$ 15.50</p> <p>Pump, Stainless Steel 9¢..... \$ 23.00</p> <p>Air Blower 12¢..... \$ 18.00</p> <p>Applies ONLY when the nature of the shipment requires the use of a Stainless Steel Pump, or when the customer specifically orders the use thereof.</p> <p>Note: Loading and unloading are separate transactions and charges provided in this Item will be in addition to all other applicable charges.</p>	520
<p style="text-align: center;"><u>VEHICLE ORDERED AND SUBSEQUENTLY CANCELLED</u></p> <p>When an order is placed by a customer for transportation and is subsequently canceled after the vehicle has been dispatched from a terminal, a charge of \$55.00 per hour, or fraction thereof, or a charge of 150¢ per mile traveled, whichever produces the higher total charge, will be made subject to a minimum charge of \$90.00, (such charge to include one (1) hour of free time). In addition, the vehicle shall be subject to detention charges as specified in Item 300, except no free time will be allowed, and when loading has begun prior to cancellation, a charge of \$82.75 will be made to cover cleaning of such vehicle.</p> <p>Note: When the vehicle ordered is subsequently canceled for shipment of the commodity for which the vehicle was specifically ordered, but such ordered vehicle is used immediately at the same shipping point, the provisions of this Item shall not apply.</p>	525
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>VEHICLE ORDERED AND SUBSEQUENTLY CANCELED</u></p> <p>When an order is placed by a customer for transportation and is subsequently canceled after the vehicle has been dispatched from a terminal, such cancellation will be accomplished subject to charges as follows:</p> <p>(a) A charge of \$1.50 per mile for all miles of operation, (See Exceptions 1 and 2).</p> <p>(b) A rate of \$55.00 per hour, or fraction thereof, from the time the unit leaves the carrier's terminal until it returns, except for driving time charged under paragraph (a).</p> <p>Rate will be subject to a minimum charge of \$90.00.</p> <p>(c) If loading has begun prior to cancellation, cleaning charges will be computed in accordance with Item 2100.</p> <p>EXCEPTION 1 When service is performed within a ten (10) mile distance of carrier's terminal, the mileage charge in Paragraph (a) will NOT apply. The hourly rate named in paragraph (b) will apply from the time the unit leaves the carrier's terminal until it returns, including driving time.</p> <p>EXCEPTION 2 If cancellation occurs during the hours of 5:00 p.m. to 8:00 a.m., a charge of \$250.00, in addition to all other applicable charges, will be assessed.</p> <p>Note: When the vehicle ordered is subsequently canceled for shipment of the commodity for which the vehicle was specifically ordered, but such ordered vehicle is used immediately at the same shipping point, the provisions of this Item shall not apply.</p>	<p align="center">525</p>
<p align="center"><u>LOADING OR LOADING ACCESSORIAL SERVICES</u></p> <p>Rates referencing this Tariff are based upon the consignee furnishing necessary loading or unloading facilities for transferring the load from carrier's truck unit into storage tanks, except carrier will furnish unloading hose, not to exceed two (2) lengths or forty (40) feet. Upon request of the shipper or consignee, extra hose will be provided and/or transported and the following charges, based upon the specific amount of extra hose requested, or required, whichever is greater, will apply:</p> <p>1: \$30.00 per length of extra hose. One length is to be considered NOT more than 20 feet.</p> <p>2: When more than two extra lengths are to be provided, the service and charges provided in Item 355 (Extra Labor) will apply.</p> <p>Extra hose charges, as outlined above, shall be assessed on each shipment, except that whenever more than one shipment for the same shipper to the same delivery point is handled in a continuous movement, requiring ONLY one transfer of extra hose from carrier's terminal to the delivery point and return to the carrier's terminal, extra hose charges will be assessed as a single shipment.</p>	<p align="center">530</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p data-bbox="240 218 1360 247"><u>EXPLOSIVES, HAZARDOUS MATERIALS, HAZARDOUS WASTE AND OTHER DANGEROUS GOODS</u></p> <p data-bbox="181 275 1409 359">This tariff is subject to Federal Hazardous Materials Regulations, Code of Federal Regulations, Title 49, Parts 100 – 180, and Federal Hazardous Waste Regulations, Code of Federal Regulations, Title 40, Part 262, as regulated by the United States Department of Transportation and Environmental Protection Agency respectively.</p> <p data-bbox="181 386 1406 470">Explosives, inflammables, infectious substances, dangerous items, hazardous materials and/or hazardous waste of any type or nature whatsoever will be accepted for transportation only after prior booking arrangements have been made with Carrier and Carrier has specifically agreed to provide services with respect to such goods in writing.</p> <p data-bbox="181 497 1398 581">Carrier reserves the right to refuse any goods which, in its judgment, are hazardous, dangerous, objectionable or otherwise likely to injure any container, equipment or other personal property, or for which, in Carrier's judgment, is not able to be safely loaded, stowed, secured, unloaded and delivered.</p> <p data-bbox="181 609 1187 638">All shipments of such goods accepted by Carrier shall be subject to the following requirements:</p> <p data-bbox="181 665 1414 716">(1) A statement of certification must appear on the shipping paper that the goods offered for transportation meet the requirements of this tariff. Such certification shall contain the following language:</p> <p data-bbox="263 743 1393 856">"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/Environmental Protection Agency, and Carrier may rely upon the statements and descriptions made herein, any other representations notwithstanding."</p> <p data-bbox="181 884 1403 1018">(2) Shipper must attest on the bill of lading that the shipment contains no mix of non-compatible goods whatsoever, including those non-compatible goods identified by the Federal Resource Conservation and Recovery Act (RCRA), Toxic Substances Control Act (TSCA), Code of Federal Regulations, Title 49, Parts 100-177, or the Alaska, Washington or federal environmental protection or like agencies. Shipments not so attested will not be accepted by Carrier.</p> <p data-bbox="181 1045 1357 1096">Any shipment which contains such goods but which was not so declared to Carrier prior to commencement of services shall be assessed an additional surcharge of \$15,000.00 per container in addition to all other charges.</p> <p data-bbox="181 1123 1398 1299">NOTE 1: When a shipment contains two or more articles which, under the provisions of Code of Federal Regulations, Title 49, Parts 100 to 177 and/or Title 40, Part 262, are prohibited from being loaded or stored together, each part lot in the shipment will be considered a separate shipment. Each such considered separate shipment will be subject to the provisions of this Item even though tendered on a single bill of lading. Articles not requiring such segregation may be included with any one of the separately considered shipments.</p> <p data-bbox="181 1327 1406 1503">NOTE 2: When a shipment has been accepted by Carrier for transportation and after receipt by Carrier an error is found in the required certification, packaging, labeling or other lawful requirements, all damages and penalties actual and consequential shall be for the account of the party required to provide such certification, packaging, labeling or other lawful requirement. A charge of \$96.00 per container will be assessed to placard Carrier's vehicle in conformance with DOT regulations when shipment is found to be in non-compliance with those regulations.</p>	<p data-bbox="1474 275 1523 304">540</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p>For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>DISPOSITION OF FRACTIONS</u></p> <p>1: When calculating mileages used to determine rates, a fraction of a mile will be increased to the next whole mile.</p> <p>2: When calculating weights, used to determine rates, a fraction of a pound will be increased to the next whole pound.</p> <p>3: When the charges yield a fraction or portion of a cent, the disposition of the fraction of a cent will be as follows: Fractions of less than one-half (½) cent will be dropped. Fractions of one-half (½) cent or greater will be increased to the next whole cent.</p>	<p align="center">565</p>
<p align="center"><u>WEIGHING</u></p> <p>(a) Freight charges shall, at the shipper's option, be based on one of the following methods of weight determination:</p> <ol style="list-style-type: none"> 1. The description of the commodity and the weight of the shipment shall be shown by the shipper on the shipping order or Bill of Lading; or 2. Shipper shall show on the shipping order or Bill of Lading the weight per gallon at the temperature loaded. <p>(b) Upon request of the shipper or the consignee, carrier will obtain a scale weight ticket for the shipment subject to one of the following additional charges:</p> <ol style="list-style-type: none"> 1. If scale charges are charged to and paid by carrier, an additional charge of \$10.00 for each weighing will be assessed; or 2. If the shipper or consignee chooses to pay scale charges direct to the certified scale, they must notify the carrier of the intent in writing 24 hours prior to shipment. If this option is used, an additional charge of \$6.00 for each weighing will still be assessed. <p>Where carrier is required to travel in excess of five (5) miles in order to obtain scale weights, a charge of 150¢ per excess mile will be assessed. Excess miles shall be determined as provided in Note 2 of Item 350.</p> <p>(c) When it is the request of the shipper or the consignee that a shipment be weighed, such weighing shall be done by said shipper or consignee without cost to the carrier, while the vehicle is on the premises at which the shipment is loaded or unloaded, except as otherwise provided in paragraphs (b) and (c). The time required to weigh the shipment shall be counted as part of the loading or unloading time.</p>	<p align="center">570</p>
<p align="center"><u>INSURANCE</u></p> <p>Rates named herein do not include any first party or Shipper's interest cargo insurance provided by Carrier for the benefit of Shipper.</p>	<p align="center">574</p>
<p align="center"><u>WEIGHING – SCALE WEIGHT DISCREPANCY</u></p> <p>Carrier will not be held responsible for differentials in net weight when more than one set of certified scale weights is required by shipper and/or consignee on the same shipment. Provisions of this Item will NOT apply when such differentials are directly attributable to negligence, mishandling, accidents or theft on the part of the carrier or its personnel.</p>	<p align="center">575</p>
<p>ISSUED: March 1, 1995 EFFECTIVE:</p>	
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>ORDER BILLS OF LADING</u></p> <p>Shipments moving on any order or negotiable bill of lading will not be accepted.</p>	<p align="center">660</p>
<p align="center"><u>RETURNED, UNDELIVERED SHIPMENTS</u></p> <p>Goods at destination which are refused and/or returned to origin at Carrier's facility will be subject to the following:</p> <ol style="list-style-type: none"> (1) Shipper shall pay all original freight and storage charges assessed against the goods, even if Consignee refused the goods. Regardless of the reason for refusal, all charges are payable to Carrier. (2) The return movement will be considered a new shipment and billed as such. (3) Shipper shall be responsible for disposal of goods and merchandise which are refused and cannot be returned to Shipper. 	<p align="center">860</p>
<p align="center"><u>WATER, TRANSPORTATION BY – CLAUSE PARAMOUNT</u></p> <p>If any portion of the transportation of the goods is by water, such portion shall be subject to the Carriage of Goods By Sea Act (46 U.S.C. §1300 et seq.) and the liability of Carrier for loss or damage to the goods shall be limited as follows: neither Carrier nor the vessel shall in any event be or become liable for any loss or damage to or in connection with the transportation of the goods in an amount exceeding \$500 per package (with any Shipper provided and/or stuffed container or trailer to be considered the relevant package) lawful money of the United States, or in case of goods not shipped in packages, per customary freight unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared in writing by Shipper to Carrier before shipment and inserted on the front of this bill of lading, and Shipper has paid increased freight charges resulting from such declaration.</p>	<p align="center">970</p>
<p align="center"><u>WATER, TRANSPORTATION BY – ON/UNDER DECK TRANSPORTATION AUTHORIZED</u></p> <p>Shipper understands and agrees that the goods may be transported on the open deck of a barge or other vessel, unless Carrier and Shipper agree otherwise in a writing signed by Carrier.</p>	<p align="center">971</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>WATER, TRANSPORTATION BY – GENERAL AVERAGE/NEW JASON CLAUSE</u></p> <p>In the event of transportation by water, standard New Jason/General Average provisions, the full text of which is set forth below, shall be deemed fully incorporated herein:</p> <p>General average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, excluding Rule B thereof, at such port or place selected by Carrier, and as to matters not provided for by said Rules according to the laws and usage of the Port of Seattle, with a Tug and Barge combination not deemed involved in a common maritime adventure unless each such vessel is actually and directly exposed to a common peril; a vessel is not in common peril with another vessel if by disconnecting from such other vessel it is in a position of safety or ceases to be actually and directly exposed to such peril. For purposes of said Rules, the parties expressly acknowledge that the goods are carried in accordance with the recognized custom of the trade.</p> <p>To the extent required by Carrier, average agreement, bond and additional security shall be furnished by Shipper prior to discharge/release of goods. Any cash deposit shall be payable in U.S. currency, remitted to an average adjuster of Carrier's choosing and held in a special account in the adjuster's name, with interest thereon to become a part thereof pending settlement of general average.</p> <p>In the event of accident, danger, damage or disaster, before or after commencement of a voyage, resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequences of which Carrier is not responsible by statute, contract or otherwise, Shipper and goods shall contribute with Carrier and the vessels in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred with respect to the goods. If a salving ship is owned/operated by Carrier, salvage shall be paid for as fully and in the same manner as if such ship belonged to strangers.</p>	<p align="center">972</p>
<p align="center"><u>WATER, TRANSPORTATION BY – BOTH TO BLAME CLAUSE</u></p> <p>In the event of transportation by water, standard Both To Blame provisions, the full text of which is set forth below, shall be deemed fully incorporated herein:</p> <p>In the event of damage to goods resulting from collision, if the vessels or either of them should collide or come into contact with another ship or object as a result of the negligence of the other ship or object and any act, neglect or default of master, mariners, pilot or servants of Carrier in the navigation, management or maintenance of the vessels, Shipper shall indemnify Carrier and the vessels from and against all loss and liability to the other or non-carrying ship, her owners and any third parties insofar as such loss and liability represents a loss of, damage to or any claim whatsoever of Shipper, the owners of the goods and/or their underwriters, paid or payable by the other or non-carrying ship, her owners or third parties to Shipper, the owners of the goods or their underwriters and set off, recouped or recovered by the other or non-carrying ship, her owners or any third parties as a part of their claim(s) against Carrier and/or the vessels. The foregoing shall apply when the owners, operators or those in charge of any ship or object other than or in addition to those colliding are at fault with respect to such collision or contact.</p>	<p align="center">973</p>
<p align="center"><u>WATER, TRANSPORTATION BY - SUBJECT TO RULES OF COAST GUARD</u></p> <p>The transportation of goods by vessel shall be subject to all rules and regulations prescribed by the U.S. Coast Guard.</p>	<p align="center">975</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>VALUATION, DECLARATION OF HIGHER (AD VALOREM)</u></p> <p>Shipper has the option of declaring a higher valuation for the goods pursuant to Carrier's bill of lading published at Item 365. Should Shipper wish to declare a higher valuation for the goods, Shipper must either inform Carrier in writing of such higher value before the goods are shipped (in which event Carrier shall be authorized to utilize such value and to insert it on the face of the bill of lading) or must insert such higher value in the appropriate space on the front of the bill of lading before the goods are shipped; in declaring a higher value, Shipper expressly agrees to pay an additional charge for such higher value. In the event of a declaration of higher value by Shipper, Carrier's maximum limit for liability shall not exceed such declared higher value, with claims for loss of or damage to goods to be adjusted as set forth in the bill of lading published at Item 365.</p>	<p>982</p>
<p style="text-align: center;"><u>LOSS/DAMAGE CLAIMS, CONDITIONS PRECEDENT</u></p> <p>The following are condition precedents to recovery against Carrier with respect to any loss or damage to goods, including injury, delay, shortage, misdelivery, failure to deliver or otherwise.</p> <ol style="list-style-type: none"> 1. The goods must be carefully inspected by Shipper or Consignee immediately upon delivery, and any loss or damage which would then be evident must be noted on Carrier's copy of the bill of lading and/or delivery receipt or the goods shall be conclusively presumed to have been delivered in the same good order, count and condition as when received. 2. In the event of loss or damage which would not be ascertainable at delivery, written notice of loss, damage, shortage, etc. involving the goods must be given to Carrier within fifteen (15) days of delivery, after which time with no such notice having being given it shall be conclusively presumed that the goods were delivered in the same good order, count and condition as when received. 3. In the event of goods which are delayed, lost or otherwise not delivered, Carrier must be given written notice of the delay, loss or failure to deliver within fifteen (15) days from the date upon which the goods should have been delivered or the goods shall be conclusively presumed to have been delivered in the same good order, count and condition as when received. 4. Carrier shall have a reasonable opportunity to inspect the goods, including their packing and packaging, in the same condition as upon delivery and before any alteration or destruction thereof. 5. Written claim for loss/damage, specifying the particulars thereof, must be filed with Carrier within nine (9) months of delivery, date by which the goods should have been delivered, or date on which Carrier disallowed the claim or pertinent part of the claim, whichever is later. 6. Any suit against Carrier must be filed within two (2) years following date of delivery of the goods, date which the goods should have been delivered, or date from which Carrier disallowed the claim or pertinent part of the claim, whichever is later. 7. There shall be no recovery against Carrier until freight and all charges due Carrier have been paid in full. <p>Offers of compromise from Carrier and communications from Carrier's insurer shall not constitute a disallowance of a claim or any part thereof.</p>	<p>1000</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>LOSS/DAMAGE CLAIMS, FILING OF</u></p> <p>A claim for loss or damage to goods, including injury, delay, shortage, misdelivery, failure to deliver or otherwise, shall not be paid by Carrier unless filed with Carrier within the time limits applicable thereto and otherwise as may be required by law, the terms and conditions of the bill of lading or transportation agreement and all tariff provisions applicable thereto as follows:</p> <ol style="list-style-type: none"> 1. A written and/or electronic communication from the claimant must be filed with Carrier within the appropriate time limit. 2. Such communication must assert that Carrier is liable for the alleged loss, damage, etc. 3. Such communication must make claim for a specific or determinable amount of money. <p>Bad order reports, appraisal reports of damage, notations of shortage or damage, or both, on freight bills, delivery receipts, inspection reports, bills of lading or other documents issued by Carrier or their inspection agencies, standing alone, shall not be sufficient communication for purposes of this Item, whether or not such indicates the extent of loss, damage, etc. and/or a dollar figure for such loss, damage, etc.</p> <p>Whenever a loss, damage, etc. claim is presented against a proper Carrier for an uncertain amount, such as "\$100 more or less," the Carrier against whom such claim is filed shall determine the condition of the goods involved at the time of delivery, if it was delivered, and shall ascertain as nearly as possible the extent, if any, of the loss, damage, etc. for which it may be responsible. It shall not, however, voluntarily pay a claim under such circumstances unless and until a claim for a specified or determinable amount of money shall have been filed in accordance herewith.</p> <p>If investigation of a claim develops that one or more other Carriers has been presented with a similar claim on the same shipment, the Carrier investigating such claim shall communicate with each such other Carrier and, prior to any agreement entered into between or among them as to the proper disposition of such claim or claims, shall notify all claimants of the receipt of conflicting or overlapping claims and shall require further substantiation, on the part of each claimant of his/her title to the property involved or his/her right with respect to such claim.</p>	<p>1003</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>LOSS/DAMAGE CLAIMS, ACKNOWLEDGEMENT OF</u></p> <p>Carrier shall, upon receipt of a loss, damage, etc. claim in the manner and form described herein, acknowledge the receipt of such claim in writing or electronically to the claimant within 30 days after the date of its receipt, unless the Carrier shall have paid or declined such claim in writing or electronically within 30 days of the receipt thereof. The Carrier shall indicate in its acknowledgment to the claimant what, if any, additional documentary evidence or other pertinent information may be required by it further to process the claim as its preliminary examination of the claim, as filed, may have revealed.</p> <p>Carrier shall at the time each claim is received create a separate file and assign thereto a successive claim file number and note that number on all documents filed in support of the claim and all records and correspondence with respect to the claim, including the acknowledgment of receipt. At the time such claim is received, Carrier shall cause the date of receipt to be recorded on the face of the claim document, and the date of receipt shall also appear in Carrier's acknowledgment of receipt to the claimant. Carrier shall also cause the claim file number to be noted on the shipping order, if in its possession, and the delivery receipt, if any, covering such shipment, unless Carrier has otherwise established an orderly and consistent internal procedure for assuring:</p> <ol style="list-style-type: none"> (1) That all information contained in shipping orders, delivery receipts, tally sheets, and all other pertinent records made with respect to the transportation of the shipment on which claim is made, is available for examination upon receipt of a claim; (2) That all such records and documents (or true and complete reproductions thereof) are in fact examined in the course of the investigation of the claim (and an appropriate record is made that such examination has in fact taken place); and (3) That such procedures prevent the duplicate or otherwise unlawful payment of claims. 	<p align="center">1005</p>
<p align="center"><u>LOSS/DAMAGE CLAIMS, INVESTIGATION OF</u></p> <p>Prompt Investigation: Each loss, damage, etc. claim filed with Carrier in the manner prescribed herein shall be promptly and thoroughly investigated if investigation has not already been made prior to Carrier's receipt thereof.</p> <p>Supporting Documentation: When a necessary part of an investigation and/or when requested by Carrier, each claim shall be supported by the original bill of lading, evidence of the freight charges, if any, and either the original invoice, a photographic copy of the original invoice, or an exact copy thereof or any extract made therefrom, certified by the claimant to be true and correct with respect to the goods and value involved in the claim; or certification of prices or values, with trade or other discounts, allowance, or deductions, of any nature whatsoever and the terms thereof, or depreciation reflected thereon; Provided, however, that where goods involved in a claim has not been invoiced to Consignee shown on the bill of lading or where an invoice does not show price or value, or where the property involved has been sold, or where the property has been transferred at bookkeeping values only, Carrier shall, before voluntarily paying a claim, require the claimant to establish the destination value in the quantity, shipped, transported, or involved; Provided, further, that when supporting documents are determined to be a necessary part of an investigation, the supporting documents are retained by Carriers for possible inspection by applicable federal agencies.</p> <p>Verification of loss: When an asserted claim for loss of an entire shipment cannot be otherwise authenticated upon investigation, Carrier shall obtain from Consignee a certified statement in writing that the goods for which the claim is filed has not been received from any other source.</p>	<p align="center">1007</p>
<p> </p>	
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p align="center">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>LOSS/DAMAGE CLAIMS, DISPOSITION OF</u></p> <p>Subject to the further provisions of this tariff, Carrier, upon receipt of a loss, damage, etc. claim as required herein, shall pay, decline, or make a firm compromise settlement offer in writing or electronically to the claimant within 120 days after receipt of the claim by the Carrier; Provided, however, that, if the claim cannot be processed and disposed of within 120 days after the receipt thereof, Carrier shall at that time and at the expiration of each succeeding 60-day period while the claim remains pending, advise the claimant in writing or electronically of the status of the claim and the reason for the delay in making final disposition thereof and it shall retain a copy of such in its claim file.</p>	<p>1009</p>
<p style="text-align: center;"><u>LOSS/DAMAGE CLAIMS, PROCESSING OF SALVAGE</u></p> <p>Whenever goods are alleged to have suffered loss, damage, etc. and as a consequence thereof not delivered or rejected or refused upon tender thereof to the owner, Consignee, or person entitled to receive such, Carrier, after giving due notice, whenever practicable to do so, to the owner and other parties that may have an interest therein, and unless advised to the contrary after giving such notice, shall undertake to sell or dispose of such goods directly or by salvage agent. Carrier shall only dispose of the goods in a manner that will fairly and equally protect the best interests of all persons having an interest therein and shall make an itemized record sufficient to identify the goods involved so as to be able to correlate it to the shipment or transportation involved, and claim, if any, filed thereon. Carrier also shall assign to each lot of such property a successive lot number and note that lot number on its record of shipment and claim, if any claim is filed thereon.</p> <p>Whenever disposition of salvage goods shall be made directly to an agent or employee of Carrier or through a salvage agent or company in which Carrier or one or more of its directors, officers, or managers has any interest, financial or otherwise, Carrier's salvage records shall fully reflect the particulars of each such transaction or relationship, or both, as the case may be.</p> <p>Upon receipt of a claim on a shipment on which salvage has been processed in the manner prescribed in this section, Carrier shall record in its claim file thereon the lot number assigned, the amount of money recovered, if any, from the disposition of such property, and the date of transmittal of such money to the persons lawfully entitled thereto.</p>	<p>1011</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>OVERCHARGE CLAIMS, CONDITIONS PRECEDENT</u></p> <p>The following are condition precedents to recovery against Carrier with respect to any overcharge claim, whether for overcharge, duplicate payment, overcollection or otherwise:</p> <ol style="list-style-type: none"> 1. Shipper must contest the original bill or subsequent bill within 180 days of its receipt thereof in order to have the right to contest such charges. 2. Suit against Carrier must be filed within 18 months after such claim accrues, or within 3 years after such claim accrues in the event the claimant has filed its claim with the Surface Transportation Board 3. The time limitations set forth in paragraph 2, above, shall be extended 6 months if Carrier rejects the claim and 9 months if Carrier has separately sued with respect to the same transportation service. 	1100
<p style="text-align: center;"><u>OVERCHARGE CLAIMS, FILING OF</u></p> <p>A overcharge claim, whether for overcharge, duplicate payment, overcollection or otherwise, shall not be paid unless filed in writing with the Carrier that collected the freight and other transportation charges. The collecting Carrier shall be the Carrier to process all such claims. When claim is filed with another Carrier participating in the transportation, that Carrier shall transmit the claim to the collecting Carrier within 15 days after receipt of the claim. If the collecting Carrier is unable to dispose of the claim for any reason, the claim may be filed with or transferred to any participating Carrier for final disposition.</p> <p>A single claim may include more than one shipment provided the claim on each shipment involves:</p> <ol style="list-style-type: none"> (1) the same tariff issue or authority or circumstances; (2) single line service by the same Carrier; or (3) service by the same interline Carriers. 	1103
<p style="text-align: center;"><u>OVERCHARGE CLAIMS, DOCUMENTATION OF</u></p> <p>(a) Overcharge claims shall be accompanied by sufficient information to allow Carrier to conduct an investigation and pay or decline the claim within the time limitations set forth herein. Claims shall include the name of the claimant, its file number, if any, and the amount of the refund sought to be recovered, if known.</p> <p>(b) Except when the original freight bill is not a paper document but is electronically transmitted, claims for overcharge shall be accompanied by the original freight bill. Additional information may include, but is not limited to, the following:</p> <ol style="list-style-type: none"> (1) the rate, classification, or commodity description or weight claimed to have been applicable; (2) complete tariff authority for the rate, classification, or commodity description claimed; (3) freight bill payment information; and (4) other documents or data which is believed by claimant to substantiate the basis for its claim. <p>(c) Claims for duplicate payment and overcollection shall be accompanied by the original freight bill(s) for which charges were paid (except when the original freight bill is not a paper document but is electronically transmitted) and by freight bill payment information.</p> <p>(d) Regardless of the provisions of paragraphs (a), (b), and (c) above, the failure to provide sufficient information and documentation to allow a Carrier to conduct an investigation and pay or decline the claim within the allowable time limitation shall not constitute grounds for disallowance of the claim. Rather, the Carrier shall comply with Item 1105 to obtain the additional information required.</p> <p>(e) Carrier shall accept copies instead of the original documents required to be submitted in this Item where Carrier is furnished with an agreement entered into by the claimant which indemnifies Carrier for subsequent duplicate claims which might be filed and supported by the original documents.</p>	1104
<p>ISSUED: March 1, 1995 EFFECTIVE:</p>	
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

RULES	ITEM
<p align="center"><u>OVERCHARGE CLAIMS, INVESTIGATION OF</u></p> <p>(a) Upon receipt of a overcharge claim, whether written or otherwise, the processing Carrier shall promptly initiate an investigation and establish a file, as set forth in Item 1106.</p> <p>(b) If Carrier discovers an overcharge, duplicate payment, or overcollection which has not been the subject of a claim, it shall promptly initiate an investigation and comply with the provisions in Item 1109.</p> <p>(c) In the event Carrier processing the claim requires information or documents in addition to that submitted with the claim, it shall promptly notify the claimant and request the information required. This includes notify the claimant that a written or electronically transmitted claim must be filed before the Carrier becomes subject to the time limits for settling such a claim under Item 1108.</p>	1105
<p align="center"><u>OVERCHARGE CLAIMS, RECORD OF</u></p> <p>At the time a claim is received, Carrier shall create a separate file and assign it a successive claim file number and note that number on all documents filed in support of the claim and all records and correspondence with respect to the claim, including the written or electronic acknowledgment of receipt required under Item 1107. If pertinent to the disposition of the claim, Carrier shall also note that number on the shipping order and delivery receipt, if any, covering the shipment involved.</p>	1106
<p align="center"><u>OVERCHARGE CLAIMS, ACKNOWLEDGEMENT OF</u></p> <p>Upon receipt of a written or electronically transmitted claim, Carrier shall acknowledge its receipt in writing or electronically to the claimant within 30 days after the date of receipt except when Carrier shall have paid or declined in writing or electronically within that period. Carrier shall include the date of receipt in its written or electronic claim which shall be placed in the file for that claim.</p>	1107
<p align="center"><u>OVERCHARGE CLAIMS, DISPOSITION OF</u></p> <p>The processing Carrier shall pay, decline to pay, or settle each written or electronically communicated claim within 60 days after its receipt by that Carrier, except where the claimant and said Carrier agree in writing or electronically to a specific extension based upon extenuating circumstances. If said Carrier declines to pay a claim or makes settlement in an amount different from that sought, it shall notify the claimant in writing or electronically of the reason(s) for its action, citing tariff authority or other pertinent information developed as a result of its investigation.</p>	1108

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

RULES	ITEM
<p style="text-align: center;"><u>UNIDENTIFIED PAYMENTS</u></p> <p>Carrier shall have an established procedure for identifying and properly applying all unidentified payments. If Carrier does not have sufficient information with which properly to apply such a payment, it shall notify the payor of the unidentified payment within 60 days of receipt of the payment and request information which will enable it to identify the payment. If Carrier does not receive the information requested within 90 days from the date of the notice, it may treat the unidentified payment as a payment in fact of freight charges owing to it. Following the 90-day period, the regular claims procedure under this part shall be applicable.</p> <p>Notice under this Item shall be in writing and clearly indicate that it is a final notice and not a bill. Notice shall include: check number, amount, and date; the payor's name; and any additional basic information Carrier is able to provide.</p> <p>The final notice also must inform payor that: (i) Applicable regulations allow Carrier to conditionally retain the payment as revenue in the absence of a timely response by the payor; and (ii) following the 90-day period the regular claims procedure shall be applicable.</p> <p>Upon Carrier's receipt of information from the payor, Carrier shall, within 14 days: (i) make a complete refund of such funds to the payor; or (ii) notify the payor that the information supplied is not sufficient to identify the unapplied payment and request additional information; or (iii) notify the payor of Carrier's determination that such payment was applicable to particular freight charges lawfully due. Where no refund is made by Carrier, Carrier shall advise the payor of its right to file a formal claim for refund in accordance with the regular claims procedures set forth in this tariff.</p> <p>When a Carrier which participates in a transportation movement, but did not collect the transportation charges, finds that an overpayment has been made, that Carrier shall immediately notify the collecting Carrier. When the collecting Carrier (when single or joint line haul) discovers or is notified by such a participating Carrier that an overcharge, duplicate payment, or overcollection exists for any transportation charge which has not been the subject of a claim, the Carrier shall create a file as if a claim had been submitted and shall record in the file the date it discovered or was notified of the overpayment. The Carrier that collected the charges shall then refund the amount of the overpayment to the person who paid the transportation charges or to the person that made duplicate payment within 30 days from the date of such discovery or notification.</p>	<p>1109</p>
<p>ISSUED: March 1, 1995</p>	<p>EFFECTIVE:</p>
<p style="text-align: center;">For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	

LTI, INC.

SECTION 2

CLEANING CHARGES

This Section contains rules and charges governing cleaning, environmental affairs, tank cleaning, waste treatment and waste disposal.

CLEANING CHARGES	ITEM						
<p style="text-align: center;">CLEANING: ENVIRONMENTAL AFFAIRS, TANK CLEANING, WASTE TREATMENT AND WASTE DISPOSAL CHARGES</p> <p>Except as provided in connection with specific rates, Items, Pages and Notes 1 through 7 herein, the charges in this Section apply per shipment for environmental affairs, tank cleaning, waste treatment, and waste disposal of product heel and wash water when a vehicle has been used for the transportation of commodity named below. These charges are in addition to all other applicable rates and charges.</p> <p>NOTE 1: The charges provided herein do NOT apply to shipments moving in vehicles subject to the "Exclusive Use of Vehicle" provisions of this Tariff, or when moving in Shipper-provided trailers except when, at the request of the consignor, consignee and/or owner of the trailer, cleaning and the disposal of resultant heels and wash water is required.</p> <p>NOTE 2: The charges provided herein do NOT apply when the shipper is in a position to utilize the tank vehicle in immediate and continuous service transporting the same or a compatible commodity without interior cleaning and disposal of resultant heels and wash water, except the cleaning and disposal charge will be applicable to the last load transported.</p> <p>NOTE 3: The charges provided in this Section do NOT apply when the consignor or consignee cleans carrier's trailer and disposes of the resultant product heel and wash water at no cost to carrier. Movement of the trailer to or from such cleaning / disposal site as designated by the consignor or consignee will be subject to the charges in Item 500 (detention of truck and driver, excluding free time allowance) and 525 (equipment, empty, movement of).</p> <p>NOTE 4: When it is requested, and/or the loading requires it, a multi-compartmented (2 or more) tank vehicle issued, an additional charge of \$34.00 will be applicable for each compartment over and above one compartment. On shipments of more than one commodity moving in multi-compartmented trailers, the charges that will apply will be those attributable to the commodity having the highest charges.</p> <p>NOTE 5: The charges for any commodity not listed shall be as follows:</p> <table border="0"> <tr> <td><u>COMMODITY TYPE.....</u></td> <td><u>CHARGE</u></td> </tr> <tr> <td>Liquid.....</td> <td>\$ 183.00</td> </tr> <tr> <td>Dry.....</td> <td>\$ 155.00</td> </tr> </table> <p>NOTE 6: When tank cleaning is performed and costs therefor exceed the charge listed, actual costs will be billed based on a charge of \$66.55 per hour for cleaning and equipment plus cost of materials and heel disposal charges. If an outside vendor performs the cleaning service, such vendor's charges plus ten percent (10%) will be billed.</p> <p>NOTE 7: When carrier is requested by shipper to tender clean, dry, odor free equipment, an additional charge of \$156.00 for cleaning and \$104.00 for drying will apply.</p>	<u>COMMODITY TYPE.....</u>	<u>CHARGE</u>	Liquid.....	\$ 183.00	Dry.....	\$ 155.00	<p style="text-align: center;">2100</p>
<u>COMMODITY TYPE.....</u>	<u>CHARGE</u>						
Liquid.....	\$ 183.00						
Dry.....	\$ 155.00						

(Continued on next page)

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

CLEANING CHARGES	ITEM										
<p style="text-align: center;">CLEANING: (Concluded)</p> <p style="text-align: center;"><u>ENVIRONMENTAL AFFAIRS, TANK CLEANING, WASTE TREATMENT AND WASTE DISPOSAL CHARGES</u></p> <p>In the table of commodities provided in Item 2200:</p> <p>COLUMN "A" Charge is for environmental affairs; tank cleaning, waste treatment, and waste disposal of product heel and washwater.</p> <p>COLUMN "B" Codes are to be used to determine excessive heel disposal charges.</p> <p>Excessive heel charges will be assessed to "Non-Empty" trailers. An empty trailer is defined as having less than one (1) gallon able to drain by gravity in a five minute period. The entire heel from a "Non-Empty" trailer will be assessed the appropriate charge listed below if the tank trailer is cleaned in accordance with the cleaning rules listed above.</p> <p>The following charges apply for heel disposal (charge per gallon). For commodities not listed, use Product Type "E":</p> <p style="text-align: center;"><u>PRODUCT TYPE.....RATE IN DOLLARS AND CENTS PER GALLON</u></p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>A</td> <td style="text-align: right;">\$ 3.45</td> </tr> <tr> <td>B</td> <td style="text-align: right;">\$ 10.30</td> </tr> <tr> <td>C</td> <td style="text-align: right;">\$ 11.45</td> </tr> <tr> <td>D</td> <td style="text-align: right;">\$ 13.75</td> </tr> <tr> <td>E</td> <td style="text-align: right;">\$ 17.15</td> </tr> </table>	A	\$ 3.45	B	\$ 10.30	C	\$ 11.45	D	\$ 13.75	E	\$ 17.15	<p>2100 C O N C L U D E D</p>
A	\$ 3.45										
B	\$ 10.30										
C	\$ 11.45										
D	\$ 13.75										
E	\$ 17.15										

LTI, INC.

CLEANING CHARGES

ITEM

TABLE OF COMMODITY CLEANING CHARGES

COLUMN "A" Charge is for environmental affairs; tank cleaning, waste treatment, and waste disposal of product heel and washwater. Charge is in dollars per Tank vehicle as defined in Item 280.

2200

COLUMN "B" Codes are to be used to determine excessive heel disposal charges. See Item 2100 for charge scale and definition of excessive heel / non-empty trailers.

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Acetaldehyde	144	D	Ammonia	132	B
Acetate Salt Solutions	121	A	Ammonia, aqueous	132	B
Acetic Acid	132	B	Ammonia Bisulfate	132	B
Acetic Acid (Glacial)	132	B	Ammonia Solutions	132	B
Acetic Anhydride	132	D	Ammonium Disulfate	121	A
Acetone	144	D	Ammonium Hydroxide	121	A
Acetone Cyandhydrin	286	D	Ammonium Nitrate Solution	132	B
Acetylene Tetrabromide	144	B	Ammonium Sulfate	121	A
Acrylamide	229	C	Ammonium Sulfide	132	B
Acrylamids	144	A	Ammonium Thiocyanate	132	B
Acrylates (NOI)	201	C	Ammonium Thiosulfate	132	B
Acrylic Acid	132	C	Amyl Alcohol	114	A
Acrylic Emulsions	286	B	Amyl Hydride	132	D
Acrylic Esters	286	B	Anhydrous Hydrogen Chloride	144	D
Acryloid (Coating)	229	C	Anhydrous Isopropanol	113	B
Acrylonitrile	343	E	Aniline Oil	240	E
Actol Polyether	132	C	Animal Fat	160	B
Adhesive	286	C	Animal Feed Supplements	172	A
Adhesive Cement	286	C	Antifreeze Glycol Base	132	B
Adipic Acid	132	A	Antifreeze Methanol Base	132	B
Alcohols (NOI)	132	D	Antiknock Compounds	201	D
Alfol Alcohol	132	B	Aqua Ammonia	121	A
Alkyl Arylpolyether Alcohol	132	D	Arsenic Acid	343	E
Alpha Piccoline	132	D	Benzaldehyde	144	D
Alum	132	B	Benzene and Benzol	201	D
Aluminum Alkyl	172	D	Benzoflex	132	B
Aluminum Chloride Solution	121	A	Benzyl Alcohol	144	B
Aluminum Sulfate	132	B	Benzyl Chloride	229	E
Amberlac	229	D	Benzyl Ether Glycol	132	B
Amines (NOI)	172	C	Bicep	201	C

(Continued on next page)

ISSUED: March 1, 1995

EFFECTIVE:

For explanation of abbreviations and reference marks not explained on this page, see last page.

LTI, INC.

CLEANING CHARGES	ITEM
TABLE OF COMMODITY CLEANING CHARGES	
COLUMN "A" Charge is for environmental affairs; tank cleaning, waste treatment, and waste disposal of product heel and washwater. Charge is in dollars per Tank vehicle as defined in Item 280.	2200 Cont.
COLUMN "B" Codes are to be used to determine excessive heel disposal charges. See Item 2100 for charge scale and definition of excessive heel / non-empty trailers.	

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Bisphenol	144	B	Calcium Stearate	132	A
Black Liquor	144	B	Can Coating	430	A
Blasting Agent	229	A	Can Coating, enamel base	400	E
Bleach	132	B	Can Liner	430	A
Boiler Compounds (NOI)	172	B	Can Liner, enamel base	400	E
Boron Trifluorides	201	E	Caprolactam	160	B
Brake Fluid	132	B	Caprolactone	132	B
Brine	121	A	Carbitol Acetate	132	B
Bromochloroethane	132	B	Carbitol Solvents	172	D
Burring Oil	132	B	Carbon Black	629	A
Butadienes	132	B	Carbon Disulfide	229	D
Butanol	132	D	Carbon Tetrachloride	144	D
Butyl Acetate	132	B	Carbowax	229	B
Butyl Acrylate	201	E	Caustic Soda Liquid	121	A
Butyl Alcohol	114	B	Castor Oil	144	B
Butyl Aldehyde	132	D	Cationic Polyacrylamide	132	A
Butyl Carbinol	121	B	Caustic Beads	121	A
Butyl Cellosolve	132	B	Caustic Potash	121	A
Butyl Cellosolve Acetate	132	D	Cellosolve Acetate	132	B
Butyl Chlorides	132	D	Cements, liquid (NOI)	229	D
Butyl Mercaptan	229	E	Chelating Compounds	132	B
Butyl Oxitol	132	B	Chloraniline	172	C
Butylamine	132	B	Chlorine (aqueous)	201	A
Butylene Glycol	132	D	Chlorodifluoromethane	114	A
Butylene Glycol Phthalate	172	B	Chloroform	144	D
Butylene Oxide	132	D	Chlorosulfonic Acid	183	D
Butylisocyanate	343	D	Chlorothene	144	B
Butylphenols	201	C	Chocolate	144	B
Calcium Bromides	121	A	Choline Chloride	172	A
Calcium Chloride	121	A	Chromium Chloride	201	D

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ISSUED: March 1, 1995	EFFECTIVE:
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LTI, INC.

CLEANING CHARGES

ITEM

TABLE OF COMMODITY CLEANING CHARGES

COLUMN "A" Charge is for environmental affairs; tank cleaning, waste treatment, and waste disposal of product heel and washwater. Charge is in dollars per Tank vehicle as defined in Item 280.

COLUMN "B" Codes are to be used to determine excessive heel disposal charges. See Item 2100 for charge scale and definition of excessive heel / non-empty trailers.

**2200
Cont.**

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Clay Slurry	286	A	Defoaming Compounds, oil based, emulsified oil and not less than 50% by weight of water	229	E
Cleaning Compound (NOI)	229	B	Deicing Fluid	132	B
Coal Slurry	172	A	Denatured Alcohol	114	B
Coal Tar	686	B	Detergent	132	B
Coal Tar Dyes	343	B	Dextrin	144	A
Coatings (NOI)	286	D	Diacetone Alcohol	144	B
Coatings, Synthetic Resin	430	A	Dibutyl Phthalates	144	B
Coconut Oil	144	B	Dibutylamine	160	B
Colloidal Silica	172	A	Dichloroaniline	172	E
Cooking Oil Liquor	132	B	Dichlorobenzene	172	D
Copper Sulfate	132	A	Dichlorodifluoromethane	144	C
Copper Sulfite Solution	132	A	Dichloroethane	212	D
Corn Oil	144	B	Dichlorophenoxyacetic Acid	343	C
Corn Starch	144	B	Dichloropropane	172	D
Corn Syrup	77	B	Didicyclopentadiene	172	D
Cotton Defoliant	132	C	Diethanolamine	144	B
Cotton Softener	172	B	Diethyl Ether	114	A
Cottonseed Oil	172	B	Diethylbenzene	172	B
Cough Syrup	144	A	Diethylene Ether	172	B
Creosote Oil	201	B	Diethylene Glycol	132	B
Cumene	229	D	Diethylene Glycol Amine	144	B
Cumene Hydroperoxide	172	D	Diethylene Triamine	144	C
Cutting Oils	132	B	Diisobutyl Phthalate	172	B
Cylohexane	132	D	Diisocyanate	343	E
Cylohexylamine	144	D	Dimethyl Ether	114	A
Cylohexanol	144	D	Dimethyl Sulfate	229	E
Cylohexanone	144	D	Dimethyl Sulfide	229	D
Decanted Oil	132	B	Dimethyl Sulfoxide	144	B
Dectyl Octyl Methacrylate	229	D	Dimethylacetamide	144	D
Defoaming Compound, water soluble	121	B	Dimethylamine	132	B

(Continued on next page)

ISSUED: March 1, 1995

EFFECTIVE:

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LTI, INC.

CLEANING CHARGES

ITEM

TABLE OF COMMODITY CLEANING CHARGES

COLUMN "A" Charge is for environmental affairs; tank cleaning, waste treatment, and waste disposal of product heel and washwater. Charge is in dollars per Tank vehicle as defined in Item 280.

COLUMN "B" Codes are to be used to determine excessive heel disposal charges. See Item 2100 for charge scale and definition of excessive heel / non-empty trailers.

**2200
Cont.**

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Dimethylformamide	132	C	Epichlorohydrin	172	D
Dimethylformate	132	C	Epon - Epoxy Resin	201	D
Dimethylterephthalate	372	B	Ester Gums	343	D
Diocetyl Azelate	133	B	Ethanol	114	B
Diocetyl Phtalate	144	B	Ethers (NOI)	144	D
Diocetyl adipate	132	B	Ethoxy Triglycol	132	B
Dioxane	201	E	Ethoxylated Fatty Alcohol	132	B
Dipentene	172	D	Ethyl Acetate	132	B
Diphenylmethanes	132	E	Ethyl Acrylate	201	B
Dipropylene Glycol	132	B	Ethyl Alcohol	114	B
Disinfectants (NOI)	132	B	Ethyl Antiknock Compounds	201	D
Divinylbenzene	132	D	Ethyl Benzenes	144	D
Di-Isobutyl Ketone	132	D	Ethyl Chloride	132	D
DMAC	144	D	Ethyl Hexanol	132	D
DMT	372	B	Ethyl Hexyl Acetate	132	B
Dodecylbenzene	172	D	Ethyl Hexyl Acrylate	201	E
DOP	144	B	Ethylamine	144	D
Dowanols	132	B	Ethylcyanoacetate	132	B
Dowtherms (NOI)	172	B	Ethylene Cyanohydrin	132	B
Drilling Muds	572	A	Ethylene Diamine	144	D
Dry Chemicals, (NOI)	183	C	Ethylene Dibromide	286	D
Dry Plastic Pellets, colored	132	A	Ethylene Dichloride	229	D
Dry Plastic Pellets, colorless	132	A	Ethylene Glycol	132	B
Dry Resins (NOI)	132	A	Ethylhexanal (2)	172	D
Dry Sugar	132	A	Ethylhexic Acid (2)	132	C
Dyes (non-oil base)	201	A	Ethylpolysilicate	132	B
Dyes (oil base)	343	D	Fabric Softeners	172	B
Emulsion (water base)	172	A	Fats (NOI)	160	B
Emulsions - Airflex	172	A	Fatty Acid	160	B
Enamels	286	D	Fatty Acid Esters	132	B

(Continued on next page)

ISSUED: March 1, 1995

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LTI, INC.

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**2200
Cont.**

COLUMN "B" Codes are to be used to determine excessive heel disposal charges. See Item 2100 for charge scale and definition of excessive heel / non-empty trailers.

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Fatty Alcohol	132	B	Glyceride	132	B
Feed Supplements	172	B	Glycerin	132	B
Fermentation Alcohol	114	B	Glycol	132	B
Ferric Chloride	132	B	Glycol Butyl Ether	132	B
Ferric Nitrate	132	B	Glycol Di-Acetate	132	B
Ferrous Chloride Solution	132	B	Glyoxal	132	B
Ferrous Sulfate	132	B	Glysterol Monoleate	132	B
Fertilizer, liquid, NOI	132	B	Greases	286	B
Fish Oil	172	B	Green Liquor	132	B
Flame Retardine Agents	132	B	Hazardous Waste	Actual	Actual
Flexol Plasticizer	132	B	Heat Transfer Agents (NOI)	132	B
Flexon	201	A	Heavy Absorption Oil	160	B
Flour	100	A	Heptane	121	D
Fludsilicic Acid	172	D	Heptanoic Acid	132	B
Fly Ash	132	A	Herbicides	201	C
Food Grade (NOI)	144	A	Hexamethylene	132	B
Formaldehyde	172	D	Hexane	121	D
Formaldehyde Resins	201	D	Hexanedioic Acid	132	A
Formaldehyde Liquor	172	D	Hexanediols	172	B
Formamides	132	B	Hexanoic Acid	144	B
Formic Acids	132	B	Hexanol	132	B
Foundry Core Compounds	132	D	Hexyl Cellosolve	132	B
Fuel Additive	201	B	Hexyl Methyl Diamine	144	D
Fungicides	201	C	Hexylene	132	D
Furfural	144	D	Hexylene Glycol	132	B
Furfural Alcohol	144	D	Honey	77	B
Gas Additive	201	B	Hydraulic Oils	132	B
Gas Additive (poisonous)	229	E	Hydrazines	201	E
Glacial Acrylic Acid	132	A	Hydrobromic Acid	132	B
Glue & Liquid Glue	286	C	Hydrochloric Acid	132	B

(Continued on next page)

ISSUED: March 1, 1995

EFFECTIVE:

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LTI, INC.

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**2200
Cont.**

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Hydrofluorosilicic Acid	132	D	Lacquer Sealer	343	D
Hydrofluoroic Acid	160	E	Lacquer Thinner	132	D
Hydrogen Bromide	132	B	Lactic Acids	132	B
Hydrogen Chloride	132	B	Lanolin	172	B
Hydrogen Peroxide	132	D	Lard	160	B
Hydroxyacetic Acid	132	B	Latex (natural)	286	A
Hydroxypropylacrylate	172	D	Lauryl Alcohol	144	B
Hypochlorite Solutions	132	B	Lignin Liquor	132	B
Inedible Tallow	343	B	Lime Slurry	286	A
Ink Printing	286	C	Lime (all types)	132	A
Inks (oil base)	343	D	Linseed Oil	172	B
Inks (water base)	201	B	Liquid Alum	132	B
Insecticide (NOI)	212	C	Liquid Chemical (NOI)	183	D
Insecticide Poison B	240	E	Liquid Plastics	224	B
Isobutanol	114	B	Liquid Soap	132	B
Isobutyl Acetate	132	B	Liquid Sugar	72	A
Isobutylene	132	D	Lithium Bromide	132	F
Isobutyral Aldehyde	160	D	Lubricating Oil Additive	212	B
Isocyanates	343	E	Magna-Floc 573C	201	A
Isophorone	172	D	Magna-Floc E1125	430	A
Isopropanol	114	B	Magna-Floc 1128	430	A
Isopropyl Acetate	132	B	Magna-Floc 1342A	201	A
Isopropyl Alcohol	114	B	Magna-Floc 1515C	114	A
Isopropyl Chloroformate	343	E	Magna-Floc 1555C	430	A
Isopropylamine	144	B	Magna-Floc 1594C	277	A
Iso-Octanol	132	D	Magna-Floc 1820A	201	A
Jet Fuel Additive	132	B	Magna-Floc 1849C	277	A
Juice Edible (all NOI)	132	A	Magna-Floc 2535CH	148	A
Kerosene	160	D	Magna-Floc 2540C	201	A
Lacquer	286	D	Magna-Floc 5555C	430	A

(Continued on next page)

ISSUED: March 1, 1995

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LTI, INC.

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**2200
Cont.**

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Magna-Floc S5595	430	A	Methyl Pyrrolidone	132	B
Magnesium Chloride	121	A	Methyl Teritary Butyl Ether	132	B
Magnesium Hydroxide	121	A	Methylcyclopentadienes	132	D
Magnesium Sulfate	132	B	Methylene Bromide	144	D
Magnetite	172	A	Methylene Chloride	144	D
Magni-Floc Excel	201	A	Methlstyrene	144	D
Magni-Floc 509	144	A	Mineral Oils (NOI)	172	B
Magni-Floc 1820A	201	A	Mineral Spirits	160	D
Malathion	229	C	Mixed Acids (NOI)	172	B
Maleic Anhydride	160	E	Molasses	144	A
Malt	132	A	Monochlorodifluoromethane	132	D
Manganese Slurry	343	A	Monochloriacetic Acid	240	B
Mdi	343	E	Monochloribenzene	149	D
Mea	144	B	Monochloroethane	132	D
Mek	144	D	Monoethanolamine	144	B
Melamine	132	B	Monofluorotrichloromethane	144	D
Mercaptan	229	E	Monoisopropanolamine	121	B
Methacrylic Acids	132	B	Monomethylamines	144	B
Methanol	114	D	Morpholine	149	B
Methoxy Propanol	132	D	Muriatic Acid	132	B
Methyl Acrylate	201	E	Naphta	160	D
Methyl Alcohol	114	D	Naphtenic Acids	132	B
Methyl Amyl Alcohol	132	D	Napthlene	172	E
Methyl Cellusolv Acetate	132	B	Neutral Grain Spirits	172	B
Methyl Cyanide	172	E	Nitric Acid	240	D
Methyl Ethyl Ketone	144	D	Nitric Acid (red fuming)	286	D
Methyl Formate	121	D	Nitrobenzene	240	D
Methyl Isobutyl Ketones	144	D	Nitrogen Fertilizers	172	B
Methyl Laurate	144	B	Nitromethane	172	D
Methyl Methacrylate	201	E	Nitropropane	132	D

(Continued on next page)

ISSUED: March 1, 1995

EFFECTIVE:

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LTI, INC.

CLEANING CHARGES	ITEM
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PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Nitrotoluenes	172	C	Piperazine	132	C
Nonyl Phenol	132	B	Pitch	686	B
Non-Hazardous Waste	Actual	Actual	Plastic, liquid	224	D
Oil Additive	212	B	Plastic, dry	132	A
Oil Base Defoaming Compounds	144	A	Plastic Liquids (NOI)	224	D
Oils (NOI)	201	B	Plastic Materials (NOI) (liquids)	224	D
Oils Vegetable	144	B	Plastic Pellets (dry), colored	132	A
Oleic Acid	132	B	Plastic Pellets (dry), colorless	132	A
Oleums	172	D	Plasticizers	172	B
Paint	286	D	Poison	258	B
Palm Oils	172	B	Polyol	144	A
Paraffin Wax	172	B	Poly Oxy Ethylene Ether	172	D
Pentachlorophenol	343	E	Polybutylene	172	B
Pentadienes	132	D	Polyethylene Glycol	132	B
Perchloroethanes	144	D	Polyglycols	132	B
Perchloroethylene	144	D	Polygrease	286	B
Pesticides	212	C	Polyols	172	B
Petrolatums	172	B	Polyoxethylene	172	B
Petroleum Wax	172	B	Polyoxpropylene Glycols	172	B
Phenol	258	E	Polypropylene Glycol	229	B
Phenolic Resins	229	D	Polysiloxanes	172	D
Phenylenediamines	172	B	Polyvinyl Acetate Emulsion	172	B
Phosphoric Acid	132	B	Polyvinyl Chloride (PVC)	132	B
Phosphorous Oxychloride	144	D	Potassium Hydroxide	121	A
Phosphorous Pentachlorides	229	E	Potassium Phosphate	121	A
Phosphorus Trichloride	172	E	Potassium Silicates	144	A
Phthallic Anhydride	343	B	Potassium Sulfites	132	A
Picolines	132	D	Process Oil	160	B
Pine Oil	172	B	Propionaldehyde	132	D
Pine Tar	172	B	Propionic Acids	132	D

(Continued on next page)

ISSUED: March 1, 1995	EFFECTIVE:
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LTI, INC.

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**2200
Cont.**

COLUMN "B" Codes are to be used to determine excessive heel disposal charges. See Item 2100 for charge scale and definition of excessive heel / non-empty trailers.

PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Propyl Acetate	132	B	Rosin	172	B
Propyl Alcohol	132	B	Rosin Sizings	172	B
Propylene Dichloride	229	D	Rubber Process Oil	229	B
Propylene Glycol	132	B	Rubber Solutions (NOI)	201	A
Propylene Oxide	132	D	Rust Preventative Solutions	144	B
PVC	132	B	Salad Oil	144	B
Pyridine	132	B	Salt Brine	121	A
Quenching Oil	132	B	Salt Solution	121	A
Quicklime	132	A	Salt Water	121	A
Rayon Softener (flam)	132	D	Santo-Res	144	A
Red Oil	132	B	Shortenings	172	B
Refined Fat	160	B	Silicates (NOI)	172	A
Refined Soybean Oil	144	B	Siloxanes	172	B
Refined Tall Oil	132	B	Sizings (NOI)	144	A
Resin (acrylic)	286	D	Slurries (NOI)	343	A
Resin (alkyd)	258	D	Slurry (NOI)	343	A
Resin (emulsion)	172	A	Soap	132	B
Resin, Melamine	144	A	Soda Ash	132	A
Resin, Melamine Formaldehyde	144	A	Sodium Aluminate Liquid	132	B
Resin (phenolic)	229	D	Sodium Arsenate	286	E
Resin, Polyacrylamide	144	A	Sodium Bichromate	201	D
Resin, Polyamine	144	A	Sodium Bisulfite	132	B
Resin, Polyurethane	430	A	Sodium Bromide Solutions	121	B
Resin (polyester)	201	D	Sodium Chlorate	121	D
Resin (synthetic)	286	D	Sodium Chromate	201	D
Resin, Urea Formaldehyde	144	A	Sodium Formate Solution	121	B
Resin (epoxy)	286	D	Sodium Hydrogen Sulfite	132	B
Resin Liquid (NOI)	286	D	Sodium Hydrosulfide	172	B
Rhoplexes	201	A	Sodium Hydroxide Liquid	121	A
Roof Pitch (tar)	686	B	Sodium Hypochlorite	132	D

(Continued on next page)

ISSUED: March 1, 1995

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LTI, INC.

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PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Sodium Metabisulfite	132	B	Surfactants	132	B
Sodium Methylate	132	D	Sweeteners, other than corn	72	A
Sodium Nitrates	144	A	Synthetic Resins (NOI)	286	D
Sodium Nitrites	144	A	Synthetic Rubber (NOI)	286	D
Sodium Phosphates	132	A	Syrup	172	A
Sodium Silicate	132	A	Syrup, corn	77	B
Sodium Sulfate	144	B	Tall Oil, refined	132	B
Sodium Sulphhydrates	172	B	Tallow	217	B
Sodium Sulfite	132	B	Tanning Oil	132	B
Sodium Tripolyphosphates	132	B	Tar	686	B
Sorbitol	172	A	Tar Oil	172	B
Soybean Oil, refined	144	B	TDI (toluene diisocyanates)	343	E
Spent Lactam	160	B	Telone	172	C
Starch (dry)	132	B	Terephthalic Acid	132	B
Starch (liquid)	144	B	Terbitol	132	B
STP	144	B	Tetra Ethyl Lead	132	E
Styrene	172	D	Tetra Potassium Pyrophosphate	132	B
Styrene Monomer	172	D	Tetrachloroethane	144	D
Succinic Anhydride	172	B	Tetrachloroethylene	144	D
Sucrose	144	A	Tetraethylenepentamine	132	B
Sugar, dry	144	A	Tetrahydrofurans	172	D
Sugar, liquid	72	A	Textile Softeners	172	B
Sulfonic Acids	132	B	Thinner	160	D
Sulfonic Cleaning Compounds	132	B	Thionyl Chlorides	172	D
Sulfuric Acid	144	B	Titanium Dioxide Slurry	343	A
Sulfuryl Chloride	132	B	Toluene	144	D
Sulphur Dioxide	132	B	Toluene 2, 4-Diamine	172	D
Sulphur Trioxide	172	B	Toluene Di-Isocyanate	343	E
Super-Floc 315	144	A	Toluene Sulfonic Acid	172	B
Super-Floc	286	A	Toluidines	132	C

(Continued on next page)

ISSUED: March 1, 1995	EFFECTIVE:
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PRODUCT NAME	COLUMN A	COLUMN B	PRODUCT NAME	COLUMN A	COLUMN B
Toluol	144	D	Waste (non-hazardous)	Actual	Actual
Toxaphene	229	C	Water, potable	72	A
Transformer Oil	172	B	Water Treating Compound (NOI)	144	A
Trichloroethane	144	D	Waxes	172	B
Trichloroethylene	144	D	Weed Killer (NOI)	201	C
Triethanolamine	144	B	Windshield Washer Compounds	132	B
Triethylene Glycol	132	B	Wines	144	A
Trimethylacetate	132	B	Wire Enamels & Coatings	286	D
Turpentine, crude	160	D	WMP 1202	430	A
Urea 101 (fertilizer)	132	B	Wolmanacs	172	C
Urethane	286	D	WTC (polymer)	Actual	A
Varnishes (all types)	286	D	Xylene	144	D
Varsol	132	D	Xylenol	132	D
Vegetable Oil	144	B	Xylidine	144	D
Versene	132	D	Xylol	132	D
Vinegar	144	A	Zinc Chloride	132	D
Vinyl Acetate Monomer	258	D	Zinc Sulfate Solution	132	A
Vinyl Chloride	286	E			
Vinyl Toluene	144	D			
Waste (hazardous)	Actual	Actual			

ISSUED: March 1, 1995

EFFECTIVE:

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LTI, INC.

EXPLANATION OF ABBREVIATIONS

AQ -----any quantity	LTL ----- Less Than Truck Load
C. -----One Hundred Pounds	M. ----- Thousand
CL -----containerload	MAX. ----- Maximum
C.O.D. -----Collect on Delivery	(N) -----Northbound
Conc. ----- Concluded	MIN. ----- Minimum
Cont. ----- Continued	NOS -----Not Otherwise Specified in This Tariff
Cwt. Cents per Hundredweight / Cents per 100 Pounds	PUCO ----- Public Utility Commission of Oregon
F.C.C.O.D. ----- Freight Charges Collect on Delivery	REV. -----Revision
Hwy. ----- Highway	(S) ----- Southbound
ICC ----- Interstate Commerce Commission	SL&C -----Shipper's Load and Count
Incl. ----- Inclusive	TL ----- Truckload
Jct. -----Junction	Viz. ----- Namely
LBS. -----Pounds	Vol. ----- Volume
LCL ----- Less Than Container Load	Wt. ----- Weight

EXPLANATION OF REFERENCE MARKS USED IN TARIFF

◆ ----- Reduction	s -----Denotes changes in wording which result in neither increases nor reductions in charges
◆ ----- Increase	● ----- No Increase
§ ----- Addition	& -----And / Also

EXPLANATION OF ABBREVIATED STATE AND PROVINCE DIVISIONS

STATE / PROVINCE	ABBREVIATION	DESCRIPTION
California - N	CA-N	Points in California NORTH of San Louis Obispo, Kern, San Bernardino, and Inyo Counties.
California - S	CA-S	Points in California IN and SOUTH of San Louis Obispo, Kern, San Bernardino, and Inyo Counties.
Colorado – 1	CO-1	Points in Colorado located IN Adams, Arapahoe, Boulder, Denver, Douglas, El Paso, Jefferson, Larimer, Otero, Pueblo and Weld Counties.
Colorado – 2	CO-2	Points in Colorado NOT located IN Adams, Arapahoe, Boulder, Denver, Douglas, El Paso, Jefferson, Larimer, Otero, Pueblo and Weld Counties.
Florida – N	FL-N	All points in Florida located ON and NORTH of State Hwy. 40.
Florida – S	FL-S	All points in Florida located SOUTH of State Hwy. 40.
Texas – E	TX-E	All points in Texas located ON and EAST of a line South from the OK-TX line on U.S. Hwy. 283 to Brady, thence U.S. Hwy. 87 to San Antonio, thence U.S. Hwy. 181 to the Gulf of Mexico.
Texas - W	TX-W	All points in Texas located WEST of a line South from the OK-TX line on U.S. Hwy. 283 to Brady, thence U.S. Hwy. 87 to San Antonio, thence U.S. Hwy. 181 to the Gulf of Mexico.

ISSUED: March 1, 1995

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