

TOTE Maritime Alaska, LLC.

MC 144475



RULES AND REGULATIONS TARIFF NO. 101-A

RATES AND PROVISIONS NAMED IN THIS TARIFF ARE APPLICABLE ONLY WHERE SPECIFIC REFERENCE IS MADE HERETO

FOR GOVERNING PUBLICATIONS SEE ITEM 100

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ORIGINAL TITLE PAGE EFFECTIVE: NOVEMBER 29, 2015

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

Supplement No. 10 contains all changes

# TOTE Maritime Alaska, LLC.

MC 144475



SUPPLEMENT NO. 10

TO

RULES AND REGULATIONS TARIFF NO. 101-A

**(A) INCREASE IN RATES AND CHARGES**

Rates and charges in this tariff are hereby increased  
As provided for in this supplement.

All provisions of this supplement expire with November 7, 2026  
Unless sooner cancelled, changed or extended.

(concluded on following page)

Form of publication authorized under 49 CFR 1312.5 (b)

ISSUED:                   OCTOBER 10, 2025

EFFECTIVE:               NOVEMBER 9, 2025

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

Except as otherwise specifically provided, all rates and charges set forth in this tariff will be subject to an increase of 5.75% as follows: (See NOTES 1,2,3,4,5,6 and 7)

First determine the rate or charge which would apply except for this Supplement, then increase the rate or charge so determined as provided in this Supplement.

NOTE 1: Increases published in this Supplement will also apply to rates and charges issued subsequent to this Supplement, make subject to this Supplement, effective on date provided therein.

NOTE 2: Where a through rate is made by combining two or more factors, each is increased separately under the provisions of this item and the applicable through rate is the total of the combined factors.

NOTE 3: Where rates or charges are published in dollars and cents, apply the equivalent in cents.

NOTE 4: Except as indicated in NOTE 7, to determine a rate or charge increased under this Supplement, first determine the applicable rate or charge, then increase that rate or charge by 5.75%. To arrive at such increased rate or charge, multiply rate or charge by 1.0575. Fractions of less than ½ cent will be dropped. Fractions of ½ cent or more will be increased to the next whole cent.

NOTE 5: Rates made by addition or deduction of arbitraries:  
Where a through rate for line-haul transportation is made by addition or deduction of an arbitrary, the provisions of this Supplement shall first be applied to the rate and to the arbitrary before the addition or deduction of such arbitrary is made.

NOTE 6: Reference to Tariffs, Items, Notes, Rules, etc.  
Where reference is made in the supplement to Tariffs, Items, Notes, Rules, etc., it is understood that such reference is continuous and includes supplements to or successive issues of such tariff and subsequent issues of such Items, Notes, Rules, etc.

All provisions of this supplement expire with November 7, 2026.

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ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

## NOTE 7: EXCEPTION:

Provisions of this Supplement will not apply to:

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NO.

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All provisions of this supplement expire with November 7, 2026.

ISSUED:

OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025



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TOTE Maritime Alaska, LLC.

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ISSUED: April 16, 2026

EFFECTIVE: April 26, 2026

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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ISSUED: DECEMBER 1, 2023

EFFECTIVE: JANUARY 1, 2024

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ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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TOTE Maritime Alaska, LLC.

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ITEM NO.

GOVERNING PUBLICATIONS

National Motor Freight Classification Tariff STB NMF 100-BJ, issued by the National Motor Freight Traffic Association, Inc., Agent.

100

DEFINITION OF TERMS

Accessorial Service: This is any service as may be requested by consignee/subconsignee/consignor/subconsignor outside the normal delivery of the trailer.

Arbitraries: Fixed basing points to/from destination points within a defined corridor.

Bobtail: A bobtail is defined as the movement of a tractor without a trailer.

Cash Collect: Payment due at time of tender.

Consignee: The party who receives the cargo (shipment).

Consignor: The party who prepares and ships the cargo (shipment).

Containers: Storage units without wheels for transporting cargo defined in IMO/ISO bulk containers generally 20' OAL or vans in 20', 30', 40', 45', 48' and 53' sizes. They are swung onto chassis for road movement.

Customs or In Bond Shipments: Legal paperwork accompanied with imported, cargo that must be cleared by custom authorities as it enters the United States.

Detention Charges: Charges assessed by carrier when equipment is not returned to carrier within its allotted free time.

Diversion (see also Reconsignment): A request to effect a change in the name or address of a consignor or consignee, a change in the destination or place of delivery, or a change of billing where necessary to effect delivery.

Dray: This is the term for moving a trailer from one point to another over the road.

**(D)**

Free Time: Period of time which is without charge.

Gensets: Detachable/attachable refrigerated power units for generation of power to cool empty refrigerated containers for the purpose of moving chill or freeze cargo. These "Gensets" are used most predominately in foreign containers.

(Item continued on following page)

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ISSUED: AUGUST 11, 2023

EFFECTIVE: AUGUST 13, 2023

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

DEFINITION OF TERMS (Continued)

Holidays: When reference is made to "holidays", they are as follows:

New Year's Day	Memorial Day	Thanksgiving Day
Martin Luther King, JR Day	Independence Day	December 24
President's Day	Labor Day	Christmas Day

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(Continued)

In the event one of the above holidays occurs on **(D)# Saturday or Sunday and the Carrier is closed on a week day for the observance of the above holiday, the observed day will be considered a holiday.**

Linehaul Rates: The rates or charges for through movement of cargo from origin to destination to exclude accessorial services, arbitraries, and inland drayage.

Major Securing Service: Shall be defined as the labor, materials and/or mechanical equipment required to properly secure cargo to flatbed provided that the carrier's driver has determined that minor securing service will not properly secure cargo for stowage aboard ship. This service may also include drayage, to include provision of pilot cars and permits, to or from carriers consolidation terminal.

Minor Securing Service: Shall be defined as the securing of cargo to a flatbed to the extent performable by carrier's driver with chains and binders or straps and winches within one hour.

On Site Respot: Defined as the movement of a trailer or container from one location to another as requested by consignor or consignee (after initial placement) within the premises of a shipper's or consignee's facility.

Passenger Vehicles: Defined as passenger cars, passenger and cargo vans, pickup trucks and SUVs with a Gross Vehicle Weight Rating (GVWR) equal to or less than 10,000 lbs.

Pilot Cars: Automobiles with lights and signage that accompany trailers or containers that are over dimensional or overweight. The usage of pilot cars is dependent upon legal standards as defined by the Alaska State Department of Transportation.

Placards: Legally required signage or stickers that must be affixed to a trailer or container before it leaves Consignor's terminal.

Placement, Actual: The physical placing of carrier's equipment against shipper's or consignee's dock or such other place as instructed by shipper or consignee.

Placement, Constructive: Notification to shipper or consignee that carrier equipment is available for actual placement, but that carrier has insufficient information to provide actual placement, or alternatively the carrier is unable, through no fault of its own, including by reason of instructions from shipper or consignee, to perform actual placement.

(Item continued on following page)

ISSUED: JANUARY 19, 2023

EFFECTIVE: JANUARY 29, 2023

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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# TOTE Maritime Alaska, LLC.

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2ND REVISED PAGE 7

ITEM NO.

## DEFINITION OF TERMS (Continued)

**Placement Service (Spotting of Trailers):** Is defined as the service (where authorized by the tariff) of positioning carrier's equipment at shipper's place of business for loading or consignee's place of business for unloading.

Additionally, placement includes return of loaded trailer(s) from consignor's facility to carrier's terminal and return of empty trailer(s) from consignee's facility to carrier's terminal. Placement service may consist of actual placement or constructive placement as defined herein.

**Point of Tender:** Is defined herein as the location at which the cargo released to Carrier or Carrier's agent for movement under the provisions of this tariff.

**Priority 1 (P1) Booking Status:** Designation for cargo assigned to move on a specified voyage.

**Priority 2 (P2) Booking Status:** Designation for cargo assigned to move on a specified voyage subject to space availability. P2 bookings may be shifted to a later voyage at Carrier's discretion.

**Protective Service/Keep from Freezing (KFF):** This is a service provided by carrier that gives protection to cargo so it does not freeze during transport.

**Rail Trailer:** An intermodal trailer/container which originated from a railroad.

**Reconsignment (See also Diversion):** A request to effect a change in the name or address of a consignor or consignee, a change in the destination or place of delivery, or a change of billing where necessary to effect delivery.

**Released:**

a. Loads - The notification to Carrier that the cargo is available for pickup northbound/southbound

b. Empties - The notification to Carrier that empty trailers are available for pickup northbound/southbound

**Respot:** A. The spotting of a trailer for loading or unloading after the original placement (spot) has been performed, unless the tractor has been returned to carrier's terminal in the interim.

B. The movement of trailers from one location to another (after initial placement) within the premises of a shipper's or consignee's facility.

**Securing Services:** Carrier will assure that flatbed cargo is properly affixed to the flatbed trailer in a manner sufficient to weather ocean transport. Carrier will also resecure cargo if necessary to warrant such transport.

**#Ton:** A unit of weight equal to 2,000 pounds.

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(Continued)

(Item concluded on following page)

ISSUED: NOVEMBER 25, 2024

EFFECTIVE: JANUARY 1, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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ITEM NO.

## DEFINITION OF TERMS (Concluded)

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(Concluded)

**Shipment:** A shipment is defined as one trailer or one vehicle assigned a unique Carrier booking number.

**Split Delivery:** Split Delivery is defined as the delivery of multiple loads in a single vehicle within the same delivery limits of the city or town of the final destination.

**Split Pickup:** Split pickup means the receiving or delivery of multiple loads in a single vehicle within the same pickup limits of the city or town of the initial pickup. **Stopoffs:** Stopoffs is defined as the pickup or delivery of the component parts of a single shipment, loaded to the same trailer/container. The stopoff point must lie directly intermediate between origin point and final destination via the regular route over which operations are generally conducted.

**#Standby:** This is the time period when a trucker must wait for the trailer to be loaded or unloaded beyond the free time allowed.

**Storage:** Carrier will, upon request, allow some trailers to accumulate in its yard for an assembled delivery or a delayed delivery. Charges will accumulate after expiration of free time should consignee/ subconsignee not be able to take the trailer(s) for delivery.

**Straight Load:** A load consisting of articles described under a single commodity item. Articles not named in the single commodity item may not move in the same trailer with articles named in the single commodity item.

**Tandem Trailers:** This is the coupling of two trailers to move with one tractor (truck) from an origin terminal to a destination terminal.

**Tendered:** Defines the time when the cargo is physically in Carrier's possession for a specific voyage and booking number.

**Tendering, Notice of Availability or Notification:**

The offering of carrier's vehicle or providing notice of ending of free time, by means of e-mail, telephone notice, facsimile machine, in person, verbally or placing of a notice in the United States mail, addressed according to the bill of lading.

**Time of Shipment:** Defines the time when the cargo is physically in Carrier's possession for a specific voyage and booking number.

**Transport Documents:** Legal documents (bills of lading) for transporting cargo intrastate/interstate with defined rules of transport. Used in interchanging cargo with other carriers on straight through bills from origin to destination.

**Weight Restrictions:** These are restrictions placed on Alaska highways during break up. It defines legal cargo weights that must be reduced during this time to accommodate the thawing of the ground on which the highway traverses.

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



		ITEM NO.
<p style="text-align: center;">APPLICATION OF RATES - ESTIMATED FREIGHT CHARGES</p> <p>When requested, carrier will furnish, either orally or in writing, an estimate of the tariff charges applicable on any given shipment moving under the provisions of this tariff. Such estimate will be given on the basis of the effective published tariff provisions as applied to those facts concerning the shipment which are made known to the carrier. Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than an approximation of freight charges which is not binding either on the carrier or the shipper. All transportation charges on a shipment will be assessed on the basis of the published tariff provisions lawfully in effect at the time <b>(D)(C) # Carrier takes possession of the shipment</b> as applied to the commodity shipped and the transportation and related services performed in connection therewith.</p>		190
<p style="text-align: center;">APPLICATION OF RATES - JOINT</p> <p>The joint rates in tariffs published by Carrier include all charges for drayage or other movement services at intermediate interchange points on shipments handled through and not stopped for special services at such intermediate interchange points.</p>		200
<p style="text-align: center;">APPLICATION OF RATES – NON-RECOURSE CLAUSE</p> <p>The consumer (e.g. consignor, consignee or beneficial owner) that is responsible for the freight and other lawful charges shall be liable for, and shall pay to the carrier, all reasonable attorney’s fees and costs incurred by the carrier for any legal action taken by the carrier to collect the freight and other charges. The provision of the Non-Recourse clause, if signed by the consignor on the face of the bill of lading will apply only to collect shipments or accessorial services ordered after trailer(s) have been tendered to Carrier.</p> <p>When the trailer(s) have been designated as prepaid, the provisions of the Non-Recourse Clause, as set forth on the face of the bill of lading, will apply only to services ordered after the trailer(s) had been tendered to Carrier for transportation. The shipper is responsible for all payments of freight charges and/or accessorial services ordered on the bill of lading that is received prior to or at the time the trailer(s) are tendered to Carrier.</p>		230
<p>ISSUED:        JUNE 16, 2022</p>		<p>EFFECTIVE:     JUNE 26, 2022</p>
<p>ISSUED BY: JAIME KEITH, SR PRICING &amp; CONTRACT MANAGEMENT ANALYST 909 A STREET, SUITE 1100, TACOMA, WA 98402</p>		
<p>FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF</p>		
<p>(9)</p>		



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

13TH REVISED PAGE 10

STB TOTE 101-A

TOTE Maritime Alaska, LLC.

CANCELS

12TH REVISED PAGE 10

ITEM NO.

APPLICATION OF RATES - TRANSPORTATION OF TRAILERS, CONTAINERS, CHASSIS, AND GENSETS UTILIZED IN INTERNATIONAL COMMERCE

235

EXCEPTION TO ITEM 884: SHIPPER FURNISHED EQUIPMENT

Northbound/Southbound Movements Without Benefit of Cargo:

Applies only in connection with shipments of shipper owned empty Northbound and Southbound trailers (or containers on chassis with or without gensets) utilized in International Commerce.

A. Empty equipment may be transported northbound at no charge if the following conditions are met:

1. Prior written approval is given by Carrier's Pricing Department.
2. Shipper annotates the bill of lading that the equipment is transported northbound for southbound cargo.

B. Shipper owned equipment that are transported northbound to points in Alaska without benefit of cargo (as provided above) for the purpose of returning Southbound shipments will be subject to additional charges as set forth below if the subsequent southbound move is also without benefit of cargo.

Shipper owned equipment that are positioned to an arbitrary point named in Item 342 will be charged the applicable arbitrary if the trailer/container is returned southbound without benefit of cargo.

If shipper owned equipment has been placed in Anchorage beyond Carrier's terminal for southbound loading, a charge as stated herein per trailer/container shall apply to returned trailer/container to Carrier's Terminal.

C. Application of Rates – Transportation of Trailers, Containers, Chassis and Gensets Utilized in International Commerce.


If shipper owned equipment has been placed in Anchorage beyond Carrier's terminal for southbound loading, a charge of **(A) \$254** per trailer/container plus applicable fuel surcharge shall apply.

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

	RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10	4TH REVISED PAGE 11 CANELS 3RD REVISED PAGE 11
	STB TOTE 101-A <b>TOTE Maritime Alaska, LLC.</b>	
<p style="text-align: center;">ADVANCING CHARGES</p> <p>Under no circumstances will carrier advance charges to shippers, owners, consignees, their warehousemen or agents.</p> <p>Charges for services not otherwise provided for in this tariff that are deemed incidental to the transportation of freight by carrier or carrier's agent will be. <b>(D)# billed at cost plus 15%.</b></p>		ITEM NO.  300
<p style="text-align: center;">ARBITRARIES IN WASHINGTON (See NOTE 1)</p> <p>Except as otherwise provided, rates apply only to and from Carrier's Tacoma, WA terminal or its agent in Tacoma, WA. If Carrier is requested to provide drayage at any of the following points, that drayage will be provided at the following charge:</p> <p>NOTE 1: Points not specifically provided for in this rule will not be afforded drayage under provisions of this rule.</p> <p>NOTE 2: Drayage rates apply with the following terms and conditions:</p> <ol style="list-style-type: none"> <li>a. Rates apply on chassis/semi-trailers designed to be drawn by means of a conventional 5th wheel semi-tractor only.</li> <li>b. Rates are on a driver standby basis while loading or unloading. Drop and pick service is not included.</li> <li>c. Bobtail surcharge is billable in accordance with Rule 750.</li> <li>d. Free time and driver delay apply in accordance with the provisions of Rule 500.</li> <li>e. Rates may include inbound and outbound movements performed in conjunction with other truckloads to/from the same points.</li> </ol> <p>NOTE 3: Rates apply on legal loads not exceeding 53' overall length, 8.5' overall width, 14' overall height or 50,000 pounds net cargo weight when triple axle trailers are used.</p> <p>NOTE 4: One-way drayage will be half of the round trip published rates.</p> <p>NOTE 5: Rates are based on Carrier provided 3 axle tractors. An additional charge as stated in Item 888 will be applied if customer requests 4 axle equipment or to meet legal weight requirements.</p> <p style="text-align: right;">(Item concluded on following page)</p>		340
ISSUED:                      OCTOBER 10, 2025		EFFECTIVE:                      NOVEMBER 9, 2025
ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER 909 A STREET, SUITE 1100, TACOMA, WA 98402		
FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF		
(11)		



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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ARBITRARIES IN WASHINGTON (Concluded)				ITEM NO.	
BASING POINT: Tacoma, Washington				340 (Concluded) (A)	
POINT OF ORIGIN OR DESTINATION	CHARGE PER TRAILER OR LADING (Round Trip)		POINT OF ORIGIN OR DESTINATION	CHARGE PER TRAILER OR LADING (Round Trip)	
Algona, WA		\$296	Lakewood, WA		\$294
Auburn, WA		\$296	Lynnwood, WA	①	\$519
Bellevue, WA	①	\$548	Milton, WA		\$296
Bellingham, WA	①	\$1,425 ② \$1,642 ③	Monroe, WA	①	\$588
Bothell, WA	①	\$553	Mt. Vernon, WA	①	\$1,385
Burien, WA		\$417	Olympia, WA	①	\$401
Burlington, WA	①	\$1,350	Pacific, WA		\$296
Des Moines, WA		\$417	Puyallup, WA		\$296
Edmonds, WA	①	\$519	Redmond, WA	①	\$519
Enumclaw, WA		\$553	Renton, WA		\$411 ② \$657 ③
Everett, WA	①	\$588			
Federal Way, WA		\$283	SeaTac, WA		\$378 ② \$657 ③
Fife		\$283 ② \$382 ③	Seattle, WA		\$559 ② \$669 ③ \$744 ④
			Spanaway, WA		\$381
Issaquah, WA	①	\$519			
Kenmore, WA	①	\$553	Sumner, WA		\$296
Kent, WA		\$348 ② \$657 ③	Tacoma		\$283 ② \$382 ③
Kirkland, WA	①	\$519	Tukwila, WA		\$381
Lacey, WA	①	\$401	Yelm, WA	①	\$381

NOTE 1: Additional charge in Item 888 will apply if customer requests 4 axle equipment.

- ① Rate applies only when driver stands by.
- ② Rates DO NOT apply on Southbound, temperature-controlled bookings.
- ③ Rate apply on Southbound, temperature-controlled bookings, exclusively.
- ④ Rate apply on loads going to or from the Port of Seattle (including the UPRR Argo yard).

ISSUED: DECEMBER 22, 2025 EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
 909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



		ITEM NO.
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	<p>INLAND ARBITRARIES</p> <p>APPLICABLE ONLY ON SHIPMENTS MOVING TO OR FROM POINTS IN ALASKA BEYOND TACOMA, WASHINGTON AND POINTS GROUPED ON TACOMA, WASHINGTON. APPLICABLE ON COMMODITY: FREIGHT ALL KINDS, NOS, DRY</p> <p>NOTE 1: Application of provisions:</p> <p>A. Rates apply from or to carrier's Tacoma, Washington terminal and include all charges for drayage or other transfer services at intermediate transfer points on shipments handled through and not stopped for special services at such intermediate transfer points.</p> <p>B. Unless specifically stated, rates are applicable to shipments in dry trailers only.</p> <p>C. Unless otherwise specified, rates named herein apply via rail or a combination of rail and motor carriage between points named herein and carrier's Tacoma, WA terminal for the sole purpose of calculating an intermodal through rate to or from ports or points in the State of Alaska. These arbitraries apply only when a more specific through rate is not published in this tariff to or from those locations for the commodity or commodities being shipped.</p> <p>Rates named herein may apply to or from shipper or consignee's door, as indicated. Rates to or from customer's door will apply either on a driver stand-by basis, or on a placement basis (drop and pull), and will be indicated as such. Subject to the terms and conditions of Items 500 and 502 of this tariff.</p> <p>NOTE 2: Rates do not include loading or unloading by carrier. Shipper must load, consignee unload carrier's trailer.</p> <p>NOTE 3: Rates are not valid for delivery of personal effects to a residence.</p> <p>NOTE 4: Except where otherwise noted, rates are applicable on intermodal equipment only (as defined in item 502 of this tariff) and are subject to equipment availability at point of origin.</p> <p>NOTE 5: All shipments moving under a hazardous manifest will be assessed a hazardous materials surcharge as stated in this item in addition to any hazardous materials surcharge assessable under Item 540 of this tariff.</p> <p>NOTE 6: Except where otherwise provided, rate is on a driver stand-by basis only.</p> <p>NOTE 7: A minimum notice of 48 hours is required to schedule drivers and equipment. If adequate notice is not provided an additional charge may apply as stated in this tariff.</p> <p style="text-align: right;">(Item continued on following page)</p>	341
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ISSUED:	OCTOBER 27, 2022	EFFECTIVE:	NOVEMBER 6, 2022
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ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO. 341  
Continued  
**(A)**

INLAND ARBITRARIES (Continued)

(See NOTES 1,2,3,4,5,6,7 and 8)

FROM: POINT	TO: TACOMA, WA
	Trailer Size 40' - 45' - 53'
Lake Oswego, OR ② ③	<b>\$1,383</b>
Portland, OR ② ③	<b>\$1,294</b>
Tualatin, OR ② ③	<b>\$1,294</b>

(Item continued on following page)

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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4TH REVISED PAGE 15

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO. 341  
Continued

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(Item concluded on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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17TH REVISED PAGE 16

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO. 341  
Concluded  
**(A)**

INLAND ARBITRARIES (Concluded)

NOTE 1: EXCEPTION TO ITEM 540:

All shipments moving under a hazardous manifest will be assessed the following hazardous materials surcharge  
① **\$636** per trailer/container.

NOTE 2: A minimum notice of 48 hours is required to schedule drivers and equipment. If adequate notice is not provided an additional ① **\$143** lead time charge may apply.

NOTE 3: The arbitrary rates for Multi-Stops will have one point of origin and allowed one stop in transit.

NOTE 4: Additional charge if customer requests 4 axle equipment, See Item 888

	Description
①	Inland Fuel Surcharge as defined in Item 346 shall not apply
②	Applicable only when driver stand by service is provided, subject to Item 500 of this tariff. Arbitrary includes two hours Driver Standby time. Drop and pick service (spot) will not be provided.
③	Should Shipper request drop and pick service the rate to apply will be <b>\$2,187</b>

All rates named to the Tacoma Rate Zone will apply to/from Carrier's Tacoma, Washington terminal or its agent in Tacoma, Washington.

Other points, such as points within the Tacoma Commercial Zone will be specifically listed in this item.

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**4TH REVISED PAGE 17  
CANCELS  
3RD REVISED PAGE 17ARBITRARIES IN ALASKA  
BASING POINT: Anchorage, AK.ITEM  
NO.

RATE ZONE		RATE ZONE	
Anchor Point	H	(D)	
(D)		Homer	H
		Home Spit	H
Big Delta	B	Houston	P
Buffalo Center	B		
		Jonesville	P
Clam Gulch	H		
(D)			
College	F		
		Matanuska	P
Delta	B	Moose Creek (Matanuska Susitna Borough)	P
Delta Junction	B	Moose Creek (North Star Borough)	F
Donnelly Flats	B		
Eklutna	P	(D)	
		(D)	
Fairbanks	F		
Fairbanks International Airport	F	Palmer	P
Fort Greely	B		
Fort Wainwright	F	Seward	S
		Sutton	P
		Wasilla	P

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(Item continued on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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 CANCELS  
 17TH REVISED PAGE 18

## ARBITRARIES IN ALASKA (Continued)

ITEM NO.

POINT OF ORIGIN OR DESTINATION	CHARGE PER TRAILER OR LADING (Round Trip)	POINT OF ORIGIN OR DESTINATION	CHARGE PER TRAILER OR LADING (Round Trip)
Rate Zone B	⑥ ⑧		<b>\$2,633</b>
Rate Zone B	⑦ ⑧	Eagle River/Birchwood	<b>\$228</b>
Rate Zone F			①
Rate Zone F	③	Girdwood	⑨ <b>\$597</b>
Rate Zone F	⑩		
Rate Zone F	⑤		
		Kasilof	<b>\$1,876</b>
		Kenai	<b>\$1,355</b>
Rate Zone H		North Pole	② <b>\$1,941</b>
		North Pole	③ <b>\$3,189</b>
Rate Zone P		Point Mackenzie Big Lake	⑩ <b>\$919</b>
Rate Zone S		Soldotna	<b>\$1,557</b>
Eielson AFB	②		
Eielson AFB	③		
		Whittier	④ <b>\$964</b>
		Willow	⑧ <b>\$1,241</b>

342  
(A)

- NOTE 1: Arbitraries to a named Rate Zone will not apply to a point that is more specifically provided for.  
 NOTE 2: Additional charge if customer request 4 axle equipment: See Item 888 of this tariff.  
 NOTE 3: Except as otherwise provided, northbound shipments are provided initial placement to Anchorage to include Joint Base Elmendorf – Richardson at no additional charge.  
 NOTE 4: If Anchorage placement is required for a southbound shipment, a charge of **\$254** plus applicable fuel surcharge will apply.

(Item concluded on following page)

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
 909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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CANCELS  
16TH REVISED PAGE 19

ITEM NO.

ARBITRARIES IN ALASKA (Concluded)

342  
(Concluded)  
**(A)**

- ① Applicable on Waste (Regulated and Non Regulated) all equipment sizes.
- ② Applicable only when driver stand by service is provided, subject to Item 500 of this tariff. Not applicable when trailer is provided with placement (spot).
- ③ Applicable on equipment not exceeding 45' overall length.
- ④ Applicable on 48' and 53' equipment.
- ⑤ Rate does not include applicable DOT tunnel charge.
- ⑥ Rate applies when Shipper directs Carrier to transport a booking via highway service.
- ⑦ Trailers not exceeding 45' standby only.
- ⑧ Trailers 48' or 53', standby only.
- ⑨ Shipments to or from points listed by this reference shall not be entitled to placement or respot service, but shall be subject to driver stand-by for loading and unloading. Three hours free time will be allowed for loading and unloading. Delays beyond three hours will be charged according to Item 500.
- ⑩ Applicable only when driver stand by service is provided, subject to Item 500 of this tariff. If drop and pick service is provided, an additional charge of **\$176** will be assessed.
- ⑪ Applicable only when driver stand by service is provided, subject to Item 500 of this tariff. Arbitrary includes two hours Driver Standby time. Drop and pick service (spot) will not be provided.

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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STB TOTE 101-  
A

# TOTE Maritime Alaska, LLC.

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CANCELS  
35TH REVISED PAGE 20

	ITEM NO.
<p style="text-align: center;">APPLICATION OF FUEL RELATED SURCHARGE</p> <p>All rates and/or charges are subject to an increase of <b>forty-two percent (42.0%)</b>.</p> <p>NOTE 1: Fractions of less than 1/2 cent will be dropped. Fractions of 1/2 cent or more will be increased to the next whole cent.</p> <p>NOTE 2: Where rates or charges are published in Dollars and Cents, apply the equivalent in Cents.</p> <p><u>EXCEPTIONS:</u></p> <p>A. This surcharge applies on contract rates and charges only when the contract makes specific reference to TOTE's Series 100 tariff or Item 345.</p>	<p>345</p> <p><b>(A)</b></p>

ISSUED: April 16, 2026

EFFECTIVE: April 26, 2026

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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CANCELS  
3RD REVISED PAGE 21

ITEM NO.

## INLAND FUEL

Applicable only to rates in Items **235**, 340, 341, 342, 750, 751, 752, and 900

346  
(#)

The fuel surcharge applicable to rate in Items 340, 341, 342, 750 (does not apply to Sunday or Holiday deliveries), 751, 752, and 900 (Except as Noted) of this tariff shall be determined using the Department of energy Diesel Fuel Price Chart <http://www.eia.gov/petroleum/gasdiesel/>. The West Coast diesel fuel price published on the first Monday of each month will be used to determine the applicable surcharge. Should the Department of Energy not publish an index on Monday due to holiday or some other circumstance, the next available published price will be utilized. Revisions will take effect on the second Sunday after publication.

First determine the amount of charges that would otherwise apply, then increase the amount of charges according to the table below. Fractions of less than one-half cent (\$.005) will be dropped and fractions of one-half cent (\$.005) or more will be increased to the next full cent. Where rates or charges are published in dollars and cents, apply the equivalent in cents.

ISSUED: SEPTEMBER 8, 2023

EFFECTIVE: OCTOBER 1, 2023

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**3RD REVISED PAGE 22  
CANCELS  
2ND REVISED PAGE 22**FUEL TABLE**

Applicable only to rates in Items 340, 341, 342, 750, 751, 752, and 900

ITEM NO.

US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE	US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE	US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE
\$0.00 - \$1.239	0.00%	\$2.48 - \$2.519	18.50%	\$3.76 - \$3.799	34.50%
\$1.24 - \$1.279	1.00%	\$2.52 - \$2.559	19.00%	\$3.80 - \$3.839	35.00%
\$1.28 - \$1.319	1.50%	\$2.56 - \$2.599	19.50%	\$3.84 - \$3.879	35.50%
\$1.32 - \$1.359	2.00%	\$2.60 - \$2.639	20.00%	\$3.88 - \$3.919	36.00%
\$1.36 - \$1.399	2.50%	\$2.64 - \$2.679	20.50%	\$3.92 - \$3.959	36.50%
\$1.40 - \$1.439	3.00%	\$2.68 - \$2.719	21.00%	\$3.96 - \$3.999	37.00%
\$1.44 - \$1.479	3.50%	\$2.72 - \$2.759	21.50%	\$4.00 - \$4.039	37.50%
\$1.48 - \$1.519	4.00%	\$2.76 - \$2.799	22.00%	\$4.04 - \$4.079	38.00%
\$1.52 - \$1.559	4.50%	\$2.80 - \$2.839	22.50%	\$4.08 - \$4.119	38.50%
\$1.56 - \$1.599	5.00%	\$2.84 - \$2.879	23.00%	\$4.12 - \$4.159	39.00%
\$1.60 - \$1.639	5.50%	\$2.88 - \$2.919	23.50%	\$4.16 - \$4.199	39.50%
\$1.64 - \$1.679	6.00%	\$2.92 - \$2.959	24.00%	\$4.20 - \$4.239	40.00%
\$1.68 - \$1.719	6.50%	\$2.96 - \$2.999	24.50%	\$4.24 - \$4.279	40.50%
\$1.72 - \$1.759	7.00%	\$3.00 - \$3.039	25.00%	\$4.28 - \$4.319	41.00%
\$1.76 - \$1.799	7.50%	\$3.04 - \$3.079	25.50%	\$4.32 - \$4.359	41.50%
\$1.80 - \$1.839	8.00%	\$3.08 - \$3.119	26.00%	\$4.36 - \$4.399	42.00%
\$1.84 - \$1.879	8.50%	\$3.12 - \$3.159	26.50%	\$4.40 - \$4.439	42.50%
\$1.88 - \$1.919	9.00%	\$3.16 - \$3.199	27.00%	\$4.44 - \$4.479	43.00%
\$1.92 - \$1.959	9.50%	\$3.20 - \$3.239	27.50%	\$4.48 - \$4.519	43.50%
\$1.96 - \$1.199	10.50%	\$3.24 - \$3.279	28.00%	\$4.52 - \$4.559	44.00%
\$2.00 - \$2.039	11.50%	\$3.28 - \$3.319	28.50%	\$4.56 - \$4.599	44.50%
\$2.04 - \$2.079	12.50%	\$3.32 - \$3.359	29.00%	\$4.60 - \$4.639	45.00%
\$2.08 - \$2.119	13.00%	\$3.36 - \$3.399	29.50%	\$4.64 - \$4.679	45.50%
\$2.12 - \$2.159	13.50%	\$3.40 - \$3.439	30.00%	\$4.68 - \$4.719	46.00%
\$2.16 - \$2.199	14.50%	\$3.44 - \$3.479	30.50%	\$4.72 - \$4.759	46.50%
\$2.20 - \$2.239	15.00%	\$3.48 - \$3.519	31.00%	\$4.76 - \$4.799	47.00%
\$2.24 - \$2.279	15.50%	\$3.52 - \$3.559	31.50%	\$4.80 - \$4.839	47.50%
\$2.28 - \$2.319	16.00%	\$3.56 - \$3.599	32.00%	\$4.84 - \$4.879	48.00%
\$2.32 - \$2.359	16.50%	\$3.60 - \$3.639	32.50%	\$4.88 - \$4.919	48.50%
\$2.36 - \$2.399	17.00%	\$3.64 - \$3.679	33.00%	\$4.92 - \$4.959	49.00%
\$2.40 - \$2.439	17.50%	\$3.68 - \$3.719	33.50%	\$4.96 - \$4.999	49.50%
\$2.44 - \$2.479	18.00%	\$3.72 - \$3.759	34.00%	\$5.00 - \$5.039	50.00%

346

If the West Coast Average Fuel price equals or exceeds \$5.04 per gallon, the fuel surcharge increases 0.5% for every 4-cent increase in fuel price.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF





ITEM NO.

COMMODITY DESCRIPTIONS TO BE PROVIDED

442

The shipper or their agent will provide carrier with Bill of Lading information at the time shipment is tendered for movement (See NOTES 1, 2,3,4,5 and 6), listing specifically the commodity or commodities being tendered and the weights thereof.

The Bill of Lading for shipments tendered on flatbed or other open equipment must include overall dimensions of lading including length, width, and height. Carrier will verify dimensions with Carrier's findings prevailing for rating purposes.

Carrier will not accept replacement bills, or corrected bills of lading for the purpose of commodity descriptions after receipt of shipment when such a correction would be solely for the purpose of circumventing carrier's requirement for providing documentation in a timely manner.

NOTE 1: For purposes of this item, time of tender will be defined as: not later than the first 4:00 p.m. following actual time of vessel departure from port of origin. If the first 4:00 P.M. following actual departure occurs on a weekend, then the deadline shall be 4:00 p.m. on Monday following that weekend. Monday holidays following a weekend will not cause this deadline to be extended. (See Exceptions to NOTE 1)

A. EXCEPTION TO NOTE 1 WITH RESPECT TO MONDAY OR THURSDAY HOLIDAYS:

Rateable paperwork for each trailer tendered must be furnished to the carrier no later than 10:00 a.m. on Tuesday following the Monday holiday, and 12 noon on Friday following a Thursday holiday, subject to the following conditions:

1. EXCEPTION TO ITEM 572:

All cargo and trailers shipped pursuant to this exception may be retained by The Adherence Group (TAG) for review and verification of commodity description(s) and weight(s) until 1:00 p.m. Tuesday following the Monday holiday.

2. When the shipper, or their agent, provides descriptions and weights on Tuesday pursuant to this exception, TAG has the right to retain trailers for random weighing and inspection to assure proper weight classification and commodity description for up to 24 hours commencing at 1:00 p.m. Tuesday pursuant to the conditions of Item 572.

3. TAG will assess a charge as found in this item per day per trailer for all commodity descriptions and weights received later than the deadline specified in this exception.

B. EXCEPTION TO NOTE 1 WITH RESPECT TO AFTERNOON VESSEL DEPARTURE:

Rateable paperwork for each trailer tendered must be furnished to the carrier no later than 2:00 p.m. of the following day if actual time of vessel departure occurs at noon or any time thereafter.

(Item concluded on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

13TH REVISED PAGE 25

CANCELS

12TH REVISED PAGE 25

ITEM NO.

COMMODITY DESCRIPTIONS TO BE PROVIDED (Concluded)

NOTE 2: For Northbound shipments originating at Tacoma, WA, or points grouped thereon, documentation as required by NOTE 1, not accompanying freight at time of receipt at Carrier's gate, must be presented to Carrier at Carrier's Tacoma, WA Corporate Office, pursuant to NOTE 1 above.

442 (Concluded)

NOTE 3: TAG (The Adherence Group) operating as carrier's agent, will assess a charge equal to: the charges for this service are as stated in this item for all commodity descriptions and weights received later than the deadlines specified in NOTE 1 of this item. Trailers may be impounded by TAG prior to delivery for verification of commodity description and weights per the provisions of Item 572.

Impounded trailers will be subject to the provisions of Item 910, Storage at Destination. In no case will trailers be released by TAG until all charges pursuant to this item are paid in full to carrier's agent (TAG). Payment must be made to TAG via Wire, ACH or Check.

EXCEPTION TO NOTE 3: Provided the party responsible for payment of charges as specified in this rule is currently extended credit by Carrier, payment of these charges may be accepted in the form of a company check. Credit will not be extended in any case for charges assessed under this rule.

NOTE 4: Provisions of this Item shall not be construed as circumventing the requirements for proper descriptions of ladings as required by law, including manifesting of Hazardous Materials, which must accompany vehicle as it is being transported.

NOTE 5: **BILLS OF LADING OR FREIGHT BILLS – REVERSAL OF CHARGE APPLICATION**

Corrected bills of lading, corrected freight bills or other written instructions from the consignor and connecting carrier to change the freight charge collection status from "Prepaid" to "Collect", or from "Collect" to "Prepaid" may be accepted only if received by Carrier within a period of 30 days from the date of the initial bill of lading. Such request must contain the signed concurrence of the party to whose account the charges are to accrue.

Corrected bills of lading, corrected freight bills or other written instructions to change the freight collection status from "Prepaid" to "Collect" will not be accepted, under any circumstances, once the shipment has been delivered.

NOTE 6: Commodity description received after the deadlines as specified in NOTE 1 of this item will be Subject to a daily charge of **(A) \$233** per trailer until such time the commodity descriptions are received by Carrier.

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



	ITEM NO.
<p style="text-align: center;">CUSTOMS OR IN-BOND FREIGHT</p> <p>CUSTOMS OBLIGATIONS:</p> <p>A. It is Shipper's obligation to furnish carrier with the proper export or Custom's documentation as required.</p> <p>B. Shipper and Consignee jointly and severally shall indemnify and hold harmless the Carrier from any losses, damages, expenses, liabilities, fines and penalties incurred as a result of Shipper's or Consignee's breach of their obligation to submit all required documentation to United States Customs for goods shipped, to obtain proper Customs notification of arrival, to obtain United States Customs authorization or clearance of goods shipped prior to delivery, to advise the Carrier in a timely fashion of the bonded status of goods shipped prior to vessel departure, and of any hold requirements related to such bonded goods.</p> <p>C. Shipment moving under United States Customs Bond ("in-bond shipments"), will move on their own and will not be allowed to mix with shipments not moving under Customs Bond. (See Exception)</p> <p><u>EXCEPTION:</u> If the container to which the In-bond Shipment is loaded is consigned to an In-bound Warehouse, the In-bond Shipment may mix with freight not moving under Customs Bond.</p>	480

<p style="text-align: center;">DELIVERY, INFORMATION FOR</p> <p>Shipper is required to provide carrier with sufficient information to accomplish delivery at destination. If Information provided by shipper is not sufficient, carrier will endeavor to secure delivery instructions prior to arrival at destination port. If this information is not available at time of vessel discharge, carrier will hold cargo at port until information is forthcoming and shipper will be responsible for all storage charges.</p> <p>When the bill of lading provides for delivery at field locations, the bill of lading shall be so endorsed. If there is no one present to sign the delivery receipt the carrier shall complete delivery at designated location and carrier's responsibility ceases upon delivery being made.</p>	491
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ISSUED:	OCTOBER 27, 2022	EFFECTIVE:	NOVEMBER 6, 2022
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ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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CANCELS

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ITEM NO.

**STANDBY DELAY CHARGES – FREE TIME**

500

**(A) (D)#**

Except as otherwise provided rates include the following:

1. One hour waiting time at origin point(s) to effect placement (See Item 750) and/or for consignor to complete loading if driver is required to stand by.
2. One hour waiting time at international, state or provincial border crossings.
3. One hour waiting time at destination point(s) to effect placement (See Item 750) and/or for consignee to complete unloading if driver is requested to stand by.

**Standby** delays beyond one hour (through no fault of carrier) shall be charged to the party responsible for the freight charges in accordance with this service.

**Standby Delay Charges:**

Points in Alaska	<b>\$83.00</b>	Per quarter hour or fraction thereof
Points in Washington State	<b>\$49.00</b>	Per quarter hour or fraction thereof
All other points	<b>\$192.00</b>	Per hour or fraction thereof

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

DETENTION – DROP AND PICK SERVICE IN ALASKA

Trailers moving under or subject to the provisions of this tariff may be detained for loading or unloading subject to the provisions of this item.

501-A

(A)(C)(D)#

I. Free Time

Customer shall release the trailer back to Carrier's agent prior to the expiration of free time or shall be subject to detention charges as described in this item. Release shall be in the form of telephonic notification or email to Carrier, electronic notification via the Carrier's customer service portal or in person to Carrier.

Free time will commence the first 12:01 a.m. after trailer is dispatched or removed from Carrier's Anchorage, Alaska, terminal, and will exclude Saturdays, Sundays or holidays, except as provided for in paragraph B below. (See Item 120, Definition of Terms)

After the expiration of free time, Saturdays **and** Sundays **(D)** will be used in the computation of detention charges.

Free time in Alaska will be allowed as follows:

EQUIPMENT TYPE	FREE TIME
Bulk Tank Vehicles	<b>2 days</b>
Dry trailers and all other vehicles	<b>3 days</b>
Insulated Vehicles (during KFF season)	<b>3 days</b>
Refrigerated Vehicles (Live or Dry-Loaded)	<b>3 days</b>
Special Equipment (See Item 888 "Special Equipment")	<b>2 days</b>

In addition to the above listed free time, shipments which are forwarded by Carrier to points in Rate Zones B, F, **(D)**, H, **(D)**, S, #Eielson AFB, Kasilof, Kenai, #North Pole, and Soldotna as defined in Item 342 of this tariff, will be afforded an additional **2 days** free time.

In addition to the above listed free time, shipments will be afforded an additional **(D)# one (1) day** free time when a loaded vehicle is placed for unloading and that same vehicle is reloaded with a revenue load **#or dunnage** at the same address for movement southbound beyond the port of Anchorage. **#Exception: Household goods reloaded for a southbound shipment will be afforded an additional 2 days free time when loaded to the same vehicle as a northbound load.**

(Item continued on following page)

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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ITEM NO

DETENTION – DROP AND PICK SERVICE IN ALASKA (Continued)

501-A (Continued)

(D)

II. The detention charges described in this time will apply per day or fraction thereof will apply on each trailer:

EXCEPTION 2:

Insulated trailers when transported outside the provisions of Item 810 shall be considered as non-insulated trailers for purpose of this item.

EXCEPTION 3:

After the expiration of free time in Alaska, as defined in this Item, chargeable days will be rated as stated in this item per day or fraction thereof.

III. Detention of trailers picked up or returned by shipper of consignee or their agents.

Trailers may be removed from carrier's terminal by consignor, consignee or their agents subject to the following conditions:

- A. Carrier's Equipment Interchange Receipt (EIR) must be executed by the party prior to removing trailer from carrier's terminal.
- B. Trailers may be removed and returned to Carrier's terminal between the hours of 8:00 a.m. to 12:00 midnight, Monday through Friday. No removal or return on Saturdays, Sundays or holidays.
- C. Except as may otherwise be provided herein, carrier's liability for cargo loaded in its trailer for transportation shall not commence until such trailer(s) is returned to carrier's terminal, accepted and an electronically generated receipt given therefore.
- D. The shipper or consignee in possession of trailer having been removed from carrier's terminal or in whose name another has taken possession of or removed will be responsible for any and all losses, damages, claims, demands, judgments, suits, actions or causes of action, for physical damage or personal injury, including those resulting in death which may arise while said trailer is not in carrier's possession in accordance with the relevant provision of carrier's standard form Trailer Interchange Agreement.

(Item concluded on following page)

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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CANCELS  
16TH REVISED PAGE 30

ITEM NO.

**DETENTION – DROP AND PICK SERVICE IN ALASKA (Concluded)**

III. Detention of trailers picked up or returned by shipper of consignee or their agents

E. Trailers removed from carrier's terminals for loading but returned to carrier without cargo loaded thereon shall be assessed charges in this item.

F. Shipments loaded by shipper under the provisions of this item shall move under a "shipper's seal, load, stow and count" bill of lading.

NOTE 1: After the expiration of free time, the carrier at its option may have the freight delivered to a commercial warehouse and all warehouse drayage and related charges will be for the account of the cargo.

NOTE 2: For the purpose of calculating free time, should arrival notice be given to the consignee in advance of actual availability of a trailer for placement, such calculation of free time will start when that trailer is actually available for placement.

501-A (Concluded)

**(A)(C) (D)**

DETENTION – DROP AND PICK SERVICE IN ALASKA

A. Detention charges per day.

	Equipment	Per day	Applies
1	<b>(D)</b> Non-refrigerated vehicles	<b>\$154</b>	After expiration of free time
2	<b>(D)</b> Refrigerated or insulated vehicles	<b>\$205</b>	After expiration of free time
3	Shipper owned equipment on carrier chassis	<b>\$52</b>	After expiration of free time
4	Bulk tank vehicles	<b>\$205</b>	After expiration of free time
	<b>(D)</b>		
	<b>(D)</b>		
	<b>(D)</b>		

B. Trailers moved from carrier's terminal for loading but returned empty without cargo.

	Equipment	Per day	Applies
1	Refrigerated, insulated, lowboy, other special equipment	<b>\$205</b>	Per <b>day</b> or fraction thereof
2	Non-refrigerated trailers	<b>\$154</b>	Per <b>day</b> or fraction thereof

EXCEPTION 1:

Insulated trailers when transported outside the provisions of Item 810 shall be considered as non-insulated trailers for purpose of this item.

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

DETENTION – DROP AND PICK OUTSIDE OF ALASKA

501-B

Except as provided for in Items 501-A and 502, trailers moving under or subject to the provisions of this tariff may be detained for loading or unloading subject to the provisions of this item.

(C)(D)#

I. Free Time

Customer shall release the trailer back to Carrier’s agent prior to the expiration of free time or shall be subject to detention charges as described in this item. Release shall be in the form of telephonic notification or email to Carrier, electronic notification via the Carrier’s customer service portal or in person to Carrier.

Vehicles provided placement service, including constructive placement, under the provisions of this tariff will be allowed the following free time:

EQUIPMENT TYPE	FREE TIME
Flatbed or Open Top Vehicles	<b>3 days</b>
Dry or Insulated Vehicles	<b>3 days</b>
Special Equipment (See Item 888, “Special Equipment”)	<b>2 days</b>
Refrigerated Vehicles	<b>2 days</b>

Vehicles tendered by Carrier to shipper or consignee either through actual placement or constructive placement for loading or unloading on Saturdays or Sundays will be subject to the above free time provisions at 7:00 a.m. the Monday immediately following. Free time on vehicles tendered on legal holidays will commence the first 7:00 a.m. following either actual or constructive placement. In the event consignee is unable to take placement of Carrier’s vehicle, free time will commence the first 7:00 a.m. after notification of availability is sent or given consignee.

Saturdays, Sundays and holidays will be excluded in the computation of free time only. After expiration of free time, Saturdays **and** Sundays **(D)** will be used in the computation of detention charges.

In addition to the above listed free time, shipments will be afforded an additional **one (1) day** free time when a loaded vehicle is placed for unloading and that same vehicle is reloaded at the same address for movement to Alaska. This provision does not apply on refrigerated vehicles. **#Exception: Household goods reloaded for a nouthbound shipment will be afforded an additional 2 days free time when loaded to the same vehicle as a southbound load.**

(Item continued on following page)

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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STB TOTE 101-A

TOTE Maritime Alaska, LLC.

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CANCELS  
15TH REVISED PAGE 32

ITEM NO.

DETENTION – DROP AND PICK OUTSIDE OF ALASKA (Continued)

II. The following detention charges per day or fraction thereof will apply on each trailer.

DETENTION – DROP AND PICK OUTSIDE OF ALASKA

A. Detention charges per day.

	Equipment	Per day	Applies
1	(D) Non- refrigerated vehicles	\$151	After expiration of free time
2	(D) Refrigerated or insulated vehicles	\$202	After expiration of free time
3	Shipper owned equipment on carrier chassis	\$51	After expiration of free time
4	Bulk tank vehicles	\$202	After expiration of free time
	(D)		
	(D)		
	(D)		

B. Trailers moved from carrier’s terminal for loading but returned empty without cargo.

	Equipment	Per day	Applies
1	Refrigerated, insulated, lowboy, other special equipment	\$202	Per day or fraction thereof
2	Non-refrigerated trailers	\$151	Per day or fraction thereof

EXCEPTION 1:

Insulated trailers when transported outside the provisions of Item 810 shall be considered as non-insulated trailers for purpose of this item.

III. Detention of trailers picked up or returned by shipper or consignee or their agents.

Trailers may be removed from carrier’s terminal by consignor, consignee or their agents subject to the following conditions:

- A. Carrier’s Trailer Interchange Agreement must be executed by the party prior to removing trailer from carrier’s terminal.
- B. Trailers may be removed and returned to Carrier’s terminal between the hours of 8:00 a.m. to 12:00 midnight, Monday through Friday. No removal or return on Saturdays, Sundays or holidays.
- C. Except as may otherwise provided herein, carrier’s liability for cargo loaded in its trailer for transportation shall not commence until such trailers(s) is returned to carrier’s terminal, accepted and an electronically generated receipt given thereof.

(Item concluded on following page)

501-B (Continued)  
(A) (C) (D)

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

DETENTION – DROP AND PICK OUTSIDE OF ALASKA (Concluded)

- D. The shipper or consignee in possession of trailer having been removed from carrier’s terminal or in whose name another has taken possession of or removed will be responsible for any and all losses, damages, claims, demands, judgments, suits, actions or causes of action, for physical damage or personal injury, including those resulting in death which may arise while said trailer is not in carrier’s possession in accordance with the relevant provisions of carrier’s standard form Trailer Interchange Agreement.
- E. Trailers removed from carrier’s terminals for loading by returned to carrier without cargo loaded thereon shall be assessed the following charges:
- F. Shipments loaded by shipper under the provisions of this item shall move under a “shipper’s seal, load, stow and count” bill of lading.

501-B (Concluded)

NOTE 1: After the expiration of free time, the carrier at its option may have the freight delivered to a commercial warehouse and all warehouse drayage and related charges will be for the account of the cargo.

NOTE 2: For the purpose of calculating free time, should arrival notice be given to the consignee in advance of actual availability of a trailer for placement, such calculation of free time will start when that trailer is actually available for placement.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO

DETENTION – DROP AND PICK SERVICE ON INTER-MODAL EQUIPMENT

502

Inter-modal Equipment (as defined in the definitions below) moving under or subject to the provisions of this tariff, may be detained for loading or unloading, subject to the provisions of this Item 502. Inter-modal equipment (as defined in the definitions below) is not subject to the provisions of Item 501.

I. Free Time:

Inter-modal equipment, as defined in this item, for which placement services have been provided under the provisions of this tariff, shall be allowed **(D) (C) 3 days** free time.

II. Saturdays, Sundays and Holidays:

Equipment tendered by Carrier to Shipper or Consignee either through actual placement of constructive placement for loading or unloading on Saturdays or Sundays will be subject to the above free time provisions at 12:01 a.m. the Monday immediately following.

Free time on equipment tendered on legal holidays will commence the first 12:01 a.m. following either actual or constructive placement.

III. Placement Definitions:

Actual Placement - "Actual Placement" is defined as the physical placing of carrier's equipment at the shipper's or consignee's place of business, or such other place as instructed by the shipper or consignee.

Constructive Placement - "Constructive Placement" is defined as notification to shipper or consignee that carrier's equipment is available for actual placement, but the carrier has insufficient information to provide actual placement, and carrier is not immediately requested to make placement.

IV. Inter-modal Equipment Definition:

Inter-modal Equipment - Equipment meets the definition of "Inter-modal Equipment" provided it meets the requirements of Paragraph A and B below:

A. Equipment is tendered for northbound shipment on Carrier and the shipment is loaded by shipper outside the State of Washington, or equipment is tendered for southbound shipment on Carrier and is unloaded by consignee outside the state of Washington.

B. Equipment is owned or leased by either a railroad or an ocean water carrier.  
Item 501 shall not apply to all equipment meeting the definition of "Inter-modal Equipment".

(Item continued on following page)

ISSUED: OCTOBER 10, 2025 EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

DETENTION – DROP AND PICK SERVICE ON INTER-MODAL EQUIPMENT  
(Concluded)

V. Inter-Modal Equipment Charges.

Detention – inter-modal equipment without power units and their charges:

502 (Concluded)

**(A)(D)**

A.	20’ – 40’ – 45’ dry containers	Charge	Applies
1	Day 1 through 3	<b>\$72</b>	Per day or fraction thereof
2	Day 4 through 15	<b>\$108</b>	Per day or fraction thereof
3	Days over 15	<b>\$163</b>	Per day or fraction thereof

B.	45’ – 48’ – 53’ railroad or ocean carrier provided trailers (leased or owned)	Charge	Applies
1	Day 1 through 3	<b>\$60</b>	Per day or fraction thereof
2	Day 4 through 15	<b>\$100</b>	Per day or fraction thereof
3	Days over 15	<b>\$151</b>	Per day or fraction thereof

C.	48 – 53’ containers	Charge	Applies
1	Day 1 through 3	<b>\$100</b>	Per day or fraction thereof
2	Day 4 through 15	<b>\$151</b>	Per day or fraction thereof
3	Days over 15	<b>\$253</b>	Per day or fraction thereof

NOTE 1: Upon expiration of free time, weekends **(D)** shall be chargeable days.

NOTE 2: On vessel movement of Inter-modal equipment southbound, free time shall start upon Equipment availability.

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

TERMINATION OF INTERCHANGED EQUIPMENT AND RAIL TRAILERS

505

A. Termination of Interchanged Trailers or Interchanged Containers on Chassis

Northbound

Carrier's liability for per diem and/or transportation charges beyond Seattle or Tacoma, Washington with respect to interchanged trailers or interchanged containers on chassis concludes with the return of such trailers or containers to Carrier's inbound Seattle or Tacoma, Washington terminal or return to a designated location within the Seattle Rate Zone.

Southbound

Carrier's liability for per diem and/or transportation charges beyond Anchorage, Fairbanks, or Kenai, Alaska with respect to interchanged trailers or interchanged containers on chassis concludes upon delivery to a designated location within the Seattle Rate Zone or within the return of such trailers or containers on chassis to Carrier's inbound Alaska terminal.

B. Termination of Rail Trailers

Where shipper performs the drayage of rail trailers to carrier's Tacoma, WA terminal for a northbound movement, the shipper must, likewise, perform drayage of empty rail trailers from carrier's Tacoma, WA terminal after the return southbound to terminate their usage. Free time of 48 hours will be allowed after notification of trailer availability for termination. If rail trailers are not picked up within 48 hours from time of notification, carrier will provide termination drayage of trailers and shipper shall be subject to the applicable one-way arbitrary charges named in Item 340 for this service.

EXCEPTION 1 TO TERMINATION OF RAIL TRAILERS:

When shipper requests carrier to terminate rail trailers in which shipper performed drayage to carriers terminal on the northbound movement, carrier shall provide termination drayage and shipper shall be subject to the applicable one-way arbitrary charges named in Item 340 for this service.

EXCEPTION 2 TO TERMINATION OF RAIL TRAILERS:

When carrier has performed the drayage of rail trailers from points listed in Item 340 on northbound movements, carrier will terminate empty rail trailers after their southbound return at no additional charge to shipper provided that round-trip charges named in Item 340 have been applied or shipment has been rated pursuant to rates that include placement at points listed in Item 340.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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CANCELS  
19TH REVISED PAGE 37

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO.

**DUAL AND TRI TEMPERATURE EQUIPMENT**

When requested by shipper and subject to equipment availability, Carrier will provide refrigerated equipment capable of maintaining two or three separate chill and frozen temperature settings.

In the event a specialized trailer was ordered by shipper and provided by Carrier, but is not utilized to maintain separate temperature settings, the surcharge will be fully assessed.

Such request and temperature settings to be noted on the Bill of Lading. When Carrier provides a specialized trailer per the provisions of this paragraph, the following charge shall apply.

**Dual and Tri Temperature Equipment:**

When Carrier provides a specialized trailer, the applicable surcharge will be **(A) \$682** per trailer.

510

**Excess Use of Carrier refrigerated trailers.**

Each refrigerated trailer used beyond the 100 hours shall be subject to a minimum excess charge as follows:

<b>Minimum Excess Charge</b>
<b>(A) \$534 or \$4.06</b> dollars per hour or fraction thereof, whichever is greater.

525

**EXPIRATION DATES – APPLICATION**

Items, rates or other provisions making reference hereto in this Tariff STB TOTE 101-A expire with the date indicated below unless sooner changed or extended. Items making reference hereto, but not listed have expired.

535

ISSUED:                   OCTOBER 30, 2025

EFFECTIVE:               NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

6TH REVISED PAGE 38

CANCLES

5TH REVISED PAGE 38

ITEM NO.

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE

540

### A. SHIPMENTS OF DANGEROUS ARTICLES AND EXPLOSIVES

Carrier accepts hazardous materials based on specific classes and packing groups that are properly booked, documented, packaged, labeled and shipped according to the Department of Transportation (“DOT”) regulations, 49 CFR Parts 171-180 for over the road transport and transport by water. If there is a conflict between the rules or regulations, the more stringent rule or regulation applies. In addition, hazardous materials shipment must comply with the applicable regulations found in 33 CFR (Navigation) and 40 CFR (Environmental Protection Agency rules) and adhere to all regulations of the DOT, Environmental Protection Agency (“EPA”), U.S. Coast Guard (“USCG”) and other state, local or federal regulatory agencies.

When Feasible, hazardous cargo should be loaded in the tail of the trailer for ease of inspection and hazardous spill response. Segregation rules still apply.

Carrier reserves the right to refuse any cargo that may present a risk of damage or injury to the vessel and appurtenances thereto, equipment, other cargo, ship’s crew, the employees of Carrier, its contractors or the public. Carrier will be the sole final arbiter of whether or not a particular shipment is safe for transportation on board its vessels.

### B. APPROVAL PROCESS FOR HAZARDOUS CARGO

For a full list of cargo that has been predetermined to meet requirements, see <http://www.totemaritime.com/alaska/alaska-cargo/ak-hazmat/>. Enter the UN number and receive a determination. If “Yes” appears, the item(s) are approved in isolation but must satisfy segregation requirements of 49 CFR. If a “No” appears, TOTE Maritime will not accept the cargo. If “Further Evaluation” appears, please contact our Hazardous Group. For the Lower 48 States, [hazardousak@totemaritime.com](mailto:hazardousak@totemaritime.com) or call 253-449-2122. In Alaska, [anc.haz@totemaritime.com](mailto:anc.haz@totemaritime.com) or call 907-265-7255.

### C. HAZARD DESCRIPTION BY SHIPPER

It is incumbent upon the shipper to state, with respect to any cargo tendered for transportation which would be classified as a hazardous material under applicable state, local, federal or international regulations, the proper shipping description as defined in 49 CFR 172.202. It must include the identification number, proper shipping name, hazard class or division, packing group, total quantity and weight.

All shipping documentation must contain booking and trailer number in addition to a statement certifying that the named hazardous materials 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, and Carrier may rely on the statements and descriptions made therein.

(Item continued on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

## A. DANGEROUS CARGO MANIFEST AND NOTEWORTHY HAZARDOUS

Noteworthy hazardous is defined as cargo requiring special handling, including but not limited to, bulk fireworks, chlorine, blasting agent, large quantities of poison, bulk class 8 and anything requiring special approval. Submit the Dangerous Cargo Manifest for preapproval to the following: northbound cargo, submit to [hazardousak@totemaritime.com](mailto:hazardousak@totemaritime.com) for Southbound cargo, submit to [anc.haz@totemaritime.com](mailto:anc.haz@totemaritime.com). Upon receipt and review of the paperwork, and if deemed necessary, an inspection of the shipment, Carrier will decide whether or not it will be loaded aboard Carrier's vessel for transportation. All hazardous cargo must be submitted for approval, booked and in-gated in to the TOTE Maritime yard at the following times:

540 (Continued)

Port of Origin	Hazardous Type	Submitted for Approval	Booked	In-gated
Tacoma	Standard	2130 hours day of sailing	2130 hours day of sailing	2200 hours day of sailing
Tacoma	Noteworthy	1700 hours business day before sailing	1700 hours business day before sailing	1800 hours day of sailing
Anchorage	Standard	1500 hours business day before sailing	Close of business day before sailing	1000 hours day of sailing
Anchorage	Noteworthy	1500 hours business day before sailing	1500 hours business day before sailing	1000 hours day of sailing
Anchorage	Hazardous Waste	1700 hours Two business days before sailing	1700 hours Two business days before sailing	1200 hours business day before sailing

All proper shipping names that mandate an on deck C or D stowage location in the 10A column of the 49 CFR are considered noteworthy and consequently need a level 1 approval.

(Item continued on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

## F. HAZARDOUS MATERIAL CARRIER ACCEPTANCE GUIDELINES

540 (Continued)

*Level 1 Approval	TOTE Maritime	Described as approval within TOTE Maritime. Contact <a href="mailto:hazardousak@totemaritime.com">hazardousak@totemaritime.com</a> or (253-449-2122) for northbound. For Southbound, contact <a href="mailto:anc.haz@totemaritime.com">anc.haz@totemaritime.com</a> or (907-265-7255). Loads are required to adhere to the approval, booking, and in-gate cutoff times as described in the table of the Dangerous Cargo Manifest and Noteworthy Hazardous section. All product requiring a level 1 approval requires a Safety Data Sheet, (SDS), to be sent with the booking request.
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Class	Primary or Subsidiary Class #	Packing Group	Hazardous Materials Acceptance Guidelines
Explosive	1.1	N/A	Will not accept.
Explosive	1.2	N/A	Will not accept.
Explosive	1.3	N/A	Will not accept.
Explosive	1.4	N/A	Shipments must have Level 1* Approval. 1.4B, 1.4C, 1.4D and 1.4G must provide a valid EX approval number.
Explosive	1.5 D	N/A	<b>(D)# Will not accept.</b>
Flammable Gas	2.1	N/A	Class 2.1 (LTD or not) is not allowed in running reefers. For more information regarding criteria for shipping hazardous in non-running reefers please reference this link: <a href="https://www.totemaritime.com/ak-trade-notifications/hazardous-policy-clarification-regarding-classes-2-1-and-3/">https://www.totemaritime.com/ak-trade-notifications/hazardous-policy-clarification-regarding-classes-2-1-and-3/</a> . Bulk shipments with product required to be on deck in the 49 CFR require Level 1* Approval. Will not accept bulk UNs that are flammable, non-flammable or heavier than air. These UNs include but are not limited to: UN1011, UN1012, UN1055, UN1075, UN1077, UN1969, UN1978.
Non Flammable Gas	2.2	N/A	Bulk shipments with product required to be on deck in the 49 CFR require Level 1* Approval.
Poison Gas	2.3	N/A	Requires Level 1* Approval. Will not accept bulk shipments. TACOMA: Must be at the terminal between 1600-1800 hours day of sailing. ANCHORAGE: Must be at the terminal between 0800-1000 hours day of sailing.

(Item continued on following page)

ISSUED: MAY 22, 2024

EFFECTIVE: JUNE 2, 2024

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

540 (Continued)

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

## F. HAZARDOUS MATERIAL CARRIER ACCEPTANCE GUIDELINES (CONTINUED)

Class	Primary or Subsidiary Class #	Packing Group	Hazardous Materials Acceptance Guidelines
Cryogenic Liquid	2.1 / 2.2 / 2.3	N/A	Requires Level 1* Approval. TACOMA: Must be at the terminal between 1600-1800 hours day of sailing. ANCHORAGE: Must be at the terminal between 0800-1000 hours day of sailing.
Flammable Liquids	3	I ~ III	Class 3 (LTD or not) is not allowed in running reefers. For more information regarding criteria for shipping hazardous in non-running reefers please reference this link: <a href="https://www.totemaritime.com/ak-trade-notifications/hazardous-policy-clarification-regarding-classes-2-1-and-3/">https://www.totemaritime.com/ak-trade-notifications/hazardous-policy-clarification-regarding-classes-2-1-and-3/</a> . Bulk shipments with product required to be on deck in the 49 CFR along with a flash point <i>less</i> than 60°F or 15.56°C require a Level 1* Approval. Non-metal IBC's, ISO, and road tankers must have Level 1* Approval.
Flammable Solid	4.1	I ~ III	Bulk shipments with product required to be on deck in the 49 CFR require Level 1* Approval. Will not accept in bulk quantity magnesium or flammable metals. The UN includes but is not limited to: UN1869
Spontaneously Combustible Material	4.2	I ~ III	Requires Level 1* Approval. Will not accept bulk shipments.
Dangerous when wet	4.3	I	Will not accept.
Dangerous when wet	4.3	II~III	Requires Level 1* Approval. Will not accept bulk shipments. Will not accept with an "On Deck" stowage requirement. Will accept non-bulk small shipments (100 lb. limit).
Oxidizer	5.1	I ~ III	Requires Level 1* Approval; This includes subclasses. Shipments of UN1479, UN1748, UN2208, UN2880, UN3077, UN3406, UN3485, UN3486 or UN3487 containing Calcium Hypochlorite must be transported in running reefers between May 1st and Oct 1st. (Additional details continued on following page)

(Item continued on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

540 (Continued)

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

## F. HAZARDOUS MATERIAL CARRIER ACCEPTANCE GUIDELINES (CONTINUED)

Class	Primary or Subsidiary Class #	Packing Group	Hazardous Materials Acceptance Guidelines
(CONTINUED) Oxidizer	5.1	I ~ III	(CONTINUED) If you would like to ship Calcium Hypochlorite, more information can be found at <a href="https://www.totemaritime.com/ak-trade-notifications/trade-notification-updated-hazardous-policy-regarding-hazmat-class-5-1-shipments-containing-calcium-hypochlorite/">https://www.totemaritime.com/ak-trade-notifications/trade-notification-updated-hazardous-policy-regarding-hazmat-class-5-1-shipments-containing-calcium-hypochlorite/</a> . Shipment of UN1942 or UN2067 requiring a USCG permit require Level 1* Approval and shipper must provide USCG load and unload permits prior to load arrival. TACOMA: Must be at the terminal between 1600-1800 hours day of sailing. ANCHORAGE: Must be at the terminal between 0800-1000 hours day of sailing. Note "Cold Packs" in shipping description if applicable. Additional packing restrictions may be required at time of shipment, weather dependent.
Organic Peroxide	5.2	(D)	Requires Level 1* Approval. Will not accept bulk shipments. <b>#Will not accept shipments that require temperature-controlled monitoring.</b>
Poison	6.1	I	Requires Level 1* Approval. Will not accept bulk shipments. Will not accept any shipment in liquid form. Will accept non-bulk solid form shipments without an "Inhalation Hazard."
Poison	6.1	II & III	Bulk shipments with product required to be on deck in the 49 CFR require Level 1* Approval.
Infectious Substances	6.2	Any	Requires Level 1* Approval.
Radioactive Material	7	N/A	Requires Level 1* Approval. Will not accept Yellow Category II, III or fissile materials. Will not accept any material that requires radiological surveying of the cargo holds. Will accept White Category I within the limits of "Non-Exclusive Use" shipments and excepted packages.
Corrosive Liquids	8	I	Bulk shipments with product required to be on deck in the 49 CFR require Level 1* Approval.

(Item continued on following page)

ISSUED: MAY 22, 2024

EFFECTIVE: JUNE 2, 2024

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

540 (Continued)

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Continued)

## F. HAZARDOUS MATERIAL CARRIER ACCEPTANCE GUIDELINES (CONTINUED)

Class	Primary or Subsidiary Class #	Packing Group	Hazardous Materials Acceptance Guidelines
Corrosive Liquids	8	II & III	Bulk shipments with product required to be on deck in the 49 CFR require Level 1* Approval. UN2683 and UN1832 accepted in non-bulk only.
Miscellaneous	9	Any	Bulk shipments with product required to be on deck in the 49 CFR require Level 1* Approval. <b>#Roll-on/roll-off lithium ion battery powerd machinery and Bulk Lithium Battery</b> shipments have extra requirements for approval. Please reference the Carrier's Hazardous Policy on Class 9 Bulk Lithium Batteries. Shipments of UN2211 will require one door to be removed and are considered Noteworthy if product is not in hermetically sealed packaging.
Vehicles in Containers or Trailers	9	Any	Must have less than ¼ tank of fuel for gasoline. <b>(D)</b> Must have special warning placard on back door and must have keys removed from ignition. Vehicles powered by propane must have the tank removed or certified as empty. <b>#Will not accept fully-electric or plug-in hybrid vehicles.</b>
Vehicles on a Flatbed	9	Any	Must have ¼ tank of fuel or less for propane/gasoline. <b>(D)</b> <b>#Will not accept fully-electric or plug-in hybrid vehicles.</b>
Vehicles, driven on	9	Any	Must have ¼ tank of fuel or less for propane/gasoline. <b>(D)</b> Propane on motor homes/ travel trailers cannot be accepted unless tanks are fixed on the vehicle and certified as empty or tank valves verified to be closed by a TOTE employee. <b>#Will not accept fully-electric or plug-in hybrid vehicles.</b>

(Item continued on following page)

ISSUED: JULY 28, 2025

EFFECTIVE:

AUGUST 3, 2025

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

9TH REVISED PAGE 43A  
CANCELS  
8TH REVISED PAGE 43A

ITEM NO.

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Concluded)

### B. IMPROPERLY PLACARDED TRAILERS/CONTAINERS ARE SUBJECT TO THE FOLLOWING CHARGES:

1. A charge per trailer will be assessed if Carrier is required to provide placards to the inbound carrier for a vehicle arriving at Carrier's receiving gate which is in conformance with D.O.T. and U.S. Coast Guard Regulations, but is not properly placarded.
2. A charge per trailer will be assessed if Carrier is required to provide and to apply placards to a vehicle, either at shippers location or at Carrier's receiving gate, when said vehicle is in Conformance with D.O.T. and U.S. Coast Guard Regulations, but is not properly placarded.
3. A charge per trailer will be assessed if the following conditions occur:
  - a. Trailer is tendered to Carrier without proper paperwork indicating hazardous placards are required.
  - b. After trailer has been processed at Carrier receiving gate, proper paperwork or information is supplied to Carrier indicating placards are required and Carrier is required to placard vehicle in Carrier's yard.

540 (Continued)

(A)

F.	Improperly placarded trailers/containers are subject to the following charges.	
1	Carrier required to provide placards to inbound carrier.	<b>\$72</b>
2	Carrier is required to provide and apply placards to a trailer/container	<b>\$203</b>
3	A. Trailer is tendered to Carrier without proper paperwork indicating hazardous placards are required. B. After trailer is tendered into Carrier's receiving gate proper information is supplied to Carrier indicating placards are required for the vehicle in Carrier's yard.	<b>\$339</b>

### G. BULK SHIPMENTS

Bulk shipments in tank trailers will only be shipped with the express prior approval of Carrier's Operations Department and must meet the requirements listed in Carrier's Tariff 101 item 884 and 49 CFR 178.338, 180.407 and MC-338 which require:

- Stamped certified by ASME code
- Annual external visual inspection
- Annual leakage test
- Two year thickness test
- Five year internal visual inspection
- Five year upper coupler inspection

Records of the above inspections will be provided Carrier upon request.

(Item continued on following page)

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

15TH REVISED PAGE 43B  
CANCELS  
14TH REVISED PAGE 43B

STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

ITEM NO.

## EXPLOSIVES AND OTHER DANGEROUS ARTICLES – INCLUDING HAZARDOUS MATERIALS AND HAZARDOUS WASTE (Concluded)

### H. NON COMPLIANCE

If the carrier transports hazardous materials and controlled substances as defined by a governmental authority without declaration, prior knowledge or approval due to the commodities being improperly described, incompatible, poorly packed or the rules contained herein have not been adhered to, Shipper shall be responsible for all costs of damages incurred by the Carrier plus 15% in addition to the charges described in Tariff Item 572. Shipper shall indemnify Carrier against all loss or damage (including all fines, forfeitures or penalties imposed by any governmental authority) arising out of or resulting from such improper description, packaging or compatibility, caused by such goods.

If Carrier unknowingly transports radioactive materials and hazardous waste not properly reported, shipper may also be assessed a surcharge of **\$47,902**. This is in addition to all other charges described herein.

### I. SPILL OR LEAKAGE

All hazardous cargo must be blocked and braced in accordance with applicable regulations. In the event of spill or leakage of hazardous products while shipment is in the possession of the Carrier, unless such spill or leakage is caused by negligence or willful misconduct of the Carrier, Shipper shall be solely responsible for all expenses, costs and damages incurred by the Carrier plus 15% (to cover administrative charges and expenses) in addition to all other applicable charges.

Damages shall be defined as including, but not limited to: the expense of vessel rework and restowage, cleanup, removal and restoration of the property, premises and vessels owned, leased or for which Carrier is responsible, loss of use of same, included loss of anticipated revenue due to the unavailability of terminals or vessels resulting from a spill of material, whether or not caused in whole or in part by the negligence of the Carrier, its agents, their officers or employees, cost of disposal of unclaimed, rejected or damaged cargo which are incurred by the carrier, damage destruction or contamination of cargo and equipment in Carriers care, custody or control and personal injuries, including those resulting in death as well as any fines, penalties, forfeitures or assessments made by state, federal or local agencies as a result of such shipment. Shipper shall defend, hold harmless and indemnify carrier from any expense (including reasonable attorney's fees) arising from, or as the result of, any claim of improper or inadequate disposal of the shipment.

### J. SURCHARGE-HAZARDOUS MATERIALS/DANGEROUS ARTICLES

A surcharge for cargo moving under rates in this tariff will apply for hazardous materials or dangerous goods. **Includes limited quantities** (as defined in 49 CFR **173.156 and 172.315**) of such cargo in transport vehicles or freight containers.

**Hazardous Materials will be subject to one of the the following charges:**

<b>I.</b>	For all hazardous materials	
	<b>Hazardous Materials</b> Charge per trailer/container	<b>\$250</b>
	<b>Limited Quantity Hazardous Materials Charge per trailer/container, exclusively</b>	<b>\$100</b>

**EXCEPTION:** The hazardous surcharge shall not apply to self-propelled vehicles or machinery, moving as roll on-roll off on the vessel or loaded to flatbeds; when the sole cause for hazardous designation is batteries and fuel in tanks used to power such vehicles or machinery.

540 (Concluded)

(A)(D)#

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER

909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

FLATBED LOADING

563

Cargo loaded on a flatbed shall be properly secured to the flatbed by the consignor for safe stowage aboard ship. Unless otherwise requested by consignor, carrier shall supply flatbeds with a minimum of eight sets of chains and binders or eight sets of straps and winches. When requested by consignor, flatbeds shall be supplied with extra loose chains and binders or loose straps and winches, provided such arrangement is approved in advance by carrier.

Unless other arrangements have been approved by the carrier in advance, flatbed loads shall be inspected at the point of tender to determine whether cargo has been properly secured to flatbed. Flatbed loads tendered at carrier's terminal shall be inspected at carrier's terminal.

- A. Minor and Major Securing Service will be provided at charges stated in this item.
- B. Supply Protective Cover (Service available in Tacoma, WA only)  
Upon request, protective covering, i.e., 6 mil. polyethylene or visqueen sheeting shall be furnished to consignor in sufficient quantity for consignor or subconsignor to cover cargo in flatbed at a charge as stated in this item.
- C. Supply and Apply Protective Cover (Service available in Tacoma, WA only)

Upon request, carrier shall supply and apply protective covering subject to the following:

1.	Furnish protective cover, i.e. 6 mil. polyethylene or visqueen sheeting
2.	Spread cover over cargo
3.	Fasten cover to cargo and/or flatbed
4.	<ul style="list-style-type: none"> <li>a. Secure cargo to flatbed to the extent performable by one man with chains and binders or straps and winches.</li> <li>b. Should extra labor, materials and/or mechanical equipment be required, such will be charged for as provided in Item 890 of this tariff.</li> </ul>
5.	Charge to supply and apply protective cover shall be as stated in this item except when extra labor, materials or mechanical equipment are necessary as in Paragraph C.4.b. above.

ISSUED: OCTOBER 27, 2022 EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

FLATBED LOADING (Continued)

563 (Continued)

D. Securing Equipment

1. Securing equipment shall include the following:

Chains, binders, straps, winches, load stakes and pipe racks.

2. At origin:

Carrier provided securing equipment which accompanies an empty or loaded flatbed shall be recorded by type and count by carrier's driver at time of empty placement to consignor or loaded tender to Carrier. Securing equipment not returned or returned damaged with the flatbed shall be charged to the payor of the freight as defined in Item 120 according to the charges in Paragraph D.4.

3. At destination:

- a. Carrier provided securing equipment not returned or returned damaged with the flatbed upon which the securing equipment was originally utilized shall be charged to the payor of the freight according to charges as stated in Paragraph D.4.
- b. Should carrier's driver determine that securing equipment is missing from the flatbed, he shall record the type and count of missing equipment and date.

4. Charges for Securing equipment not returned or returned damaged are as stated in paragraph D below.

NOTE 1: Carrier Preparation of Flatbed Loads

When chargeable carrier services must be performed on a flatbed at carrier's consolidation terminal, carrier will prepare such flatbed loads as stated below without charge: (See EXCEPTION to NOTE 1 below)

- 1. Securing provided hereunder is to make flatbed loads roadworthy for transport to carrier's consolidation terminal only.
- 2. Carrier's driver will secure cargo to flatbed at consignor's or subconsignor's location with chains and binders or straps and winches.
- 3. Securing time will be limited to one hour.

EXCEPTION TO NOTE 1:

If extra driver item, labor, materials or mechanical equipment is required to prepare flatbed loads for transport to carrier's consolidation terminal, beyond that provided in NOTE 1, such will be charged as provided in Item 891 of this tariff.

NOTE 2: Requests for Carrier Services

Requests for carrier services must be:

- 1. Made by consignor via telephone, e-mail or in person.
- 2. Made to carrier's customer service or dispatch department.
- 3. Made prior to arrival of loaded flatbed at Carrier's consolidation terminal.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

11TH REVISED PAGE 46

CANCELS

10TH REVISED PAGE 46

STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

ITEM NO.

## FLATBED LOADING (Concluded)

### NOTE 3: Authorization of Carrier Services:

When no request for services has been received by carrier, carrier will obtain written or telephone authorization from consignor or sub-consignor before performing required services on flatbed loads. If carrier cannot obtain written or electronic authorization to perform services on a flatbed load:

1. Carrier will not perform services on such flatbed loads.
2. Carrier will not transport such flatbed loads unless load is prepared by consignor or sub-consignor and approved by carrier for transport. Carrier will transport such approved flatbed loads at charges as provided in Item 750 of this tariff.

563 (Concluded)  
(A)

### NOTE 4: Party Responsible for Payment of Charges Accruing in this Item:

Unless otherwise arranged and approved by carrier, the payor of the freight shall be responsible for all charges herein accruing against a shipment.

#### Flatbed Loading:

#### A. Minor and Major Securing Services (upon request)

1.	Minor securing service	<b>\$261</b> per flatbed
2.	Major securing service	Cost plus 15% subject to minimum charge <b>\$261</b>

#### B. Supply Protective cover. (Service available in Tacoma, Washington only)

Upon request, carrier will supply sufficient protection polyethylene/visqueen sheeting at carrier's consolidation terminal for consignor or sub-consignor to cover cargo for a charge as follows:

Supply only	<b>\$308</b> per flatbed
-------------	--------------------------

#### C. Supply and apply protective cover shall be provided and performed by carrier for a charge as follows:

Supply and Apply	Provided in conjunction with transfer of lading service as defined in Item 959	<b>\$453</b> per flatbed
Supply and Apply	If not provided in conjunction with transfer of lading service as defined in Item 959	<b>\$707</b> per flatbed

#### D. Securing Equipment

EQUIPMENT TYPE	CHARGE	PER
Chain	<b>\$136</b>	Single Chain Length
Chain Binders	<b>\$111</b>	Binder
Straps	<b>\$111</b>	Strap
Winches	<b>\$104</b>	Winch
Load Stakes (Metallic)	<b>\$172</b>	Stake
Pipe Racks	<b>\$2,479</b>	Pipe Rack

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

LIFT-ON/LIFT-OFF SERVICE

567

1. Rates named in this tariff apply only to shipments that can be rolled-on and rolled-off carrier's vessel, utilizing either carrier's standard fleet of equipment, or shipper-provided equipment. Carrier's equipment is subject to availability. Carrier does not provide any specialized equipment, unless specific arrangements have been made in advance and confirmed in writing by the carrier.
2. Lifts will not be accepted by carrier without prior written request by the shipper and approval by the carrier. Structural drawings of the articles to be lifted may be required prior to acceptance by carrier.
3. If shipments are of such size and configuration that they must be lifted on or off the carrier's vessel, they will only be lifted on or off the carrier's vessel, they will only be handled at carrier's option. Carrier reserves the right to refuse any lifting service due to unsafe stowage conditions.
4. Lift-On/Lift-Off Service will be provided on a case by case basis.

OVER DIMENSIONAL FREIGHT

568

The following provisions apply on trailers or ladings not described in Rule 620 and/or exceeding 53'6" overall length, 8'6" overall width or 14' overall height. Shipments will be handled at the carrier's option; Carrier reserves the right to refuse any shipment due to height, length, width, ground clearance, or inadequate/unsafe stowage conditions.

1. Roll-on/roll-off freight (not loaded to freight trailers/containers) in excess of 10' overall width, 40' overall length, 14' overall height, and/or 100,000 pounds must be approved by Carrier Operations prior to booking.
  2. Trailers or ladings, including accompanying bracing, dunnage and securing equipment, which exceeds 14' in overall height, 10' in overall width and/or 53'6" in overall length, must be approved by Carrier's Operations department prior to booking.
- A. OVERWEIGHT SHIPMENTS  
Weight loaded to trailer which is in excess of maximum weight stated in this item will be charged the rates stated in this item.
- B. OVERHEIGHT SHIPMENTS: (Applies to Northbound and Southbound Cargo)  
The following surcharge will apply on the applicable base charges.  
Base Charges shall be defined as: The applicable commodity charges including any applicable overlength, overwidth, or excess weight.

(Item continued on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

OVER DIMENSIONAL FREIGHT

568  
(Continued)

C. OVERLENGTH SHIPMENTS:

The rates named in this tariff apply only on trailers or lading not exceeding forty feet six inches (40'6") in length. Trailers or ladings exceeding 40'6" in length will be subject to Item 620 of this tariff and the following additional charges, except as provided below:

1. Trailers/Ladings not described in Item 620:

Trailers/ladings at lengths other than those named in Item 620 of this tariff shall be rated at the conversion factor defined by the next larger equipment size.

EXCEPTION 1:

40' containers loaded to chassis not exceeding 41'6" shall be rated as if not exceeding 40'6" in overall length.

EXCEPTION 2: EXCEPTION TO ITEM 620 OF THIS TARIFF:

Flatbed trailers are allowed 6" of overlength prior to application of Paragraph C.1. above.

- 1. When the length of the trailer or lading exceeds 53'6" the conversion factor will be applied subject to item 620 of this tariff # for 53' equipment sizes.
- 2. In addition to the charges stated above, trailers/ladings exceeding 53'6" shall be charged an additional charge as stated in letter C, Overlength Surcharge on trailers/lading exceeding 53'6".

EXCEPTION 3:

The length of the nosemounted unit will be excluded from the calculation of overall length charges as described in Paragraph C of this item on refrigerated trailers that are equipped with such nosemounted refrigeration units.

D. OVERWIDTH SHIPMENTS

Except as otherwise provided, the rates named in this tariff apply only on trailers not exceeding eight feet six inches (8'6") in overall width. Trailers or ladings, including accompanying bracing, dunnage and securing equipment which exceed eight feet six inches (8'6") in width will take one of the following base charges (whichever creates the greatest charge) plus the surcharges listed below according to the following table.

Base charges shall be defined as: The applicable commodity charge, including any applicable overlength, overweight or excess weight charges.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

ITEM NO.

## OVER DIMENSIONAL FREIGHT (Concluded)

### A. Overweight Surcharge:

VEHICLE SIZE		MAXIMUM WEIGHT
Not exceeding	39'	38,000
Not exceeding	40'	44,000
Not exceeding	45'	46,000
Exceeding	45'	48,000

Maximum Weight will be determined based on actual length of trailer or the overall length of the lading. Weight loaded to trailer which is in excess of maximum weights stated in this exception will be charged as follows:

Northbound	Southbound	Per hundred weight
<b>\$11.00</b>		

### B. Overheight Surcharge:

OVERALL HEIGHT		
OVER	BUT NOT OVER	SURCHARGE
14'	15'	10%
15'	16'	20%
16' and over		30%

### C. Overlength Surcharge on trailers/ladings exceeding 53'6"

Northbound per linear foot or fraction thereof	Southbound per linear foot or fraction thereof
<b>\$360</b>	<b>\$176</b>

### D. Overwidth Surcharge:

WIDTH OVER IN FEET	BUT NOT EXCEEDING IN FEET	SURCHARGE (PERCENT OF APPLICABLE CHARGES)	
		TO: POINTS IN ALASKA (NB)	FROM: POINTS IN ALASKA (SB)
8' 6"	9'	12%	12%
9'	10'	24%	12%
10'	11'	36%	18%
11'	12'	48%	24%
12'	13'	60%	30%
13'	14'	72%	36%
14'	15'	84%	42%
15'	16'	96%	48%
16'		① 120%	① 60%

① On shipments exceeding 16' in width, add an additional 12% surcharge to the surcharge for each incremental foot.

568 (Concluded)  
(A)

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

IMPRACTICABLE OPERATIONS

570

Nothing in this tariff shall be construed as making it binding on a carrier to pick up or deliver freight at locations from or to which it is impracticable to operate trucks or drays on account of condition of highways, roads, streets or alleys, because of riots or due to extreme weather.

IMPROPERLY DESCRIBED FREIGHT – PENALTY

572

The carrier reserves the right to randomly weigh, inspect and measure prior to delivery, (either in Washington or in Alaska), trailerload shipments to assure proper weight, size, classification and commodity descriptions of the freight loaded thereto. TAG (The Adherence Group), as the carrier's agent responsible for verification, will have the authority to review all commodity descriptions and master billing documents submitted to the carrier. TAG has the right to retain trailers for this purpose for up to 24 hours after receiving the trailer from the carrier.

If, during the initial 24 hour inspection, the shipment has been misdescribed with respect to the commodity or commodities loaded to the trailer or the weights or measurements of commodities tendered therein, and if such misdescription or misdeclaration results in a reduction in the freight charges from what would otherwise be lawfully assessed for the trailer, the following provisions shall apply:

1. TAG will impound the trailer(s) and notify the shipper shown on the bill of lading.
2. The subject trailer(s) shall be rated separately, as a single-trailer shipment, per all applicable provisions of this tariff.
3. In addition to the applicable freight charges set forth in Paragraph 2 above, any cargo that has been misdescribed or misdeclared will be assessed a penalty as stated in this item.
4. The trailer shall also be subject to the provisions of Item 910 or Item 911 until the provisions of this item have been met.
5. The carrier or the carrier's agent, TAG, shall not be liable for damages incurred as a result of any delay in delivery of freight loaded to trailers due to the application of the provisions of this item (whether or not misdescription and/or misdeclaration has actually occurred).
6. Carrier reserves the right to refer all evidence of misdescription or non-declaration of commodities tendered to the appropriate regulatory agencies for review.

(Item continued on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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# TOTE Maritime Alaska, LLC.

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ITEM NO.

## IMPROPERLY DESCRIBED FREIGHT – PENALTY (Continued)

572 (Continued)

NOTE 1: Any trailer seals that are removed for the purpose of cargo inspection shall be replaced and the new seals will be identified on the bill of lading. The removal and replacement of seals under the provisions of this item shall not invalidate the integrity of "Shipper Load and Count" provisions.

NOTE 2: When inspection confirms misdescription or misdeclaration and the corrected freight charges, based on the actual cargo loaded in the trailer, are higher, then the cost of the unloading/reloading shall be assessed at the following rates per trailer in addition to all other charges:

TAG shall have sole discretion in determining which trailers require unloading and/or reloading as provided in this NOTE 2.

NOTE 3: When shipper loads carrier provided substituted trailers pursuant to the provisions of Item 915, and the cargo loaded to those substituted trailers exceeds the cubic maximums provided, the penalty charge in this item shall apply in addition to all other charges, penalties or provisions of this item:

NOTE 4: Trailers which have been impounded per the provisions of this item will not be released by TAG until full payment of all applicable tariff charges have been received by TAG. Payment must be made to TAG via Wire, ACH or Check. (See EXCEPTION 2)

### EXCEPTION 1: CONCERNING HAZARDOUS CARGO and NON-COMPATIBLE CARGO

Hazardous Materials Not Meeting the Lawful Requirements of Title 49 CFR Parts 100 - 199  
In addition to the applicable freight charges set forth in Paragraph No. 2 of this item, the following shall apply to Non-declared or Misdescribed Hazardous Cargo:

Non-declared or misdescribed hazardous cargo will be assessed a penalty charge of 150 percent of the applicable rate or charge for the hazardous cargo subject to the following minimum charges:

The minimum charges shall be applied and monitored by TAG. Hazardous cargo shall also be subject to the provisions of Item 540. The penalties as set forth in this paragraph will be assessed in addition to any other penalty charges as set forth in this item.

### NON-COMPATIBLE CARGO:

When cargo does not meet the segregation requirements found in 49 CFR Part 176, Subpart D, a charge as stated in herein will be assessed in addition to penalty charges as specified in this item.

### EXCEPTION 2:

Provided the party responsible for payment of charges as specified in this rule is currently extended credit by Carrier, payment of these charges may be accepted in the form of a company check. Credit will not be extended by TAG in any case for charges assessed under this item.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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STB TOTE 101-A

TOTE Maritime Alaska, LLC.

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ITEM NO.

IMPROPERLY DESCRIBED FREIGHT – PENALTY (Concluded)

A. Any cargo that has been misdescribed or mis-declared will be assessed a penalty of 70% against the difference between the charges based upon the description(s) and/or declaration(s) as shown on the original shipping documents and the new charges derived from the correct description(s) and/or declaration(s), (to include excess weight), subject to a minimum administration charge of **\$382** per occurrence.

B. When inspection confirms misdescription or misdeclaration and the corrected freight charges are higher than the cost of the unloading/reloading shall be assessed the following rates per trailer in addition to all other charges:

1.	Trailers loaded/unloaded in Washington	<b>\$2,449</b>
2.	Trailers loaded/unloaded in Alaska	<b>\$3,671</b>

C. When shipper loads carrier provided substituted trailers pursuant to the provisions of item 915 and the cargo loaded to these substituted trailers exceeds the cubic maximum Provided, the penalty below will apply for each trailer per each offense in addition to all other charges, penalties or provisions of this item.

Penalty charge	<b>\$799</b>	Per trailer/ per offence
----------------	--------------	--------------------------

D. Non-declared or misdescribed hazardous cargo will be assessed the following charge: When cargo does not meet the segregation found in 49 CFR Part 176, Subpart D, the charge below will be assessed in addition to the penalty charges as specified in Item 572. Non-declared hazardous cargo is any hazardous not pre-approved and submitted prior to the vessel loading.

Description	Assessed
Non-declared or misdescribed hazardous cargo.	<b>\$1,541</b>
Non-declared or misdescribed hazardous cargo - Noteworthy or Restricted (Rejected)	\$10,000
Failure to meet the segregation found in 49 CFR Part 176, Subpart D	<b>\$1,511</b>

Noteworthy and Restricted (Rejected) Hazardous is defined per our hazardous materials acceptance guidelines found on our website:

<https://www.totemaritime.com/alaska/alaska-cargo/hazmat/>

1. All loads with placard changes, incompatibility, and/or non-limited quantity hazardous shipped unmanifested, found via a TAG inspection, requires a hazardous correction review. A hazardous correction review form, must include how the incident happened and what steps are being taking to prevent it going forward.
  - i. For noteworthy/restricted (rejected) hazardous, an executive within the shipping company must sign the review.
  - ii. For all other hazardous discrepancies, a terminal manager or above with the shipping company must sign the review.

If TOTE Maritime Alaska does not receive the hazardous correction review within five (5) business days, TOTE will stop processing/approving any hazardous shipments from shipper until it is received.

572 (Concluded)  
**(A)**

ISSUED: OCTOBER 30, 2025 EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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ITEM NO.

## IMPROPERLY DESCRIBED FREIGHT – SHIPPER LIABILITY

If explosives or dangerous goods (including hazardous materials and controlled substances as defined by any governmental authority) shall be improperly described, shipper shall be liable for and indemnify Carrier against all loss or damage (including all fines, forfeitures or penalties imposed by any governmental authority) arising out of or resulting from such improper description or caused by such goods.

573

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

**CARRIER CARGO LIABILITY**

574

- A. Subject to the terms of this paragraph, and Paragraphs B and C of this item, rates named in this tariff include carrier liability on the goods while the shipment is in the possession of carriers party to this tariff.
- B. Unless otherwise indicated, carrier's responsibility for loss or damage to cargo will be as provided in carrier's bill of lading, the provisions of which are reprinted as Item 355 of this tariff.
- C. Carrier liability shall respond for the actual amount of the loss, but in no event to exceed the invoice value (released value on released value shipments) of the goods lost or damaged, including freight if earned, or if no invoice, then fair market value at port of loading including freight, if earned, EXCEPT that in no event will this liability respond for loss or damage exceeding the lesser of 1) \$20.00 per pound, 2) \$500,000.00 per trailer, container, vehicle or 3) \$20,000,000.00 per vessel or per loss (See EXCEPTION 1). In the event of a loss that exceeds \$20,000,000.00 in the aggregate said amount shall be prorated among shippers participating in the loss according to the invoice or released value of the shipments as described in this paragraph.

EXCEPTION 1:

The \$20.00 per pound or \$500,000.00 per trailer, container or vehicle limitation contained in Paragraph C 1) and C 2) of this item will not apply if the following conditions are met:

- A. Prior written request must be made by shipper to, and confirming written approval secured from Carrier, subject to the following provisions:
  - 1. A written request for exceptions to Paragraph C of this item shall include a description of the cargo and its declared value. Request should be addressed to:  
TOTE Maritime Alaska, LLC.  
909 A Street, Suite 1100  
Tacoma, Washington 98402
  - 2. The bill of lading describing the cargo must be annotated indicating the declared value thereon.
  - 3.
- B. Upon written request by Shipper, additional cargo liability exceeding the \$20.00 per Pound gross or \$500,000.00 per trailer, container, vehicle limitation provided in Paragraph C 1) and C 2) of this item may be obtained. Request by Shipper for additional cargo liability must be made prior to the booking of the cargo. Additional charges may apply.

EXCEPTION 2.

Carrier shall not be liable for perishable items upon expiration of free time as described in item 910 (Storage at Destination) and 911 (Storage at Origin).

EXCEPTION 3.

In no event shall Carrier be liable for loss or damage to Shipper's cargo if such loss or damage arises out of or results from the tender to Carrier of defective shipper-furnished equipment or Shipper's improper description or loading of the cargo. See Item 577, Paragraph H; Item 573; Item 990.

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

LIABILTY – SHIPPER FURNISHED EQUIPMENT

A. Subject to the limitations and deductibles set forth in this item, Carrier shall be liable for equipment loss or damage resulting from (i) sinking of Carrier's vessel; (ii) equipment being lost overboard; (iii) equipment damaged by waves or heavy weather; (iv) equipment being lost or damaged due to collision of vessel at sea or in port; (v) equipment being damaged by fire (which did not originate in shipper's cargo or equipment; (vi) equipment being damaged by jettison at sea when such is done to lighten vessel.

577

B. For a single incident of damage exceeding \$500 dollars Carrier will reimburse the Shipper for approved/authorized repairs by Carrier equipment claims or pay for the full cost of repair or the fair market value of the equipment, whichever is less. No deductible applies provided the loss or damage occurs while the equipment is in Carrier's possession and Carrier's negligence is the sole proximate cause of the loss or damage.

For purposes of determining whether loss or damage to equipment exceeds \$500.00 under this subsection, loss or damage shall be measured by the cost of repair, cost of replacement or diminution in value -- whichever is lowest.

C. Carrier shall not under any circumstances be liable in any way for indirect, incidental or consequential damage of any kind, including but not limited to, lost profits, delay, loss of market, loss of use of trailers or other equipment or any other form of loss, injury or damage except direct physical loss or damage to equipment resulting in out-of-pocket loss to the shipper as provided for in this item.

D. In the event the shipper furnished equipment is lost, destroyed or extensively damaged, the total loss value of the equipment to be paid by Carrier, subject to the deductible provisions contained in Paragraph B of this item shall be computed in accordance with depreciated value, or market value, whichever is less. Loss value computations shall not include the original cost of tires, wheels and other special securing equipment where same are available to Carrier for return to shipper, wheels, tires and special securing equipment shall be retained and returned by Carrier. It is specifically agreed between Carrier and shipper that, if tires, wheels or special securing equipment are not available for return to shipper, then the salvage value for such items to be used in computing the total loss value shall be: \$85.00 for each wheel; \$200.00 for each tire; and 75 percent of replacement cost for special securing equipment, regardless of condition. The value and rights to additional salvage of the equipment shall be negotiated between the authorized representatives of Carrier and shipper. Where the total loss value, as computed in this section, less salvage, is less than the cost of repair or diminution of value to the equipment, the total loss value will be the proper measure of shipper's loss.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

LIABILITY – SHIPPER FURNISHED EQUIPMENT (Concluded)

E. When shipper believes Carrier to be liable for damages to shipper furnished equipment, notification shall be given to the Carrier’s Senior Claims Adjustor (or designee) within seven (7) day’s of the unit’s return to owner or point of loading. Notification may be made by phone, fax, mail or e-mail.

In the event of damage, total destruction or loss overboard of equipment, written claim shall be filed within sixty (60) days from the date on which it might reasonably be expected that the equipment be returned to shipper. Carrier shall notify shipper of total destruction or loss immediately after such incident occurs.

In order to be reimbursed for loss or damage, a written claim must be submitted, specifying the trailer number and voyage number or booking number, together with a specific sum for which reimbursement is claimed. All claims shall be filed within sixty (60) days of the trailer’s delivery to owner’s location.

When the particular facts make claim submission within the sixty-day time frame unduly onerous or impossible, Carrier may extend the time for submission by furnishing shipper with written authorization signed by Carrier’s Senior Claims Adjustor or their designee.

All claims exceeding \$500.00 must be supported with at least two repair estimates from independent repair installations. If the claimed amount exceeds \$1,000.00, Carrier must be given the opportunity prior to repairs being performed, to secure repair estimates of its own. Carrier agrees to exercise this opportunity within 72 hours from time of notice, and failure to do so will be considered a waiver of the opportunity. If such estimates are less than those furnished by the shipper, the repairs are to be performed at the lower cost. In such cases it is understood Carrier’s estimate and repairs are to be owner’s specifications.

F. Shipper will file all claims against Carrier pursuant to this item for loss or damage on each trailer as a unit.

G. Shipper will protect, indemnify and hold Carrier harmless from and against any and all claims, actions or proceedings by any person for equipment loss or damage, including any and all expenses, damages, suits, judgments and costs whatsoever, including attorney’s fees, except to the extent that Carrier has expressly agreed to be liable to shipper for loss or damage as provided herein.

H. If Shipper tenders defective equipment, Shipper shall be liable for and shall indemnify Carrier against all loss or damage arising out of or resulting from such defective equipment.

**I. In the event the Carrier elects to keep the shipper furnished equipment on terminal for repairs, Shipper will not be charged storage until the equipment is released for pick up, at which time, free time and/or charges will apply.**

577 (Concluded)  
(#)

ISSUED: MARCH 17, 2026

EFFECTIVE: MARCH 29, 2026

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

## CONVERSION TABLE

620

Unless stated otherwise, rates and charges listed in commodity items are considered to be a 40' long standard vehicles not in excess of 13'6" in overall height and 96" overall width. All other vehicle sizes are subject to the conversion factors below. For vehicle lengths not listed, the next largest trailer size shall be the conversion factor applied.

SIZES	DESCRIPTION	CONVERSION FACTOR
20'	Vehicles	.70
20'	Containers on chassis not exceeding 24 feet overall length	.70
27'	Vehicles	.72
27'	Refrigeration vehicles	.72
27'	Refrigeration vehicles with nose mounted refrigeration unit	.72
28'	Vehicles	.72
28'	Refrigeration vehicles	.72
29'	Vehicles	.76
30'	Vehicles	.76
30' 102"	Closed vehicles	.805
30' 102"	Open top vehicles	.805
37'	Vehicles	.90
40'	Standard vehicles up to 13' 6" high	1.00
40'	Low-boys	1.00
40'	Flatbeds	1.00
40'	Refrigerated vehicles, or refrigerated vehicles with a nose-mount refrigeration unit, not exceeding 43'4" OAL, when the cargo is rated pursuant to carrier's tariffs for temperature controlled commodities	1.00
40'	Open top vehicles	1.00
40'	Vehicles, NOS	1.00
40'	Containers loaded on chassis not exceeding 41'6" in length	1.00

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

CONVERSION TABLE (Concluded)

620 (Concluded)

40' 102"	Refrigerated vehicles	1.055
40'	Drop frame vehicles	1.125
45' 96"	Vehicles, other than refrigeration vehicles	1.125
45'	Fully insulated vehicles	1.125
45' 102"	Vehicles, including refrigeration vehicles	1.175
45' 102"	Fully insulated closed vehicles	1.175
45'	Refrigeration vehicles	1.175
45'	Refrigeration vehicles with nose mounted refrigeration units	1.175
48'	Vehicles, not exceeding 102" OAW	1.285
53'	Vehicles, not exceeding 102" OAW	1.425

MIXED SHIPMENT – COMMODITIES EMBRACED IN SAME DESCRIPTIVE ITEM

641

Except as provided in specific items and NOTE 1 below, all articles embraced in the same descriptive or commodity item may be shipped in straight or mixed shipments.

NOTE 1: Except as provided otherwise herein, shipments requiring temperature control (except protection from freezing as provided in item 810) may not be included in mixed shipments with commodities not requiring temperature control in or on the same vehicle.

PORT OF ALASKA MODERNIZATION SURCHARGE

695

(A)

TRAILER/CONTAINER/LADING/NOS	NORTHBOUND	SOUTHBOUND
Trailer/Container/Flatbed	<b>\$127</b>	<b>\$89</b>
Cargo as described in Items 2097, 2500, 2910, 2917, 2945, 2950 of Tariff STB TOTE 601-A	<b>\$54</b>	<b>\$41</b>
Cargo as described in Item 2959 of Tariff STB TOTE 601-A	<b>\$26</b>	<b>\$26</b>
Cargo as described in Item 2685 of Tariff STB TOTE 601-A	<b>\$8.05 per Ton</b>	<b>\$8.05 per Ton</b>
A.	Applies on all commodities named in Carrier's Tariffs unless otherwise specified in this item. Applies on a per unit basis.	
B.	Charge will not apply on trailers/containers/flatbeds moving southbound with return dunnage, provided the original movement was via the Carrier northbound.	

ISSUED: DECEMBER 22, 2025

EFFECTIVE:

JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

PAYMENT OF FREIGHT CHARGES - TERMS

A. Freight Payment

1. Full freight to the port or point of discharge named on the bill of lading and all advance charges against the goods shall be considered completely earned and due on receipt of goods by Carrier, even though the vessel or goods are damaged or lost or the voyage is frustrated or abandoned.
2. All sums payable to the Carrier are due when incurred and shall be paid, in full, in United States Currency.
3. The shipper, consignee, holder of the bill of lading, owner of the goods and principals of said liable parties shall be jointly and severally liable to Carrier for the payment of all freight, demurrage, General Average and other charges. Carrier notes that its bill of lading terms also make said parties jointly and severally liable for expenses incurred by Carrier in collecting sums due Carrier, including but not limited to collection agency fees, reasonable attorney's fees, and court costs at the mediation, trial and appellate levels.
4. Payment of ocean freight and related charges to a freight forwarder, broker or anyone other than Carrier or its authorized agent, shall not be deemed payment to the Carrier and shall be made at payer's sole risk.
5. The parties submit to the exclusive jurisdiction of the United States District Court of Western District of Washington at Seattle, Washington with respect to any litigation arising out of the agreement or performance hereunder.
6. Carrier may, at its option, accept approved credit card payment, viz.: MasterCard, American Express or Visa for movement of items listed in the STB-TOTE-600 Series Tariff. Payment by credit card will only be accepted at Carrier's Terminals where facilities for processing credit card payment are available.
7. Payment is due upon receipt of cargo or when service is rendered from parties that do not have established credit with Carrier.
8. Parties who have established credit with carrier have thirty (30) days after vessel sail date or service date to make payment.

720

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

PAYMENT OF FREIGHT CHARGES – TERMS (Continued)

720 (Continued)

A. Freight Payment (Concluded)

9. Payment in the form of company check for cash collect shipments may be accepted upon approval by the Carrier's Finance Department. A returned check fee will be assessed in the amount as stated in this item per check returned by the applicable financial institution due to non-sufficient funds, closed account notifications and/or stop payment. Carrier reserves the right, at its sole discretion, to refuse acceptance of company checks as payment from any company which has previously had a check returned for non-sufficient funds, closed account notification and/or stop payment.

B. Credit Application and Agreement

- 1. Carrier may extend credit privileges upon the receipt of a completed, signed Credit Application and Agreement, and approval by the Carrier's Finance Department based on the applicant's creditworthiness. The complete Credit Application and Agreement may be obtained by contacting the Carrier.
- 2. Carrier, in its sole discretion based on creditworthiness or Applicant and/or the payment history of the Applicants established account, reserves the right to modify or discontinue, in part or in whole, the availability of credit privileges, terms and agreements at any time, with or without notice.
- 3. The credit agreement shall replace and supersede any agreements between Carrier and applicant that deal with the same subject matter as referenced therein.
- 4. Full freight to the port of point of discharge named on the bill of lading or invoice and all advance charges against the goods shall be considered completely earned and due on receipt of the goods by Carrier, even though the vessel or goods are damaged or lost or the voyage is frustrated or abandoned. All sums payable by applicant to Carrier shall be paid in full in United States Currency.
- 5. If the applicant engages or utilizes the services of an Ocean Freight Forwarder, Logistics Broker, Customs House Broker or other agent in connection with the payment of ocean freight and/or other related charges to Carrier on applicant's behalf, applicant acknowledges and agrees that such party acts as applicant's agent and not as the agent of the Carrier.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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ITEM NO.

PAYMENT OF FREIGHT CHARGES – TERMS (Continued)

B. Credit Application and Agreement (Continued)

720 (Continued)

- 6. Applicant unconditionally guarantees to Carrier payment of all ocean freight and related charges due regardless of whether applicant has advanced funds for payment to applicant's Ocean Freight Forwarder, Logistics Broker, Customs House Broker or any other agent of applicant. Further, applicant remains absolutely responsible and unconditionally liable and guarantees payment if Applicant's Ocean Freight Forwarder, Logistics Broker, Customs House Broker or any other of the applicant's agent's fails, for any reason, to make such payments to Carrier.
- 7. Applicant agrees to remit payment on all invoices within credit terms specified in Carrier's tariff(s), service contracts, or, in absence of such rules, within thirty (30) days from the vessel sail date or invoice date, whichever occurs earlier.
- 8. Nothing contained herein shall preclude Carrier from exercising absolute discretion based on creditworthiness of the Applicant to refuse to extend credit or its right, where credit has been extended, to demand and collect payment of all freight and related charges prior to cargo's arrival at port or point of discharge.
- 9. If freight and related charges are not paid when due, Carrier reserves the right to collect such freight and related charges from the applicant or its agents, and any expenses incurred in collecting such freight and related charges due Carrier, including but not limited to collection agency fees, reasonable attorney's fees, and court costs at the mediation, arbitration, trial and appellate levels.
- 10. Receipts issued by Carrier for all documents received by Carrier will be signed by Carrier or on Carrier's behalf by the Agent Carrier may designate.
- 11. The applicant agrees that all shipping documents will indicate the correct address to which freight invoices are to be mailed.
- 12. Carrier reserves the right not to forward, deliver or release shipments or payment in its possession until all outstanding freight and related charges on delivered/completed shipments is made to Carrier.
- 13. The terms of the applicable Carrier's tariff(s) or service contracts are incorporated, by reference and made a part of the credit agreement. If there is any conflict between the terms of the credit agreement and the terms of the Carrier's tariff(s) or service contract, the terms of the tariff(s) or service contract shall prevail over the terms of the credit agreement.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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# TOTE Maritime Alaska, LLC.

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ITEM NO.

## PAYMENT OF FREIGHT CHARGES – TERMS (Concluded)

### C. Credit Application and Agreement (Concluded)

14. The credit agreement shall become effective on the date it is signed by both Carrier and applicant, and shall remain in full force and effect unless suspended or cancelled pursuant to the terms of the agreement except as noted in paragraph 10 of this item.
15. Suspension or cancellation of the credit agreement shall not terminate or otherwise affect any accrued obligations of one party to the other under the agreement which have arisen prior to such suspension or cancellation. Notwithstanding any other provisions of the agreement, either party may cancel the agreement on thirty (30) calendar day's written notice to the other party; provided, however, that Carrier, in its sole discretion, may suspend or cancel the agreement and all credit privileges extended thereunder effective immediately for applicant's non-compliance with the terms of the agreement.
16. The credit agreement may not be assigned by applicant without the prior written consent of Carrier.
17. Carrier reserves the right based upon a change in the applicant's credit history/performance, to adjust applicant's credit limit accordingly.
18. Applicant authorizes Carrier to check the provided references and credit reporting companies pertaining to applicant's credit responsibility, and authorizes said reference and credit reporting companies to release appropriate credit information to Carrier.
19. As a condition to the re-establishment of credit once suspended, Carrier may require surety bond(s), irrevocable standby letter(s) of credit or any other form of security deemed necessary to help ensure future compliance with the credit terms.
20. A returned check fee of one hundred dollars (\$100) per check returned by the applicable financial institution due to non-sufficient funds, closed count notifications and/or stop payment.

720 (Concluded)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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ITEM NO.

PICKUP OR DELIVERY SERVICE

750

Application of Placement Service

A. Bobtail

The charge for a bobtail will be as stated in this item in addition to all other applicable charges. This charge applies only to points named in Item 340.

- 1. Bobtail charges apply when carrier is requested by shipper to pick up a trailer from shipper's facility and shipper will not allow carrier to concurrently place an empty, dunnage or loaded trailer at shipper's facility.
- 2. Bobtail charges apply when carrier is requested by shipper to spot a trailer to shipper's facility and shipper does not concurrently provide a loaded trailer for pick up from shipper's facility.
- 3. Respots are not subject to the bobtail charge as defined in this tariff.

B. Application of Rates

Except as otherwise provided in individual rate items, truckload or volume rates, as defined in Item 620, shall include placement service within the limits of the Alaskan cities or towns named in this tariff subject to the following conditions:  
(For placement service in Washington, apply provisions of Item 340)

- 1. TL or volume rates include placement of carrier's vehicle at one address within the limits of the Alaskan cities or towns named in this tariff (See Item 980) for loading by consignor or unloading by the consignee. (See EXCEPTION 2)

EXCEPTION 1 TO PARAGRAPH B.1:

When placement in Alaska, as specified in this item, is performed by carrier from, or to, Carrier's Anchorage dockside facility on a Sunday or holiday as defined in Item 120, Definition of Terms, a surcharge for this service as stated in this tariff shall apply per spot, or pickup, shall be assessed in addition to any other applicable charges.

EXCEPTION 2:

Except as otherwise provided, shipments to or from Rate Zone M, Big Lake, Healy, Jonesville, Moose Pass, Nenana, Sutton, and points not named in this tariff shall not be entitled to placement or respot service, but shall be subject to driver stand-by for loading or unloading. Three hours free time will be allowed for loading or at points referred to in this exception. Delays beyond three hours will be charged according to Item 500.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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ITEM NO.

PICKUP OR DELIVERY SERVICE (Continued)

750 (Continued)

Application of Placement Service (Continued)

B. (Concluded)

2. Respot or Additional Placement

Should a respot or more than one placement (per trailer) be requested by shipper or consignee at either origin or destination, the charge for each such respot or additional placement shall be as follows:

- a. Northbound: At origin, each respot or additional placement will be charged at rates provided in Item 340. At destination, within the limits of the cities or towns in Alaska that are named in this tariff, the charge for each respot or additional placement shall be as stated in this tariff.
- b. Southbound: At origin, within the limits of the cities or towns in Alaska that are named in this tariff, the charge for each respot or additional placement shall be as stated in this item. At destination, each respot or additional placement shall be charged at rates provided in Item 340.

EXCEPTION 2 TO PARAGRAPH B.2.a. and b.:

(In Anchorage Only) When a trailer is dispatched under load, and the driver performs a respot, the charge for the respot shall be as stated in this item.

EXCEPTION 1: If carrier must again attempt a pickup or delivery after first pickup or delivery has either failed or been partially completed, the charge for this service is as stated in this item.

EXCEPTION 2: "Placement" does not include "no charge" bobtail tractor movement as defined in Rule 120 - Definition of Terms.

NOTE 1: Where rates in this tariff include pickup and delivery service as specified herein, such service will be performed only when shipments are compatible with carrier's equipment and comply with government authorized legal load and size limits. All expenses due to the necessity of securing special equipment, additional carrier assistance or any other charges not normally incurred in the regular course of pickup and delivery, will be for the account of the party responsible for the freight charges.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

PICKUP OR DELIVERY SERVICE (Concluded)

750 (Concluded)

**(A)**

	Service	Charge
1.	If carrier must again attempt a pickup or delivery after initial pickup or delivery has either failed or been partially completed	<b>\$390</b> per attempt
2.	When placement in Alaska as specified in this item is performed by carrier from or to its Anchorage facility on a Saturday, Sunday or holiday	<b>\$230</b> per spot/pickup
3.	Bobtail	½ round trip rate in item 340
4.	Respots Northbound	Item 340 Rates Apply
	a) Northbound at origin each respot or additional placement	Item 340 Rates Apply
	b) At destination within the limits of the cities of Fairbanks, Homer, Kenai and Seward that are named in this tariff	<b>\$602</b> per Respot/Placement
	c) Outside the cities or town limits	Item 342 Rates Apply
5.	Respots Southbound	Item 342 Rates Apply
	a) At origin within the limits of cities of Fairbanks, Homer, Kenai and Seward	<b>\$602</b> per Respot/Placement
	b) Outside the cities or towns limits	Item 342 Rates Apply
	c) At destination	Item 340 Rates Apply
6.	On Site Respots	<b>(R) \$175</b> per respot

EXCEPTION: Not applicable to trailers spotted to or picked up from the Alaska Railroad.

NOTE: Inland Fuel Surcharge as defined in Item 346 shall not apply for Saturday, Sunday or Holiday deliveries.

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO.

**SPLIT PICKUP SERVICE**

Split pickup service as defined in the Definitions rule will be governed by the following provisions:

- A. Consignee or consignor desiring to avail themselves to split pickup service must furnish the carrier with the points of origin of each location where the additional loads of cargo will be loaded to the single vehicle. The provisions of Item 750 shall govern these moves.
- B. The initial placement (spot) pursuant to Item 750 will be free. Subsequent placements (respots) will be performed at charges as specified herein.
- C. Split pickup service subject to this rule is limited to the following zones: Anchorage, Palmer, Wasilla, Kenai, Homer, Seward and Fairbanks.
- D. After an initial attempt has failed and it becomes necessary for the carrier to attempt again to complete a split delivery, the rules pursuant to Item 750, shall apply. Charges for this service are as specified herein.
- E. Pickup/delivery of cargo by a single vehicle within the same pickup limits of Item 340 and Item 342 will be subject to the charges as specified in Item 340 and Item 342.
- F. When a split pickup shipment contains freight which is tendered to carrier at addresses located within the pickup limits of a city or town in this tariff in which there is a Carrier terminal, and part at that Carrier terminal, each delivery to Carrier's terminal shall be considered a separate split pickup.
- G. Charges must be paid by shipper or consignee requesting split pickup service.
- H. The charges as specified in this item and/or Carrier's Item 340 and Item 342 may jointly apply.
- I. Terms stated above are not applicable to "Order Notify" or to shipments which are stopped in transit under the provisions of Item 900.

751  
**(A)**

A. Alaska, a split pickup charge per part lot of:

1.	Heaviest part lot per trailer	Free
2.	Each subsequent part lot (except Anchorage)	<b>\$443</b>
3.	Anchorage	<b>\$297</b>

- B. 1. Should carrier again attempt to complete a split pickup because the initial attempt has failed, the charge will be **\$397**.
- 2. Pickup of part lots of a shipment by a single vehicle within the same pickup limits of the city or town of the initial pickup service as provided under the rules of Item 340, will be charged as follows:

a.	Furthest part lot per trailer	See Item 340
b.	All other part lot per trailer	<b>\$322</b>

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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ITEM NO.

SPLIT DELIVERY SERVICE

752

Split delivery service as detailed in Rule 120 will be governed by the following provisions:

- A. The initial placement (spot) pursuant to Item 750 will be free. Subsequent placements/respots will be performed at charges as specified herein.
- B. Split Delivery is defined as the delivery of multiple loads in a single vehicle within the same delivery limits of the city or town of the final delivery. Stopoffs means the receiving or delivery of multiple loads in a single shipment, loaded to the same trailer/container. The stopoff point must lie directly intermediate between origin point and final destination via the regular route over which operations are generally conducted.
- C. Split delivery service subject to this rule is limited to the following zones:
  - 1. Anchorage to include Joint Base Elmendorf – Richardson.
  - 2. Rate Zone F (Fairbanks), Eielson AFB, Fort Greely and Fort Wainwright.
  - 3. Palmer and Wasilla
  - 4. Kenai and Soldotna
  - 5. Homer
  - 6. Moose Pass and Seward
- D. After an initial attempt has failed and it becomes necessary for the carrier to again attempt to complete a split delivery, the rules pursuant to Item 750 shall apply.
- E. Consignor or consignee desiring to avail themselves of split delivery service must furnish carrier at the time of presenting a memo bill of lading a manifest showing the goods being delivered to each destination.
- F. (Applicable only to shipments loaded in whole or in part to carrier's vehicle by consignor).
  - 1. Each vehicle which is consignor loaded must be accompanied by a vehicle loading diagram showing each split delivery location.
  - 2. Should shipments be loaded out of sequence and not deliverable at each delivery location, will result in an additional respot as specified in Item 750 and charged pursuant to charges herein.
- G. Should any one of the provisions in this item not be complied with, each delivery location shall be billed as a separate delivery.
- H. The charges shown herein will also apply to an additional delivery or placement (spot) if arrangements have not yet been made prior to tendering of shipment at carrier or carrier's agent.

ISSUED: OCTOBER 27, 2022 EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

**DELIVERY SERVICE – SPLIT DELIVERY (Concluded)**

- A. Carrier will provide split delivery service on a shipment subject to the following charges
  - 1. Heaviest part lot of trailer..... Free
  - 2. Points in Alaska except Anchorage and Rate Zone F... **\$443**
  - 3. Anchorage and Rate Zone F..... **\$297**
- B. Should carrier again attempt to complete a split delivery because the initial attempt has failed, the charge will be .....**\$556**
- C. Delivery of part lots of a shipment by a single vehicle within the same delivery limits of the City or town of the initial delivery service as provided in Item 340, will be charged as follows:
  - 1. Furthest part lot of trailer.....See Item 340
  - 2. All other part lots in trailer.....**\$546**
- D. Should the carrier be required to handle other portions of the shipment in order to deliver the intended part lot, all time, labor and material involved will be charged at the following rates:
  - 1. Alaska.....**\$1,039** per hour or fraction thereof
  - 2. Washington.....**\$420** per hour or fraction thereof

**752 (Concluded)  
(A)**

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO.

PORT CHARGE

760  
(A)

TRAILER/CONTAINER/LADING/NOS	NORTHBOUND	SOUTHBOUND
Less Than 40'	<b>\$547</b>	<b>\$337</b>
40' But Less Than 48'	<b>\$669</b>	<b>\$337</b>
48' and Greater	<b>\$790</b>	<b>\$337</b>
Cargo as described in Items: Items 2097, 2500, 2685, 2910, 2917, 2945, 2950, 2959 of Tariff STB TOTE 601-A	<b>\$250 per vehicle</b>	<b>\$188 per vehicle</b>
A.	Applies on all commodities named in Carrier's Tariffs unless otherwise specified in this item.	
B.	Port charge will be based on the actual Trailer/Container/Lading size transported (exception: when Item 915 is used) and applies on a per unit basis.	
C.	Container chassis size shall be used where chassis is longer than actual loaded container.	

ISSUED: OCTOBER 10, 2025

EFFECTIVE:

NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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ITEM NO.

PREPAYMENT

770

Livestock, emigrant movables, personal effects, privately owned motor vehicles, (other than those ex-interline carriers), household goods (See NOTE 1), samples or ore and other goods which in the opinion of the carrier are of doubtful value, must be fully prepaid. (See NOTE 2)

NOTE 1: When transportation charges are to be paid by a third ("Bill To") party who has previously secured credit with carrier, and such information is clearly annotated on the bill of lading, shipping order or receipt, then such privately owned motor vehicles or household goods may be forwarded on a collect basis.

NOTE 2: Payment must be made at the time shipment is tendered to carrier by the use of U.S. currency in the form of cashier's check, traveler's checks, insured money order or certified check, but not by means of a personal check or cash.

PRIOR RESERVATION OF VESSEL SPACE

775

Northbound freight will only be accepted subject to prior reservation of vessel space, confirmed by Carrier or an agent of Carrier. (See NOTES 1, 2 and Exception)

EXCEPTION: Vehicles as described in Tariff STB TOTE 601-A, Items 2945 and 2959 are not subject to this requirement.

Reservation of vessel space is not a guarantee that the cargo will move on a specific sailing, although every effort will be made to do so. The carrier reserves the right at all times to load and stow cargo in the most feasible method possible. All cargo, however, will move with reasonable dispatch, once it is made available to the carrier. The carrier at all times reserves the right to load cargo in trailers, on or below deck or in vessels at its discretion.

When shipments forwarded prior to confirmed reservation of vessel space, through no fault of the carrier, accrue demurrage or detention charges from the delivering carrier, such charges will be for the account of the shipper, consignee or beneficial owner of the freight.

NOTE 1: Shipments moving with other than temperature control or frozen refrigerated service or other than under the provisions of Item 810 (Protective Service) that have been confirmed and assigned a booking number will not be accepted prior to seven days before the scheduled sailing. Such shipments arriving at Carrier terminal, Tacoma, Washington, before the 7 day period will be subject to the applicable detention, demurrage, or storage charges as set forth in this tariff.

NOTE 2: Shipments moving with temperature control or frozen refrigerated service, or under the provisions of Item 810 (Protective Service) that have been confirmed and assigned a booking number will not be accepted prior to three days before the scheduled sailing. Shipments moving with temperature control or frozen refrigerated service will not be accepted immediately prior to weekends or holidays (See Item 120, Definition of Terms) without prior approval by Carrier Operations. Shipments arriving and accepted at the Carrier terminal, Tacoma, Washington, before the three day time frame will be subject to the applicable detention, demurrage or storage charges as set forth in this tariff.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

**PROTECTIVE SERVICE**

**A. KEEP FROM FREEZING SERVICE (KFF SERVICE): PROVISIONS OF INSULATED TRAILERS:**

Carrier shall have no liability for freezing of cargo unless the following provisions are met:

1. Shipper must request insulated trailer at time of booking.
2. Shipper must load insulated equipment.
3. Shipper must note on the Bill of Lading that KFF service is requested.

NOTE 1: Carrier may substitute non-insulated equipment at its discretion. Carrier shall remain liable for freezing of cargo and KFF charges shall apply.

NOTE 2: KFF includes plug-in service as provided for in this item.

Protective Services – Charges with provision of protective service.

**A. Keep From Freezing service to/from Rates Zones as defined below:**

1.	Anchorage and Rate Zone G	<b>\$478</b>	Per insulated trailer
2.	Rate Zones B, F, H, P, S, Kasilof, Kenai and Soldotna	<b>\$573</b>	Per insulated trailer
3.	Trailers requiring protective service pursuant to carrier's terminal for electric power (to insure Keep From Freezing protection) will be subject to an additional placement charge as stated in Item 750, if the trailer must be returned for further loading or unloading to the same origin point from which it was returned.		

**810  
(A)**

NOTE 1: When the shipper requests KFF services pursuant to Paragraph A, the shipment must be loaded in such a manner that sufficient air space is provided on the sides, top, bottom and ends to allow sufficient air circulation necessary to prevent freezing.

NOTE 2: Trailers requiring protective service (keep from freezing (KFF)) pursuant to the provisions of this item and which must be returned to carrier's terminal for electric power (to ensure KFF protection) will be subject to an additional placement charge as stated in Item 750.

NOTE 3: When shipper utilizes an insulated trailer northbound under the provisions of paragraph A above and immediately reloads (at the point of the Northbound destination site) the same insulated trailer with southbound non-KFF freight, the charges in this item will not apply to the southbound insulated trailer. Shipper electing to ship southbound under the provisions of this note agrees to specify on Bill of Lading "Shipment moving under the provisions of NOTE 3, Item 810 "Carrier held harmless from any damage caused by freezing." If the provisions of this note are not met, otherwise applicable charges in this item shall apply.

NOTE 4: When protective services are requested to or from a point not specifically included in the rate zones, the charge (s) applicable to the rate zone's basing point shall be applied.

(Item concluded on following page)

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

PROTECTIVE SERVICE (Concluded)

**B. VESSEL AND TERMINAL PLUG-IN SERVICE: PROVISION OF ELECTRICITY**

(Applicable to shipper-provided refrigerated and mechanically operated reefers, to include heated and/or insulated trailers):

When Carrier is requested to provide Plug-In Service to vessel's power system or terminal power system, the shipper must request Plug-In Service at the time of cargo booking with Carrier, specifying the temperature requirements requested.

Carrier shall provide Plug-In Service provided that the following conditions are satisfied:

1. Availability of electrical plug-in's on either vessel or terminal power system.
2. Non-Carrier-owned or operated trailers must be equipped with plug-in receptacles compatible with plugs on vessel or terminal.
3. Non-Carrier-owned or operated trailers will be accepted for transportation subject to the approval of Carrier's Operations Department, insuring compatibility with vessel operating requirements Carrier reserves the right to refuse acceptance of any trailer which in its judgment may be objectionable or likely to cause injury and may not be suitable for safe stowage.
4. Carrier shall not be liable for loss or damage to cargo due to malfunctions in non-Carrier-owned or operated equipment to include mechanically-operated reefers, heated and/or insulated trailers, regardless of Carrier's efforts or opportunity to repair same.
5. Insulated trailer requiring KFF: Storage at Carrier's Terminal does not exceed 14 calendar days. If equipment is on the Carrier's terminal past 14 days, KFF service will not be guaranteed and Carrier will not be liable for freezing of cargo.
6. Payment of applicable plug-in service charges, as stated herein.

**VESSEL AND TERMINAL PLUG-IN SERVICE:**

After the above conditions have been satisfied Carrier Plug-In Services will be provided as follows:

Vessel: Services shall be provided and made available within 120 minutes of equipment placement on vessel.

Terminal: Services shall be provided and made available within 90 minutes of equipment availability at Terminal.

**B. Plug In Service**

1.	Vessel and terminal	<b>\$315</b>	Per trailer
2.	Terminal only	<b>\$152</b>	Per trailer

810 (Concluded)

**(A)**

ISSUED: OCTOBER 30, 2025

EFFECTIVE:

NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO.

**PROVISIONS OF WATERTIGHT STOWAGE**

Rates and charges outlined in this tariff do not assure watertight stowage. Subject to prior approval of either Carrier's Tacoma or Anchorage operations manager or Carrier's terminal manager and subject to availability of vessel space, when the shipper requires watertight protection, apply the following:

811

1. At the time of cargo booking with Carrier, the shipper must specify that watertight stowage is required.
2. Watertight Deck stowage (third and fourth deck stowage) shall be provided subject to payment of the charges stated herein.
3. Bookings requiring watertight protection must enter Carrier's Tacoma, WA or Anchorage, AK terminal gate no later than four hours prior to gate cut-off time.

If cargo not requiring watertight stowage is mixed in or on the same vehicle with cargo requiring watertight protection, all freight in that vehicle will be charged according to the charges stated here in.

Watertight stowage, 3<sup>rd</sup> and 4<sup>th</sup> deck stowage applies at the following charge:

<b>(A) \$498</b>	Per trailer
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Carrier operations must approve dimensions greater than 48' in length or 8'6" in width or 13'6" in height in advance of shipping.

**PROVISION OF MOBILE CENTRAL POWER PLANT**

812

1. Subject to availability of equipment, Carrier will provide a mobile power plant for the purpose of supplying electrical power to refrigerated units.
2. Shipper will indicate when the equipment is needed and at what location. Carrier will then execute a contract for usage.
3. Charges shall commence on the first day the unit leaves Carrier's Anchorage terminal, for placement (spot).  
Charges as outlined in Item 342 shall be for placement (spot) to Shipper's location and for retrieval of unit back to Carrier's yard. Carrier will also charge Shipper a per diem while the equipment is in Shipper's possession.
4. Shipper shall furnish all labor and materials necessary to fully maintain unit while in Shipper's custody to include the provision of:
  - a. Lubricating oil
  - b. Diesel oil
  - c. Monitoring equipment on a regular basis
  - d. Immediate notification to Carrier as to the need to perform additional maintenance, or in the case of an equipment malfunction or breakdown.
5. Carrier shall undertake to periodically examine and maintain this unit, but undertakes absolutely no liability caused or resulting from, mechanical malfunction or equipment breakdown.

ISSUED: OCTOBER 30, 2025 EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

815

RATE CHANGE EFFECTIVE DATE

I. General Rate Increases

(A general rate increase shall be issued by supplement and be identified as being a general rate increase applicable to all commodities throughout the tariff, unless otherwise excepted.)

A. Except as provided in Paragraph I.B. below, shipments are governed by the rates and rules in effect on the date(s) the trailer(s) are received by Carrier.

B. Each trailer/vehicle which is part of a shipment (as defined in Item 120) received on more than one day, shall be governed by the following:

The trailers(s)/vehicle(s) received by Carrier prior to a rate change effective date are entitled to be rated at the prevailing rate. The trailers received by Carrier subsequent to the rate change effective date will be considered subject to the new rate/rule change effective date.

II. Specific Commodity Rate/Class Rate/Rule Change

(A specific commodity rate change, class rate change, or a specific rule change designates that only that particular rate/rule specified is subject to change, with each such change generally issued directly within the confines of the particular rate/rule affected.)

The rules and charges in effect on the day Carrier takes possession of the shipment apply.

Shipments with split pickups shall be charged based on the day Carrier takes possession of the first part of the shipment.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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CANCELS  
11TH REVISED PAGE 75

ITEM NO.

**RECONSIGNMENT AND DIVERSION**

A request for reconsignment or diversion will be subject to the following provisions:

- A. Request for reconsignment or diversion must be made or confirmed in writing and the carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests for reconsignment or diversion will not be accepted.
- B. A shipment which has been tendered for delivery may not thereafter be reconsigned or diverted, but may be reshipped. A shipment may not be reconsigned, diverted or reshipped in violation of an embargo.
- C. Only entire shipments (not portions of shipments) may be reconsigned or diverted.
- D. Carrier will make diligent efforts to execute valid reconsignment or diversion orders, but will not be responsible, if, despite such efforts, reconsignment or diversion is not affected.

820

**(A)**

**CALCULATION OF ADDITIONAL CHARGES**

- A. Diversion or reconsignment effected prior to departure of shipment from carrier's origin terminal:  
(Applicable when reconsignment or diversion is accomplished by delivering shipment to shipper's place of business at origin or by relinquishing shipment to shipper or another carrier designated by shipper.)  
Charges for diversion or reconsignment will be assessed as stated in this item. All additional charges for drayage back to shipper's place of business, or manhours expended by the carrier in accomplishing the diversion or reconsignment shall also be assessed as applicable, according to provisions found elsewhere in this tariff.
- B. Diversion or reconsignment effected after departure of shipment from carrier's origin terminal: Charges as stated in this item, in addition to all other applicable charges, will be made for reconsignment or diversion after shipment has departed from carrier's origin terminal. The linehaul rate from point of origin to final destination will be applied if reconsignment or diversion is effected at a point directly intermediate between the point of origin and final destination; otherwise, the sum of the line-haul rates to and from the point of reconsignment or diversion will be applied.

**Reconsignment and Diversion Charges:**

A.	Trailers/Containers .....	<b>\$373</b> Per reconsignment or diversion
B.	Motor Vehicles .....	<b>\$186</b> per vehicle

Exception 1: No charge for diversion or reconsignment will be made when such (C) diversion or reconsignment involves merely the change of the delivery address of the consignee or the name of the consignee provided the new address is located in the same city, town or municipality ( incorporated or unincorporated).

ISSUED: OCTOBER 30, 2025

EFFECTIVE:

NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

830

REFRIGERATED CARGO

A. Carrier Provided Equipment

1. Shipper/Consignee (or the agents thereof) Responsibilities

- a. Provide written notice of requested temperature setting of the thermostatic controls before receipt of the goods by the carrier.
- b. All maintenance and repair of the refrigeration unit while the unit is in the control of the shipper or consignee.
- c. Ensuring the perishable goods are at proper temperature before loading to the trailer.
- d. Proper stowage of the goods within the trailer.
- e. Setting the temperature of the trailer while in the unit is in control of the shipper or consignee.

2. Carrier's Responsibilities

- a. The carrier will verify thermostatic controls are set to maintain trailer temperature as requested.
- b. Air temperature at the unit sensor will be maintained within a range of plus or minus 5 degrees Fahrenheit of the temperature requested by the shipper on the face of the bill of lading or shipping document.
- c. The carrier is not responsible for temperature fluctuations that do not exceed 4 hours duration.
- d. The carrier is not liable for product loss or deterioration due to the inherent nature or vice of the cargo, defects in the merchandise, or transit times in excess of the product's normal shelf life.
- e. Carrier is not liable for product loss or deterioration unless, upon arrival at carrier's Tacoma terminal, the subject refrigerated trailer or container's internal air temperature is within the (10) degrees Fahrenheit of the temperature requested on the bill of lading.

B. Shipper Provided Equipment

1. Shipper/Consignee (or the agents thereof) Responsibilities

- a. Responsible for the condition in which the equipment arrives in, and for seeing that the equipment is capable of housing the goods, and maintaining the proper temperature for the particular commodity to be shipped.
- b. The shipper, or their agent, is responsible for bringing the goods to the proper temperature before loading the goods into the trailer.
- c. The shipper is responsible for the proper stowage of the goods within the trailer.
- d. The shipper is responsible for setting the temperature (including maintenance and repair), during all times before the trailer is delivered to the carrier (or tendered to carrier for pickup when rates include that service).
- e. Shipper will give written notice of requested temperature setting of the thermostatic controls before receipt of the goods by the carrier.

(Item concluded on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

REFRIGERATED CARGO (Concluded)

830 (Concluded)

2. Carrier's Responsibilities

- a. The carrier will verify that the thermostatic controls are set to maintain trailer temperature as requested.
- b. In the event of a mechanical breakdown, malfunction or derangement to shipper provided refrigerated or heated equipment, the carrier will, after it discovers same, attempt such repairs as it deems capable of performing or if repair by the carrier is determined in carrier's sole judgment to not be possible, Shipper will promptly be requested to immediately remove same from its yard and to unload and protect the cargo therein.
- c. Carrier is not liable for product loss or deterioration unless, upon arrival at carrier's Tacoma terminal, the subject refrigerated trailer or container's internal air temperature is within the (10) degrees Fahrenheit of the temperature requested on the bill of lading.

RELEASE OF CARGO TO OTHER THAN CONSIGNEE

847

Freight moving under rates published herein and consigned to an individual will be released at destination only to the consignee designated on the bill of lading.

EXCEPTION – Carrier may release freight to a person other than the designated consignee upon receipt of written authorization establishing proof that such person is a designated agent for said consignee.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

RETURNED, UNDELIVERED SHIPMENTS

860

Shipments which reach destination and are refused and/or are to be returned to origin via Carrier will be accorded the return move (southbound or northbound) as provided for below:

1. The return move will be rated at one half the applicable rate or charge as indicated on the original freight bill.  
Applicable over dimension and accessorial charges, including arbitrary charges, fuel surcharges shall be in addition to all other charges.
2. The applicable rate or rates to be used shall be those that are in effect on the date the returned shipment is tendered to the carrier.

CERTIFICATE

Terminal		Date
This is to certify that there was delivered to		
as shipment of	In Trailer Number applicable	, if
Covered by Freight Bill Number	And that all or portion of the shipment	
Has been returned <input type="checkbox"/>	Has been refused <input type="checkbox"/>	See NOTE 4, by said consignee
Date:	Signature	
Party Authorized to Return Freight		
Date:	Signature	
Representative of Carrier Authorizing Return		

- NOTE 1: Time limit for application of this item will be 6 months from sailing date of the inbound freight bill.
- NOTE 2: Item applies only on freight which has been originally moved by Carrier in truckload quantities in rates contained in Tariff STB TOTE 501-A.
- NOTE 3: Item 620 not applicable in connection with this item.
- NOTE 4: Where a shipment has been unloaded from the original inbound vehicles, the returned or refused freight must be reloaded as heavily as loading conditions permit or to full visible capacity. Check applicable descriptive word.

RETURN OF SHIPMENTS TO SHIPPER OR AUTHORIZED AGENT

Shipments in whole or in part may be returned to shipper at origin Carrier terminal (See NOTE 1) upon request confirmed in writing, and will be considered as a diversion or reconsignment and charged for accordingly (See Item 820) in addition to all other applicable charges.

870

NOTE 1: Shipments which have departed Carrier terminal and loaded aboard vessel will be subject to Items 820 and 860 in addition to all other applicable provisions of this tariff.

ISSUED: OCTOBER 27, 2022 EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

ROUTING INSTRUCTIONS

The rates named in tariffs subject to this tariff apply via all routes of the carriers parties to this tariff, in individual rate items, or in connection with individual rates. The routes published in this tariff are restricted to apply only to the extent of carrier’s authorized operations as to territory, commodities, and other provisions as provided in carrier’s scope of operating authority.

(D)

EXPLANATION OF ROUTE NUMBERS

875

Routes named below should be read left to right when movement is to Alaska, and right to left when movement is from Alaska.

ROUTE NO.	CARRIER	JUNCTION	CARRIER	JUNCTION	CARRIER	JUNCTION	CARRIER
1	①	Tacoma, WA	TOTE	Anchorage, AK	②		
2	①	Tacoma, WA	TOTE	Anchorage, AK	②	Fairbanks, AK	②
3	①	Tacoma, WA	TOTE	Anchorage, AK	②	Seward, AK	②
4	③	Seattle, WA	①	Tacoma, WA	TOTE	Anchorage, AK	②
5	③	Seattle, WA	①	Tacoma, WA	TOTE	Anchorage, AK Fairbanks, AK	② ②
6	③	Seattle, WA	①	Tacoma, WA	TOTE	Anchorage, AK Seward, AK	② ②
7	PSFL	Seattle, WA	①	Tacoma, WA	TOTE	Anchorage, AK	②
8	UP	Tacoma, WA.	TOTE	Anchorage, AK	②		
9	③	Seattle, WA	①	Tacoma, WA	TOTE	Anchorage, AK	②

For explanation of carrier abbreviations (Alpha Codes) see Item 876.

- ① AFFT, ALWE, AMKR, ANBP, ANMN, AVLS, BEKS, BGME, COTV, EBTO, GLUL, INTD, INVA, LNCM, MHCE, NOAM, PAKH, PFNW, PSFL, PSTL, PVLN, SYTS, UVLN, WECE
- ② ANBP, AKVE, ANMN, AVLS, BEKS, DNAL, GDNN, HASW, PAKH, PVLN, SODE, (a) TOTE, UFTP, UVLN
- ③ BN, NS, UP
- (a) Motor Common Carrier MN 144475

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

876

## LIST OF PARTICIPATING CARRIERS

ABBREVIATION	CARRIER	CERTIFICATE	CONCURRENCE
AGGT	Aggressive Transport Ltd. USA, Red Bluff, CA	MC 215111	FC2 No. 1
AVLS	Air Van Lines, Inc., Bellevue, WA	MC 118474	FC2 No. 60
AKFE	Alaska Freight Express, Inc., Seattle, WA	MC 169075	FC2 No. 2
AKVT	Alaska Vehicle Transport, Anchorage, AK	MC 166692	FC1 No. 2
ANBP	Alaskan Forwarders Service, A & B Transportation Services, Inc., d/b/a, Seattle, WA	MC 182069	FC1 No. 1
AAVA	American Vanpac Van Lines, Inc., Richmond, CA	MC 88414	FC1 No. 1
ANMN	Anderson Trucking Service, Inc., St. Cloud, MN	MC 95876	FC2 No. 40
BEKS	Bekins Moving and Storage Co., Seattle, WA	MC 84719	FC1 No. 1
BGME	Bennett Motor Express, Inc., McDonough, GA	MC 129712	FC2 No. 1
BN	Burlington Northern Railroad Co., Ft Worth, TX	-----	FC2 No. 650
COTV	Continental Van Lines, Inc., Seattle, WA	MC 118805	FC2 No. 1
DNAL	Denali Transportation, Inc., Anchorage, AK	MC 118494	FC1 No. 6
EBTO	Elliott Bay Transfer, Inc., Seattle, WA	MC 147694	FC1 No. 2
GLUL	Global Van Lines, Anaheim, CA	MC 41098	FC1 No. 4
GDNN	Golden North Van Lines, Inc., Anchorage, AK	MC 140586	FC1 No. 1

(Concluded on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

## LIST OF PARTICIPATING CARRIERS (Concluded)

ABBREVIATION	CARRIER	CERTIFICATE	CONCURRENCE
INVA	Interstate Van Lines, Inc., Springfield, VA	MC 1745	FC2 No. 1
LNCM	Lincoln Moving & Storage Company, Inc., Seattle, WA	MC 339	FC1 No. 1
MHCE	Machine Carriers, Combined Carriers Co. d/b/a, Sumner, WA	MC 172393	FC2 No. 1
NS	Norfolk Southern Corporation, Roanoke, VA	-----	②
NOAM	North American Van Lines, Inc., Fort Wayne, IN	MC 107012	FC1 No. 11
PVLN	Pioneer Van Lines, Inc., Kenai, AK	MC 146909	FC1 No. 1
PSFL	Puget Sound Freight Lines, Inc., Seattle, WA	①	FC1 No. 5
PSTL	Puget Sound Truck Lines, Inc., Seattle, WA	MC 85255	FC1 No. 6
SODE	Sourdough Express, Inc., Fairbanks, AK	MC 118527	FC2 No. 23
UP	Union Pacific Railroad Company, Omaha, NE	-----	FC4 No. 2
UVLN	United Van Lines, Inc., Fenton, MO	MC 067234	FC1 No. 1
WECE	Western Container Transport, Inc., Portland, OR	MC 141923	FC2 No. 1

876 (Concluded)

① Water Carrier

② Applies via TOFC Service only.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

SHIPPER FURNISHED EQUIPMENT

884

(C)#

Shipments may be transported under the provisions of this tariff in shipper equipment subject to the following conditions, charges and allowances:

- I. Shipper furnished trailers/chassis shall be equipped with all necessary equipment including brakes, lights, reflectors, mud flaps, tires of proper size and type, placards and other equipment as required by applicable federal, state and local jurisdiction including city, county, borough or municipal laws.  
Such trailers/chassis and equipment shall be in proper working condition at the time the trailers are tendered to Carrier.

Carrier reserves the right to refuse acceptance of trailers that are not properly equipped or are not in Proper working condition. Shipper furnished equipment must have a current Federal Motor Carrier Safety Administration inspection displayed on equipment prior to receipt by Carrier.

Carrier will not be liable for damage to Shipper-furnished trailers when said damage involves streamlining equipment including, but not limited to, nose/front fairings, axel fairings, side fairings, rear diffusers, aerodynamic rain gutters, and trailer side skirts.

NOTE 1: Where shipper furnished vehicle is inadvertently accepted by Carrier, such acceptance does not constitute waiver of tariff provisions. All penalties levied under authority of law while trailer/freight is in the possession of Carrier due to failure of trailer's equipment or lack of legally required equipment shall be for the account of the shipper.

**Trailer Specification Limits for Shipper Owned Equipment:** Carrier reserves the right to refuse shipper owned equipment that is not compatible with Carrier's vessel constraints (summarized in Paragraph A below) and/or does not satisfy the specification limits stated in Paragraph B. Recommended options have been included in Paragraph C. for informational purposes. **In addition, flatbed trailers comprised of aluminum or containing aluminum components in any proportion must be reviewed by Carrier's Operations Department prior to booking. If booking to Carrier's vessel is allowed, Carrier shall not be liable for damage to said flatbed equipment.**

A. Vessel Constraints

Deck Height	Minimum 16'
Buttons	Designed for 30', 40' 45' 48' and 53' long and 102" wide with 36" king pin and no overhang
Electrical	460/230 volt three phase plugs available on main and second deck. Contact Carrier for electrical connector specifications.
Roloc Box	50 1/2 "high. A 13'6" trailer with a 48" coupler height becomes 13' 8-1/2" mounted on the roloc box

(Trailer Specification Limits concluded on following page)

ISSUED: OCTOBER 31, 2024 EFFECTIVE: NOVEMBER 10, 2024

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

SHIPPER FURNISHED EQUIPMENT (Continued)

884 (Continued)

B. Specification Limits (excludes over-dimensional loads) – Mandatory

1.	Running Gear	Must meet DOT regulations
2.	Overall Width	102” except specialized equipment up to 12’ OAW
3.	Overall Height	14’ based on 48” coupler height
4.	Lights	Recessed within outer limits of trailer rails
5.	Heating & Cooling	Non-flammable electric or generator; propane prohibited
6.	Fuel Tanks	Diesel only units must operate 70 hours without refueling
7.	Lashing Points	Each corner of trailer (40,000 pound rating) a. Front corners recessed in upper coupler b. Rear located as far outboard as possible on frame
8.	Brake Cans	Two per axle
9.	Ground Clearance	Adequate ground clearance to clear ramps
10.	Door Tie Backs	Must be chain tie backs
11.	Rub Rails	Flatbed trailers must have outer rail for the entire length of the trailer.
12.	King Pin	Standard Cruciform King Pin. 2” diameter as recommended by the Association of American Railroads
13.	Roof	Roof of trailers must be made of steel or aluminum material

C. Recommended Options

1.	Flatbed Winches	Designed to allow straps to thread inside outer rail
2.	Exterior Sidewall	Smooth exterior side wall (excluding containers)
3.	Lift Pads	Full length to minimize potential damage to bottom rail
4.	Refrigeration Unit	Diesel with electric stand-by or electric hybrid a. 32 AMP 480 VAC 3P4W Male Plug b. Front impact protection
5.	Door Hinges	Recessed hinges that don’t extend beyond side of trailer
6.	Pintle Hook	Tandem trailers allowed in AK up to 95’ on certain routes
7.	Anti-Hook Plate	As recommended by the Association of American Railroads

NOTE: Carrier may, at its sole discretion and convenience, arrange for the installation of lashing points on shipper owned equipment at shipper’s expense.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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ITEM NO.

## SHIPPER FURNISHED EQUIPMENT (Continued)

884 (Continued)

### II. Trailers for Refrigeration or Protection From Freezing Service to be in good operating conditions:

A. Insulated or refrigerated trailers that are furnished by the shipper to transport cargo requiring protection from freezing (as provided in Item 810) or refrigerated/temperature control service shall be in proper operating condition when tendered to Carrier. Shipper furnished trailers that require fuel to operate heating, refrigerating or temperature control mechanisms, shall be tendered to Carrier with fuel tanks filled to capacity, when such trailers are being utilized to transport cargo requiring protection from freezing or refrigerated/temperature control service.

B. If insulated or refrigerated trailers should malfunction while in carrier's possession, carrier shall make reasonable efforts to repair the equipment. The cost of fuel, repair parts and labor shall be billed to the shipper furnishing the trailer according to the following terms and conditions: The charges for this service are as stated herein.

Carrier shall perform fueling and repairs on a routine basis while trailers are in Carrier's possession unless the shipper directs, in writing, prior to shipment that no fueling or repairs are to be performed. Carrier shall not be liable for loss or damage to shipper furnished trailers or their contents should the trailer malfunction or fail to operate properly (for any reason including lack of fuel) while in Carrier's possession.

### III. Trailer Rental Allowance - To qualify for rental allowance:

A. Shipper furnished trailer must be 28 feet or longer or must be a maritime container (20 foot or longer) mounted on a shipper furnished chassis.

B. Trailer must be rated pursuant to carrier's Tariff STB TOTE 501-A or Tariff STB TOTE701-A.

C. Rental allowances on refrigerated trailers shall only be applicable on trailers which are rated under provisions for temperature controlled commodities in carrier's tariffs.

D. Rental allowance will be deducted from the ocean rate before applying the **(C) applicable** Fuel Related surcharge **(D)** and overdimensional charges in Item 568 at the time of the booking.

### IV. Southbound Equipment Rates and Charges:

Empty trailers which have an immediate prior northbound loaded movement on Carrier shall be transported southbound to Carrier's Tacoma Washington terminal at no charge or empty trailers may be returned to point of origin within the limits of Item 340 at charges provided for in Item 340.

ISSUED: FEBRUARY 1, 2024

EFFECTIVE: FEBRUARY 11, 2024

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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1ST REVISED PAGE 85

ITEM NO.

884 (Continued)

### SHIPPER FURNISHED EQUIPMENT (Continued)

- A. Each empty trailer must be returned southbound within 6 months of the northbound arrival at Carrier’s Anchorage terminal. (SEE EXCEPTION 1). After 6 months, charges in Item 2910 of Tariff STB TOTE 601-A will apply.
- B. Each empty trailer being transported southbound as described above, must be the same trailer which moved north loaded via Carrier.
- C. Bill of lading for the southbound empty trailer must reference the voyage, booking and trailer number of the loaded northbound trailer.
- D. Carrier must be given the right to load the empty trailer with cargo.

#### EXCEPTION 1 TO PARAGRAPH IV:

The empty trailer may be transported south BEFORE a loaded movement subject to the following:

- 1. Shipper must pay carrier the applicable southbound empty trailer rates.
- 2. If the southbound empty movement is for the express purpose of returning a load north, the shipper shall be entitled to an allowance equal to the amount of the southbound rates billed, as long as the trailer moves north within 60 days after the empty southbound trailer arrives at Carrier’s Tacoma, Washington terminal.
- 3. Shipper or payor of freight charges must pay \$170 per trailer substituted under this exception.

#### V. SHIPPER FURNISHED EQUIPMENT:

- A. Carrier will pay the following rental to shipper for movement of shipper furnished (provided) trailers per loaded voyage:

	Dry/Insulated/Flatbed	Reefer	Insulated (When KFF Provided)
Northbound (All Sizes)	\$362	\$1,107	\$412
① Southbound (All sizes)	\$150	\$300	-----

① Southbound Shipper Furnished equipment rental applies only when commodity rates as published in STB TOTE 501-A Series or STB TOTE 701-A Series tariffs have been applied.

- B. Placards, permits and/or licenses:

Carrier will mark trailers not properly identified	Per trailer	\$61.00
Obtain required State and Municipal Trip permits and licenses	Outside Alaska	\$20.27
Charge for each Trip permit/license	In Alaska	Actual costs

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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ITEM NO.

**SHIPPER FURNISHED EQUIPMENT (Concluded)**

C. Shipper owned refrigerated or insulated equipment provided to carrier: should malfunction occur, carrier will make reasonable efforts to repair the equipment. The cost of fuel, repair parts and labor shall be billed to the shipper furnishing the trailer according to the following terms:

1. Fuel billed at actual cost. Labor for fueling or adding fuel additive at Carrier's Tacoma or Anchorage terminals will be billed at \$10.25 per service.
2. Repair parts will be billed per Item 891.
3. Labor required for repairing will be billed per Item 891.

884 (Concluded)

**CARRIER FURNISHED CHASSIS OR FLATBED TRAILER**

Carrier will furnish shipper with a chassis or flatbed trailer for shipper furnished Maritime containers at a charge of **\$507** dollars per loaded voyage. Carrier will provide 2-axle or 3-axle chassis subject to availability.

885  
(A)

**SPECIAL EQUIPMENT**

Except as otherwise provided in individual rate items, special flatbed equipment or air ride trailers, i.e., lowboys and lowboy trailers equipped for ISO containers, stretch flatbeds, single or double drop flatbed trailers, or air ride trailers, will be provided by the carrier at the rates listed below ( applies to both northbound and southbound shipments).

888  
(A)

A.	4 axle chassis	<b>\$851</b>
B.	4 axle tractor	<b>\$276</b>
C.	40' 50 ton 3 axle lowboy	<b>\$1,749</b>
D.	45' to 65' 2 or 3 axle stretch flatbed	<b>\$1,122</b>
E.	45' 50 ton 3 axle lowboy	<b>\$1,749</b>
F.	48' 2 axle step deck	<b>\$1,501</b>
G.	48' stretch step deck	<b>\$1,749</b>
H.	48' 2 axle double drop	<b>\$1,749</b>
I.	48' to 75' 2 axle stretch flatbed	<b>\$1,501</b>
NOTE 1	Applies only in conjunction with commodities listed in STB TOTE 500 Series tariff	
NOTE 2	Subject to availability of equipment	
NOTE 3	Not subject to Shipper furnished equipment Item 884	

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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CANCELS

13TH REVISED PAGE 87

ITEM NO.

**SPECIAL SERVICE – HOT STOW – NORTHBOUND ONLY**

Hot Stow Service will be provided upon request at the charge in this item, per booking, subject to the following provisions.

Hot Stow Service: Cargo booked as "Hot Stow Service Requested" will be available for delivery or pickup from Carrier's Anchorage, AK terminal within two hours of gate opening as defined by Carrier. EXCEPTION: When vessel cargo operations commence later than 0700 local time, gate opening is defined as vessel cargo start plus one hour.

NOTE 1: Bookings must be requested at least eight hours prior to the gate cut-off time in the Carrier's Tacoma, WA terminal.

NOTE 2: Bookings requiring Tacoma, WA area drayage provided by Carrier must be called in for pick up at least five hours prior to the gate cut-off time.

NOTE 3: Bookings utilizing shipper-provided drayage must enter Carrier's Tacoma, WA terminal gate no later than three hours prior to gate cut-off time.

NOTE 4: Hot Stow Service will be provided subject to availability of vessel space.

NOTE 5: Hot Stow Service will not be available for over-dimensional flatbed cargo or hazardous materials shipments.

Hot Stow	<b>\$307</b>	Per booking
----------	--------------	-------------

889  
**(A)**

**SPECIAL SERVICES – LOADING OR UNLOADING**

Except where otherwise provided, freight subject to this tariff will move on shipper load and count basis. Where rates provide for placement service or where rates require shipper to load or consignee to unload, the services of the truck driver are not included. Loading and unloading shall be performed by the consignor or consignee. The truck driver will not assist the consignor or consignee in loading or unloading. Wherever additional help is required, such help shall be furnished by the shipper or consignee. Carrier will not undertake on behalf of the shipper or consignee, to employ additional help.

However, if truck driver provides such service despite the above provisions, the service will be billed as follows:

If truck driver provides loading or unloading service, the service will be billed at cost plus 15%

890

**SPECIAL SERVICES – MATERIAL AND LABOR CHARGE**

Except where otherwise provided, shipper must install and furnish any temporary materials required to protect and secure freight for transportation.

Subject to availability and at the request of the shipper, Carrier will provide material to facilitate the movement of cargo. Charges for labor and material will be billed as follows:

Labor - Charges as stated below and are per man, per hour or fraction thereof:		
1.	Rate/Man Hour-Extra Labor-Weekday	<b>\$147</b>
2.	Rate/Man Hour-Extra Labor-Weekend	<b>\$192</b>
3.	Rate/Man Hour-Extra Labor-after 5:00 pm-Weekday	<b>\$192</b>
4.	Rate/Man Hour-Extra Labor-Sundays/Holiday	<b>\$289</b>
5.	Materials	Costs plus 15%

891  
**(A)**

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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10TH REVISED PAGE 88

ITEM NO.

**SHIPMENTS REQUIRING SPECIAL PERMITS, SPECIAL FEES OR PILOT CARS**

892

Rates named herein only cover the transportation of cargo in accordance with the applicable state, borough, city or other municipality authorized legal load and size limits.

Special permits, pilot cargo or additional fees may be required on shipments which due to their size, shape, weight or nature exceed legal limits. Rates do not include the cost of any special permits, pilot cargo, additional fees, or time required to obtain them. Charges to cover these costs shall be to the account of the party responsible for the freight charges and will be charged according to the following schedule:

Permits	Cost plus 15%
Pilot Car (s)	Cost plus 15%
Tolls or Fees for the use of bridges, ferries, tunnels or highway	Cost

**SPECIAL SERVICE UNCLEANED TRAILER**

893

Should carrier be required to clean out a trailer or clean out an empty open top trailer, the following charges shall apply

Minor Cleaning – Cleaning that can be done within ½ hour.	(A) \$209 per Trailer
Major Cleaning – Cleaning taking more than ½ hour.	Cost plus 15%

**STOPOFFS**

900

1. Stopping for Partial Loading or Unloading: (See EXCEPTION 1) Stops, in addition to the initial pickup or delivery will be permitted for the purpose of picking up or unloading the component parts of a single shipment, loaded to the same trailer/container. The stopoff point must lie directly intermediate between origin point and final destination via the regular route over which operations are generally conducted.
2. Limitations:
  - A. Stopoff will only be permitted on truckload shipments.
  - B. The provisions of this item are not applicable when the stop in transit occurs within the same pickup or delivery limits of the city or town of the initial pickup or final destination (See Rule 751-Split Pickup or Rule 752-Split Delivery).
  - C. Stopoffs are not allowed between rail hubs.
  - D. Service is provided on driver standby basis with 1 hour free, subject to the terms of Rule 500.
  - E. If drop and pick service is provided, an additional inland drayage charge will apply. The drop will be charged as an additional inland dray based on the stopping point. Applicable drayage charges will be per Items 340, 341, and 342 of this tariff.

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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STB TOTE 101-A

TOTE Maritime Alaska, LLC.

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15TH REVISED PAGE 89

ITEM NO.

STOPOFFS (Concluded)

EXCEPTION 1: Stopping for partial unloading will not apply on freight in Rate Zone H.

3. Stopoff Charges:

Shipments stopped for partial loading or for partial unloading, will, be assessed charges as stated herein for each stop exclusive of the original point of origin and the final point of destination.

Stopoffs:

A.	Within the State of Alaska Includes Regular Business Hours, After hours, Sundays, Holidays	<b>\$433</b>
B.	Within States of Idaho, Oregon and Washington	<b>\$466</b>
C.	Points not otherwise specified	<b>\$633</b>

900 (Concluded)  
**(A)**

ISSUED: DECEMBER 22, 2025

EFFECTIVE: JANUARY 4, 2026

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

STOP IN TRANSIT FOR STORAGE – FOREIGN TRADE

905

Shipments of fish destined for through movement from Alaska to points in Europe or the Far East via participating water carriers in Carrier's Tariff STB TOTE 202-B, may be held in transit at a storage facility for later delivery by carrier for movement to beyond destination, subject to the following provisions:

- 1. Rates and Conditions for the inbound move to Tacoma, Washington the inbound bill of lading shall be from points in Alaska consigned to a cold storage facility and rated under the provisions of tariffs published by Carrier. The inbound bill of lading shall reference the applicable Trans-Atlantic or Trans-Pacific tariff as follows:

"Shipment for in-transit storage as described in freight tariff (participating carriers Trans-Atlantic or Trans-Pacific tariff)."

- 2. Integrity of the Inbound shipment Identification and weights of the shipment shall be listed on the inbound bill of lading. Warehouse receipts and/or other related documentation shall be available to certify integrity of the original inbound shipment.

- 3. Diversion letter  
In order to divert the shipment from storage to a European or Far East destination, the shipper must provide a letter requesting same. The provisions of Item 820 of this tariff shall apply with the following exception: Shipments moving under the provisions of this item shall not be subject to diversion charges as set forth in Item 820.

If partial trailerloads are diverted per the provisions of this Item, the entire trailerload will be considered to be an export shipment for purposes of applying this Item. The trailerload will be rebilled per the provisions of Paragraph 4 of this item. Diversions on full or partial loads will be accepted only one time per trailer. The carrier will accept one diversion per export trailer.

- 4. Continued transportation charges beyond Tacoma, Washington If a diversion is requested pursuant to this item via a through bill of lading on a participating water carrier in Carrier's Tariff STB TOTE 202-B, then the provisions and charges to apply shall be those provided in the participating carrier's FMC Trans-Atlantic or Trans-Pacific tariff. Services that were originally provided by tariffs published by Carrier, provisions that are not included in STB TOTE 202-B shall be for the account of the shipper. Any additional services that are provided by Carrier and not included in participating carrier tariff shall be for the account of the shipper.

- 5. Termination of Through Movement Ability  
This item applies only when diversion letter is received within 90 days of the date that freight was received at origin. Freight held in storage beyond this date will not be eligible for the provisions of this item.

ISSUED: OCTOBER 27, 2022 EFFECTIVE: NOVEMBER 6, 2022

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

STORAGE AT DESTINATION

910

(C)(D)

Cargo remaining at any Carrier terminal or designated agent's terminal after expiration of free time shall be assessed storage charges subject to the following:

A Free Time

Free time for shipments will commence with the first midnight following notification of availability to consignee or their designated agent of availability of cargo and shall extend as follows:

- 1. Truckload and vehicle shipments, except as otherwise provided below: **2 days** per unit
- 2. Passenger vehicles, pickup trucks, motor homes, campers, trucks, boats on trailers, buses: **3 days** per vehicle

Saturdays, Sundays and holidays will be excluded in the computation of free time. Except as provided below, after expiration of free time, Saturdays **and** Sundays **(D)** will be used in the computation of storage charges.

Storage charges will commence on a Saturday **(D)** if free time has expired at 12:00 midnight immediately preceding that Saturday **(D)**.

NOTE 1: For the purpose of calculating free time, should arrival notice be given to the consignee in advance of actual availability of a trailer for placement, such calculation of free time will start when that trailer is actually available for placement.

C. Storage Charges

Upon expiration of free time, storage charges commence; storage charges will terminate only after one of the following conditions has been met:

- 1. The shipment (vehicles) have been dispatched to point of delivery by carrier or its agent. (See NOTE 1)
- 2. The shipment (trailer(s) have been placed into public storage (refer to Paragraph C of this item).
- 3. Carrier is instructed via e-mail (or written instruction) that shipment (vehicles) will be accepted at a specific date/location, the date of actual acceptance to serve as the date of storage termination (if cargo is accepted). The provisions of this Paragraph B.3. are subject to the prior approval of Carrier.

The date of dispatch from storage will be excluded from the calculation of storage charges, except as outlined in Paragraph D of this item. Thereafter, free time will commence the first midnight after trailers have been afforded placement or delivery service. (The provisions of free time and detention charges, Item 501 will apply.)

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 09, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

STORAGE AT DESTINATION (Concluded)

910 (Concluded)

B. Carrier may, at its option, place the cargo in public storage in which event all charges including transportation and handling charges incidental to the placing of goods into or out of public storage, shall be for the account of the cargo, including the cost of public storage. The storage charges outlined in herein will terminate the first midnight following placement of the goods into public storage. The carrier retains all lien rights in the cargo while the same is stored in a public warehouse under the conditions set forth in this paragraph.

NOTE 2: In the event the cargo is placed in public storage, carrier's liability for risk of loss shall terminate upon the placement of the cargo into public storage.

C. When cargo is physically available for delivery (See NOTE 1) but not released by Carrier to consignee because of:

- 1. Nonpayment of cash collect freight charges.
- 2. Indication of inability to fulfill statutory payment of freight charges.
- 3. Non-receipt of proper shipping documents.

Storage charges will accrue after the expiration of free time once the cargo has been made available (See NOTE 1) for delivery up to but excluding the day that freight and storage charges are paid or shipping documents are received. Storage charges will be assessed against the cargo at the charges specified herein.

D. Nothing in this item shall require carrier to deliver or make available for delivery any cargo at times other than normal business hours on normal business days.

E. EXCEPTION TO ITEM 574:

Carrier shall not be responsible for the condition of perishable cargo after the expiration of freetime.

NOTE 3: Notification of availability as defined herein shall mean giving notice to consignor, consignee or subconsignee by either e-mail, facsimile machine or certified mail that cargo will be physically available for delivery on a specific date to consignee or subconsignee. The date of postmark or e-mail shall establish the date of availability.

NOTE 4: In the event split delivery service is provided per Item 751 of this tariff and, after placement, the consignee at a subsequent delivery point cannot receive the freight, Carrier will, at the request of the subconsignee, return the freight to its terminal until such placement or delivery can be afforded. When such service is provided, the provisions Item 750 II.B. will apply in addition to all other applicable charges. This note will not apply to refrigerated trailers and insulated trailers transported under the provisions of Item 810.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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CANCELS

ITEM NO.

## STORAGE AT ORIGIN

Storage at origin terminals for all shipments tendered to carrier is subject to the following:

### A. Free Time

Temperature control shipments as described in item 810 will be afforded **3 days**.  
Truckload and vehicle shipments will be afforded: **7 days**.

NOTE 1: Insulated trailers moving outside the definition in item 810 will be afforded **2 days** free time.

1. The date of receipt of the shipment (trailers) shall be excluded from the computation of free time and from storage time.
2. Free Time will commence at the first 12:00 midnight following receipt of shipment.
3. Shipments (trailers) stored by the carrier or its designated agent in excess of the free time shall be assessed storage charges as stated herein.
4. Saturdays **and** Sundays (**D**) will be included in the computation of free time and storage time.

B. When free time has expired, apply storage charges as stated herein.

C. Upon expiration of free time, storage charges commence; storage charges will terminate only after one of the following conditions has been met:

1. The shipment (trailers) is actually loaded aboard the vessel.
2. The shipment (trailers) has been placed into commercial storage, at which event refer to Paragraph D for charges.
3. Removal of the shipment (trailers) from Carrier's terminal (to include designated agent's terminal) by either consignee, shipper or beneficial owner of the cargo.
4. Carrier is instructed via e-mail or written instruction that shipment (vehicles) is to be transported (subject to space availability) on the next available vessel, the date of sailing will serve as date of storage termination. The provisions of this paragraph C.4. are subject to the prior approval of Carrier.

After trailers have been afforded placement or delivery service, the provisions of free time and detention charges, Item 501 will apply.

911

(C)(D)

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 09, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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1ST REVISED PAGE 94

ITEM NO.

### STORAGE AT ORIGIN (Concluded)

911 (Concluded)

D. Carrier may, at its option, place the cargo in public storage in which event all charges including transportation and handling charges incidental to the placing of goods into or out of public storage, shall be for the account of the cargo, including the cost of public storage. The storage charges outlined herein will terminate the first midnight following placement of the goods into public storage.

The carrier retains all lien rights in the cargo while the same is stored in a public warehouse under the conditions set forth in this conditions set forth in this paragraph.

NOTE 2: In the event the cargo is placed in public storage, carrier's liability for risk of loss shall terminate upon the placement of the cargo into public storage.

NOTE 3: When free time expires, carrier shall give notice to consignor (or shipper) by either e-mail or certified mail that storage charges have commenced and that Carrier intends to place the cargo in public storage unless instructions to the contrary are received from the consignor (or shipper) and agreed to by Carrier.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO.

STORAGE AT DESTINATION AND ORIGIN CHARGES

Applicable to Items

910 and 911  
**(A)(D)**

DESCRIPTION	STORAGE CHARGES PER UNIT (Except as Noted) PER <b>(D)</b> DAY OR FRACTION THEREOF		
	FIRST TWO CHARGEABLE DAYS	THEREAFTER	MINIMUM CHARGE
Refrigerated & <b>(D)</b> insulated trailers ①, Bulk Tank Trailers and Special Equipment as described in Item 888	<b>\$196</b>	<b>\$242</b>	<b>\$196</b>
Flatbeds and <b>(D)</b> dry trailers	<b>\$146</b>	<b>\$177</b>	<b>\$146</b>
Passenger vehicles/pickup trucks	<b>\$78</b>	<b>\$73</b>	<b>\$78</b>
Motor Homes/camper/trucks/boats on trailers/Buses	<b>\$137</b>	<b>\$133</b>	<b>\$137</b>
Rubber tired machinery/machines/tracked vehicles	<b>\$137</b>	<b>\$133</b>	<b>\$137</b>
Cargo NOI stored at Carrier terminal	<b>\$49</b>	<b>\$49</b>	<b>\$49</b>
Shipper owned trailers (except as below)	<b>\$97</b>	<b>\$97</b>	<b>\$97</b>
Shipper owned refrigerated trailers (when loaded with freight requiring temperature control)	<b>\$137</b>	<b>\$196</b>	<b>\$137</b>
<b>(D)</b>			
<b>(D)</b>			
<b>(D)</b>			

① Insulated trailers when transported outside the provisions of Item 810 shall be considered as non-insulated trailers for the purposes of applying this item.

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 09, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

915

SUBSTITUTION OF EQUIPMENT

A. At carrier’s option, a larger trailer may be substituted when a smaller size trailer has been ordered by the shipper. Provided that the conditions of this item are complied with, the charges will be the same as would have applied had the smaller size trailer been furnished and loaded.

Otherwise, higher charges will be incurred as specified in Paragraph E.

Exception to A. above. When 30’ equipment is requested by shipper, the furnishing of 30’ equipment will be subject to equipment availability.

B. Shipper must include the following information on the bill of lading:

“(Actual trailer size) substituted for (requested trailer size) at carrier convenience.”

C. Where the size of the trailer ordered by the shipper, the size of trailer furnished by the carrier, and the amount of cargo actually loaded by shipper meet the following conditions below, then all shipment charges shall be assessed based on the size of the trailer ordered:

SHIPPER ORDERED TRAILER			CARGO LOADING MAXIMUM IN CUBIC FEET
LENGTH	TRAILER SIZE	WIDTH	
30’ OAL	Standard	96” OAW	1905
30’ OAL	Insulated	96” OAW	1720
30’ OAL	Insulated	102” OAW	1806
30’ OAL	Refrigerated	102” OAW	2079
30’ OAL	Standard Dry	96” OAW	1905
30’ OAL	High Cube	102” OAW	2014
40’ OAL	Insulated	96” OAW	2317
40’ OAL	Refrigerated	96” OAW	2240
40’ OAL	Refrigerated	102” OAW	2428
40’ OAL	Standard Dry	-----	2670
45’ OAL	Insulated	102” OAW	2850
45’ OAL	Dry	96” OAW	3046
45’ OAL	Dry	102” OAW	3429
48’ OAL	Insulated	102” OAW	3138
48’ OAL	Dry Container	102” OAW	3489

(Item concluded on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

SUBSTITUTION OF EQUIPMENT (Concluded)

915 (Concluded)

D. For the purposes of determining measurements for application of this item, apply the overall measurement of the three greatest outside dimensions of each piece, package, unitized bundle, or other freight unit as tendered by shipper, except in the case of cylindrical cargo in which case the square of the diameter shall be multiplied by the length to determine the cube.

E. When the shipper loads the substituted trailer with cargo in excess of the cubic maximum provided for in Paragraph C, then all shipment charges shall be assessed based on the size of the trailer actually furnished and loaded, in addition to the penalty as provided in Item 572, NOTE 3.

EXCEPTION 1:

Applicable to household goods in lift vans (as described in Items 2538 and 7360 of Tariff STB TOTE 701-A).

In the event carrier substitutes a trailer larger than requested by shipper, ocean freight charges will be billed per the trailer size requested subject to the following:

Shipper must include the following information on the bill of lading:

"(Actual trailer size) substituted for (requested trailer size) at carrier convenience."

Loaded cargo may not exceed the maximum cubic dimensions and lift van count, as stated below:

SHIPPER ORDERED TRAILER			CARGO LOADING MAXIMUM IN CUBIC FEET	NUMBER OF LIFT VANS
LENGTH	TRAILER TYPE	WIDTH		
40'	Standard Dry	96"	2000	10
45'	Standard Dry	96"	2200	11
45'	Standard Dry	102"	2400	12
48'	Standard Dry	102"	2600	13

If loaded cargo exceeds the maximum cubic dimensions as stated above, the ocean freight charges will be billed per the actual trailer size tendered.

If the number of loaded lift vans exceeds the number of lift vans stated above, the bill of lading must include the actual number of lift vans loaded and the cubic capacity of each lift van. Substitution will be allowed if the cubic capacity does not exceed the maximum cubic dimensions stated above.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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CANCELS

7TH REVISED PAGE 98

ITEM NO.

**SUBSTITUTION OF SERVICE – MOTOR CARRIER FOR RAIL CARRIER SERVICE**

920

Unless the shipper directs that motor carrier service shall not be performed, Carrier may at its option substitute motor carrier service for rail carrier service.

**TANDEM TRAILERS – ANCHORAGE TO FAIRBANKS AND FAIRBANKS TO VALDEZ**

925

1. Except as specifically provided for within other items of this tariff, when rates are designated only to tandem trailer shipments, such rates will apply only to two trailers in tandem.
2. The maximum overall trailer length cannot exceed 95'.
3. Shipments in tandem must also comply with the legal allowable weight over the axles based on the gross vehicle weight on Alaskan highways as determined by the appropriate state, borough, and city laws.
4. Trailers tendered in tandem that exceed the allowable gross vehicle weights will not be transported in tandem. These trailers will be separated and moved independently of each other. Trailers not moving in tandem (single trailers) will move at rates pursuant to tariffs published by Carrier.
5. All tandem moves must originate from the same origin address.

**TERMINAL CHARGE**

940

TRAILER/CONTAINER/LADING/NOS	NORTHBOUND	SOUTHBOUND
Dry/non-temperature-controlled cargo	<b>\$316</b>	<b>\$94</b>
Temperature-controlled cargo	<b>\$347</b>	<b>\$128</b>
Cargo as described in Items: Items 2097, 2500, 2685, 2910, 2917, 2945, 2950, 2959 of Tariff STB TOTE 601-A	<b>\$84</b>	<b>\$40</b>

**(A)**

Applies on all commodities named in Carrier's Tariffs unless otherwise specified in this item and applies on a per unit basis.

ISSUED: OCTOBER 10, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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STB TOTE 101-A

# TOTE Maritime Alaska, LLC.

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1ST REVISED PAGE 99

ITEM NO.

## TERMINAL , PRIVILEGES AND ALLOWANCES

- A. Except as otherwise provided, rates named in tariffs governed by this tariff do not include charges for storage, transfer, loading to or unloading from cars or trucks, or lighterage at points of origin or destination except as specified below.
- B. Except as otherwise provided herein, all rates named in tariffs governed by this tariff include wharfage at carrier's terminals at Tacoma, Washington and Anchorage, Alaska, and include handling at carriers Anchorage, Alaska terminal.

950

ISSUED:           OCTOBER 27, 2022

EFFECTIVE:       NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



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12TH REVISED PAGE 100

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

CANCELS

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ITEM NO.

**TRANSFER OF LADING**

**APPLIES ON TRUCKLOAD SHIPMENTS ONLY**

Except as otherwise provided, rates named in this tariff do not include transfer of cargo to or from Carrier equipment.

On behalf of the shipper or consignee Carrier will transfer freight to or from Carrier equipment subject to the following terms and conditions:

Transfer service is performed in either Anchorage, AK or Tacoma, WA by carrier or carrier's agent.

**A. Standard Transfer of Cargo:**

Transfer of cargo will be accomplished on a direct trailer to trailer basis. The shipment must be properly palletized, bundled and operator to facilitate mechanical handling with a single forklift truck.

**B. Non-Standard Transfer of Cargo:**

Transfer of Cargo that cannot be accomplished using a single forklift truck and one man will be subject to additional charges.

Rates named in this item do not include material required to perform the services provided herein. Charges in item 891 will apply for material required to perform the services provided herein.

Rates named in this item include securing, but do not include protective covering on cargo moving on carrier's flatbed equipment. Applicable charges contained in Item 563 will apply in addition to those published herein.

Carrier will load freight in a manner which will utilize vehicle weight and space capacity to the greatest extent possible. Ocean freight charges will be calculated on the post-transfer load configuration and cargo characteristics.

**A. Standard Transfer of Lading:**

Tacoma	Charge per Carrier trailer utilized	<b>\$1,042</b>
Anchorage	Charge per Carrier trailer utilized	<b>\$1,952</b>

**B. Non-Standard Transfer of Lading:**

Tacoma/Anchorage	To include crane/forklift rental, labor and drayage between carriers agent and terminal)	Cost Plus 15% Minimum charge <b>\$1,042</b>
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NOTE 1: Shipments requiring special permits, special fees or pilot cars are additional and are charged in accordance with Item 892.

NOTE 2: Any additional dunnage will be charged at cost plus 15% in addition to all other charges.

959

(A)

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

TRANSPORTATION SUBJECT TO RULES OF COAST GUARD

The transportation of freight by vessel is at all times subject to the rules and regulations prescribed by the United States Coast Guard, merchant marine inspection.

975

TRANSPORTATION OF MODULAR BUILDINGS AND HOUSE TRAILERS

- A. Carrier will not be liable for mechanical, frame and/or structural deficiencies, unless through negligence of the carrier. Carrier will not be liable for damage to frame or structure caused by overload of contents inside the trailer or modular building.
- B. Carrier will not be held liable for any deficiencies to the interior of any modules or trailers or for personal effects as contained therein.
- C. The carrier reserves the right to purchase damaged units at a price not to exceed the market value at time of acceptance in lieu of repairing said item. The value will be determined by current market price at port of loading.
- D. The carrier's liability is limited to a released value of \$5,849 per unit, or the cost of repair, whichever is lower.
- E. Personal effects contained therein are not covered by the liability stated in D above, but subject to a released valuation of ten (10) cents per pound.
- F. Carrier reserves the right to determine the number of units it will move on any given voyage.

977

UNNAMED POINTS – ORIGIN AND DESTINATIONS

Except as otherwise provided, rates, rules and regulations provided in this tariff will apply from and to points named and points and places within the corporate limits of the municipality and additionally to and from the following points, places and area (if within the U.S.):

Unnamed Points

1. Origin

Shipments originating from points not published in this tariff will be rated from the closest intermediate point that is published provided the normal truck highway route would be at the intermediate point and pass through the unpublished point to reach carrier's terminal.

2. Destination

Shipments destined to points not named in this tariff will be given the rate to the next published intermediate point provided normal truck highway route would be to pass through the unpublished point to reach the published intermediate point.

The provisions of this item are not applicable in establishing rates from or to points for which rates are specifically published in this tariff.

980

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

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CANCELS  
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STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO.

VALUATION, STATEMENT OF

982

Statement of valuation when required must be written on the face of the shipping order and bill of lading and signed by shipper at time of delivery of shipment to the carrier.

CANCELLATION OF BOOKING

985

1. Carrier, at its sole discretion, may require a deposit from customer of no less than 50% of the total of any quote or estimation of charges prior to dispatch of trailer(s). Amounts so deposited against canceled bookings that subsequently move on Carrier's vessel, will be credited towards the invoice amount for the bookings that move on Carrier's vessel. Amount so deposited for bookings that do not move on Carrier's vessel will be refunded not later than 30 days from original collection date.
2. When a booking order is placed with the Carrier for a trailer(s) to pick up a shipment and, due to no fault on the part of the Carrier such trailer(s) are not utilized, cancellation of the booking order must be made prior to dispatch of trailer(s). If cancellation of the booking order is not made prior to the dispatch of trailer(s), the following charges may be assessed against the customer:

a.	Drayage	Cost of drayage (including bobtails) plus 15% or arbitrary charges as outlined in items 340,341 or 342 (whichever results in a greater charge).
b.	Equipment	Cost of equipment (including any lease cost) plus 15% or detention and storage charges as outlined in item 501,502,910 and 911 (whichever results in a greater charge).
c.	Other Costs	All other applicable costs, including but not limited to, driver delay, labor, trailer cleaning and /or trailer repair will be billed at cost plus 15%.

Effective July 10, 2022:

3. Northbound Cancellation Fee: \$250 per booking.

Exception 1: Applies only to bookings cancelled prior to dispatch or arrival to Carrier's Tacoma terminal provided said cancellation occurs after 2:00 PM PST or PDT, as applicable, on the day vessel-loading commences.

Exception 2: Applies only to the period between Memorial Day and Labor Day as well as any calendar week in which fewer than two Orca Class vessels sail.

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

VEHICLES IMPROPERLY LOADED

990

NORTHBOUND SHIPMENTS (See NOTE 1)

When a vehicle is tendered to Carrier which is improperly loaded and/or secured or does not comply with the loading requirements of:

1. The U.S. Coast Guard as specified in 49 CFR 100 - 199
2. The Department of Transportation or
3. Carrier specifications as set forth in this tariff, Carrier's governing classification or Carrier's Operations Department, one of the following will apply:
  - a. The Shipper or their designated agent, may return the trailer to the point of origin or another location for reloading.
  - b. Shipper may instruct Carrier to return the trailer to the point of origin or another location for reloading. Such service shall be provided pursuant to the charges as set forth in Item 340.
  - c. Shippers tendering trailers to Carrier during daytime hours, defined as hours between 8:00 a.m. and 3:30 p.m. Monday through Friday, except holidays, may be instructed to reload the trailer (removing articles as required) to allow the trailer to conform with the requirements as stated above. This service shall be provided pursuant to the charges set forth in Items 890,891, and 959 this tariff.
  - d. Trailer(s) tendered to Carrier during non-daytime hours (hours other than those defined in Paragraph 3.c. above), which are improperly loaded, but meet all DOT loading requirements, may be instruct by Carrier to provide storage of the trailer(s) pursuant to Item 910 of this tariff until such time that the trailer(s) can be reloaded to conform to the loading requirements as stated above.
  - e. If Carrier is unable to contact the shipper for instructions, after determining that the tendered trailer(s) will not meet the requirements as stated above then on of the following will apply:
    1. If Carrier provided the drayage to the Tacoma, Washington terminal, then Carrier will return the trailer to the point at which such drayage originated, subject to charges set forth in Item 340, or
    2. If the shipper or their designated agent provided drayage to the Tacoma, Washington terminal, then Carrier will instruct the shipper or their designated agent to return the trailer to the point of origin for reloading. In either case the shipper will be notified.

(Item concluded on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

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CANCELS

14TH REVISED PAGE 104

ITEM NO.

**VEHICLES IMPROPERLY LOADED (Concluded)**

990 (Concluded)  
**(A)**

NOTE 1: When Carrier provides reloading service per Item 890 or Item 959, the shipper must arrange with Carrier to pick up the material which was removed from the original trailer. This pick up must be performed before 120 hours free time has expired, commencing at such time as the trailer is reloaded, or storage charges shall apply.

**A. SOUTHBOUND SHIPMENTS (See NOTES 2,3,4 and 5)**

When a vehicle has been provided placement service within the pickup limits of Anchorage, Fairbanks or Kenai, Alaska, (See Item 980) and is improperly loaded or secured by shipper, Carrier may return the vehicle to point of origin for correction or unloading by shipper for the following charge per vehicle:

ORIGIN	CHARGE PER TRAILER RETURNED
Anchorage, Alaska	<b>\$383</b>
Fairbanks, Alaska	See Item 342
Kenai, Alaska	<b>\$1,795</b>

NOTE 2: Where Carrier is authorized or otherwise instructed by shipper, consignee or beneficial owner of the freight to rework vehicle in order to comply with tariff provisions or authority of law, the rework can only be done on days Carrier has a ship at the Anchorage port.

NOTE 3: In conjunction with NOTE 2, apply provisions of Items 890 and 959 of this tariff in addition to all other applicable charges.

NOTE 4: Where trailer is inadvertently accepted by Carrier, such acceptance does not constitute waiver of tariff provisions. All penalties levied under authority of law while freight is in the possession of Carrier due to improper loading shall be for the account of the shipper.

NOTE 5: Freight returned under provisions of this item shall not be subject to Item 820 of this tariff.

**B. Shipper shall be liable for and indemnify Carrier against all loss or damage (including fines, forfeitures or penalties imposed by any governmental authority) arising out of or resulting from Shipper's tender to Carrier of an improperly loaded and/or secured trailer or other vehicle.**

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



RATES SHOWN ON THIS PAGE ARE NOT SUBJECT TO SUPPLEMENT NO. 10

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CANCELS  
10TH REVISED PAGE 105

STB TOTE 101-A

**TOTE Maritime Alaska, LLC.**

ITEM NO.

**WEIGHT VERIFICATION**

992

NOTE 1: All scale weights shall be certified as being true and accurate.

NOTE 2: Authorization for obtaining certified scale weights shall be the responsibility of Carrier, or its designated agent.

NOTE 3: In Alaska, when requested by shipper or consignee or when required by law (see EXCEPTION 1), carrier or its agent will dray and scale weigh trailers at a charge as stated herein per scale weight requested or required. If the results of such certified scale weight necessitates carrier reworking the load, apply provisions of Item 890.

Dray and scale weight trailers in Alaska	\$267	Per scale weight requested or required
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Trailers weighed in route to Carrier's Anchorage Terminal not requiring additional drayage	\$102	Per scale weight requested or required
--	-------	--

NOTE 4: In U.S. Points outside Alaska, when requested by shipper or consignee (see EXCEPTION 1), carrier will dray and scale weigh trailers subject to a charge as stated herein in addition to otherwise applicable arbitrary charges. (See EXCEPTION 2)

Dray and scale weight trailers outside Alaska	\$110	Per trailer in addition to applicable arbitrary charges
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EXCEPTION 1: Charges shall not apply on mandatory stops at State Highway Scales unless cited in violation under applicable State or Federal Statutes.

EXCEPTION 2: This charge does not apply to loads scale weighed at Carrier's Tacoma, Washington, terminal when scale weighed at Carrier's request.

ISSUED: OCTOBER 30, 2025

EFFECTIVE: NOVEMBER 9, 2025

ISSUED BY: JAIME KEITH, PRICING AND CONTRACT MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



ITEM NO.

995

WEIGHTS – GROSS WEIGHTS AND DUNNAGE

EXCEPTION TO NMFC ITEM 995:

A. Dunnage Allowance:

The maximum allowance for dunnage articles as described in this rule shall be the lesser of: 1,200 pounds or 5% of the total weight of the lading excluding dunnage.

This allowance applies for each individual trailer in the shipment. Such weight may not be used to make up the required minimum weight of the trailer. If shipper has excess dunnage then the excess dunnage will be rated at the lowest applicable commodity in trailer.

Shipper must declare dunnage on bill of lading or no allowance will be provided.

B. Pallets:

Shipper must declare number and/or weight of pallets on the bill of lading. If the weight of pallets is unknown, then pallets will be estimated at 25 pounds each. If shipper fails to declare pallets on the bill of lading then no allowance will be given. Maximum allowance is 1,200 pounds or 5% total weight excluding dunnage, whichever is less.

Shipper can top load trailer with pallets if minimum weight is met with commodity rates published in Tariff STB TOTE 501-A and pallets are going to same destination. Rates for top loaded pallets are as provided herein.

C. Southbound Return of Dunnage:

Rates on commodities loaded in articles as described in Paragraph E. will include the empty return to Carrier's Tacoma terminal from points in Alaska provided the return movement is via the original carrier. Carrier may ask for proof of northbound move for verification. For delivery other than to Carrier's Tacoma terminal, Item 340 applies.

Dunnage not picked up will be subject to charges as shown in Item 910.

**(Item concluded on following page)**

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF





ITEM NO.

WEIGHT RESTRICTION – ALASKAN HIGHWAYS

996

During that period of time when under authority of state, borough or city law, the allowable gross vehicle weights are reduced on Alaska highways and/or streets to a point requiring a single trailer shipment to be reduced due to weight, the following provisions will apply:

I. Northbound Shipments:

- A. Shipments destined for points in Rate Zones as defined in Item 342 of this tariff.
  - a. Upon written request from shipper or consignee, carrier shall transload lading into additional trailers at Anchorage, Alaska.
  - b. Charges for transloading shall be assessed in accordance with Item 959 and shall be for the account of the party requesting the service.
    - i. The entire shipment shall be rated to the appropriate point named in Item 342. (See EXCEPTION 1)
    - ii. Each trailer required for movement beyond Anchorage shall be assessed at the appropriate arbitrary charge in Item 342. (See EXCEPTION 1)
    - iii. Shipments destined to points not named in this tariff or to points for which no Anchorage based arbitraries are named in Item 342 shall be rated to Rate Zone A only.  
The shipper or consignee shall be responsible for all transportation beyond Rate Zone A.

EXCEPTION 1:

Shipments destined to points for which specific rates are provided in this tariff shall be rated as follows:

- i. The shipment(s) shall be rated as if it (the entire shipment) moved from point of origin to destination without transloading at Anchorage, Alaska to meet highway restrictions.
- ii. Upon request from shipper or consignee, carrier shall transload lading into additional trailers at Anchorage, Alaska.
- iii. Each trailer from which carrier must transfer lading in order to comply with highway weight restrictions will be subject to transfer charges named in Item 959.
- iv. Each additional trailer, beyond those included in the original shipment shall be subject to an arbitrary charge as provided in Item 342.

(Item concludes on following page)

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
909 A STREET, SUITE 1100, TACOMA, WA 98402

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ITEM NO.

WEIGHT RESTRICTION – ALASKAN HIGHWAYS  
(Concluded)

996 (Concluded)

B. If shipper or consignee does not request transloading, as provided in Paragraph I.A.1. of this item; the carrier shall provide storage at origin or destination until weight restrictions have been removed. Provisions of Items 910 and 911 will apply when such storage is provided.

II. Southbound Shipments

A. Vehicles loaded by shipper which exceed weight restrictions may be held at origin (by shipper) until weight restrictions have been removed.

1. If carrier has provided placement (as provided in Item 750) for loading and free time (as provided in Item 501) has not expired prior to implementation of weight restrictions, detention charges as provided in Item 501 shall not apply until weight restrictions have been removed.
2. If carrier has provided placement (as provided in Item 750) for loading and free time (as provided in Item 501) has expired prior to the implementation of weight restrictions, the detention charges as provided in Item 501 will apply.

B. Shipper or consignee may load trailers light at origin and request carrier to transload lading at Anchorage.

1. Charges for transloading shall be assessed in accordance with Item 959 and shall be for the account of the party requesting the service.
2. Shipments moving under provisions of Paragraph II.B. of this item shall be rated as follows:
  - a. The entire shipment shall be rated from the appropriate Alaska basing point.
  - b. Each trailer required for movement from origin to Anchorage, Alaska shall be assessed at the appropriate arbitrary charge in Item 342.

C. Shipments originating at points not named in this tariff or at points for which no Anchorage based arbitraries are named in Item 342, shall be rated from Anchorage, Alaska only. The shipper or consignee shall be responsible for all transportation from such points to carrier's Anchorage terminal.

ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

ISSUED BY: JAIME KEITH, SR PRICING AND CONTRACT MANAGEMENT ANALYST  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF



## EXPLANATION OF ABBREVIATIONS

AK	Alaska
KD	Knocked Down
KFF	Keep From Freezing
NMFC	National Motor Freight Classification
NO (s)	Number(s)
NOI	Not otherwise more specifically described in the governing classification
NOS	Not otherwise specified in this tariff
OAL	Overall Length
STB	Surface Transportation Board
SU	Set Up
TOTE	TOTE Maritime Alaska, LLC.
CARRIER	TOTE Maritime Alaska, LLC.
VIZ	Namely
WA	Washington

## EXPLANATION OF SYMBOLS AND REFERENCE MARKS

The following symbols and reference marks will be used for the purpose indicated only and will not be used for any other purpose in this tariff:

%	Percent
F	Or degrees fahrenheit – degrees Fahrenheit
“	Inch or Inches
‘	Foot or Feet
#	To denote new or added matter
(A)	To denote increases
(C)	To denote changes which result in neither increases nor reductions in rates and charges
(D)	To cancel or eliminate
(R)	To denote reductions
(NB)	Rates apply northbound only
(SB)	Rates apply southbound only

<b>BOLD TYPE</b>	To denote a material change.
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ISSUED: OCTOBER 27, 2022

EFFECTIVE: NOVEMBER 6, 2022

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