

TOTE Maritime Alaska, LLC.



COMMODITIES AS DESCRIBED HEREIN

BETWEEN

Points in Alaska

ISSUED: JANUARY 15, 2020

EFFECTIVE: JANUARY 26, 2020

ORIGINAL TITLE PAGE EFFECTIVE: NOVEMBER 29, 2015

ISSUED BY: JAIME KEITH, SR PRICING & CONTRACT MANAGEMENT ANALYST
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TOTE 402-A

TOTE Maritime Alaska, LLC.

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CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

Title Page and Pages 1 to 25, inclusive, of this tariff are effective as of the dates shown. Revised pages as named below contain all changes from the original tariff that are in effect on the dates shown.

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6	1	13	7 (A)	20	7 (A)		

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	ITEM NO.
<p style="text-align: center;">GOVERNING PUBLICATIONS</p> <p>This tariff is governed, except as otherwise provided herein, by the following publications and supplements thereto or subsequent reissues thereof</p> <ol style="list-style-type: none"> 1. National Motor Freight Classification, NMF series, National Motor Freight Traffic Association, Inc. 2. Household Goods Carriers Bureau Committee Mileage Guide, HGB series. 3. ARRC 9003 tariff Exempt Rate Memorandum No.2-X. 	100
<p style="text-align: center;">DEFINITION - SHIPMENT</p> <p>A shipment is defined as one trailer or one trailer assigned a unique TOTE Intrastate booking number.</p>	115
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates named in this tariff cover the service of tractor and driver and include pickup from shipper's place of business and delivery to consignee of a shipper owned or leased trailer (loaded or empty). Such pickup and delivery service does not include the provision of a trailer and shall not apply to rail shipments. The rates named in this tariff do not apply to the transportation of:</p> <ol style="list-style-type: none"> 1. Property of extraordinary value such as Bank Bills, Coins or Currency; Deeds, Drafts, Notes of valuable paper of any kind; Jewelry; Precious Metals or Articles manufactured there from; Precious Stones or Revenue Stamps. 2. Class A and B explosives; Poison A 3. Commodities injurious or contaminating to other lading. 4. Highway route controlled quantity radioactive materials as defined in 173.455. 	160
<p style="text-align: center;">ADVANCING CHARGES</p> <p>Under no circumstances will carrier advance charges to shippers, owners, consignees, their warehouseman 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(s) will be determined by Carrier's Pricing Department or its delegate.</p>	300
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ITEM NO.

APPLICATION OF RAIL FUEL SURCHARGE

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In the event the Alaska Railroad assesses a fuel surcharge in conjunction with its 9003 Tariff as per Exempt Memorandum 2, series or reissues thereof, the linehaul charges contained in this tariff shall be increased by the same percentage effective on the effective date of the ARRC surcharge.

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ITEM NO.

APPLICATION OF HIGHWAY FUEL SURCHARGE

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The fuel surcharge applicable to highway rates in this tariff shall be determined using the Department of energy Diesel Fuel Price Chart (<http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp>). The West Coast diesel fuel price published on the first and third 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 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.

Note 1: The provisions of this highway fuel surcharge will not apply to Items 2434 or 2435 500, 506, 810, 892 and 912 of this tariff.

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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 - \$1.999	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%

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FUEL TABLE

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.

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<p style="text-align: center;">BILL OF LADING</p> <p>This section is reserved for TOTE Bill of Lading. To view TOTE online Bill Of Lading please visit www.totemaritime.com</p> <p>Or you may request a copy by calling TOTE's Alaska Customer Service at (800) 234-8683.</p>	355
<p style="text-align: center;">DRIVER DELAY CHARGES</p> <p>Except as otherwise provided rates include.</p> <ol style="list-style-type: none"> 1. One hour waiting time at origin point(s) to effect placement and/or for consignor to complete loading if driver is required to stand by. 2. One hour waiting time at destination point(s) to effect placement and/or for consignee to complete unloading if driver is requested to stand by. <p>Delays beyond one hour (through no fault of TOTE) shall be charged to the party responsible for the freight charges in accordance as follows:</p> <p>Points in Alaska: (A) \$77 per quarter hour or fraction thereof.</p>	500

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ITEM NO.

TRAILER DETENTION

506

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.

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 to carrier (telephone or facsimile transmission), electronic notification 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, Sundays and holidays 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	48 hours
Dry trailers and all other vehicles	72 hours
Insulated Vehicles (during KFF season)	72 hours
Refrigerated Vehicles (Live or Dry-Loaded)	72 hours
Special Equipment (See Item 888 "Special Equipment")	48 hours

(Item continued on following page)

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TRAILER DETENTION

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EXCEPTION 1 TO PARAGRAPH I.:

When carrier's vehicle contains more than one shipment, or more than one part-lot of a split delivery shipment, the first such delivery in that trailer will be subject to the free time as shown in this item. All subsequent deliveries in that trailer which are provided placement service will each be allowed 48 hours free time from the first 12:01 a.m. after placement for unloading of that shipment or part lot. If any shipment or part lot in the trailer cannot be provided placement service when offered by the carrier, through no fault of the carrier, then a maximum of 48 hours free time will be allowed, calculated from the first 12:01 a. m. after constructive placement is given.

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.

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

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. TOTE'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 TOTE'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)

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ITEM NO.

TRAILER DETENTION

- 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.

DETENTION – DROP AND PICK SERVICE IN ALASKA

A. Detention charges per day.

	Equipment	Per 24 hour	Applies
1	Non- refrigerated vehicles	\$148	After expiration of free time
2	Refrigerated vehicles	\$199	After expiration of free time
3	Shipper owned equipment on carrier chassis	\$49	After expiration of free time
4	Bulk tank vehicles	\$199	After expiration of free time

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

	Equipment	Per 24 hour	Applies
1	Refrigerated, insulated, lowboy, other special equipment	\$199	Period or fraction thereof
2	Non-refrigerated trailers	\$148	Period or fraction thereof

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ITEM NO.

EXPIRATION DATES – APPLICATION

Items, rates or other provisions making reference hereto in this Tariff TOTE 402-A expire with the date indicated below unless sooner changed or extended. Items making reference hereto, but not listed have expired.

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PROVISIONS WHICH EXPIRE	PAGE	DATE EXPIRING
2436	22	(D)# April 24, 2027

IMPRACTICABLE OPERATIONS

Nothing in this tariff shall be construed as making it binding on TOTE 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 circumstances beyond its control, including but not limited to: Acts of God, floods, storms, earthquakes, hurricanes, tornadoes or other severe weather or climatic conditions; acts of the public enemy, war, blockade, riot, insurrection, vandalism or sabotage; fire, accident, wreck, explosion; mechanical breakdown in equipment or facilities of Contractor or TOTE; lawful or unlawful strikes, lockouts or labor disputes; governmental laws, ordinances, orders or regulations, whether valid or invalid and including, but not limited to, condemnations, embargoes, priorities, requisitions, allocations or restrictions on facilities, equipment or operations.

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RAIL INABILITY TO OPERATE

TOTE assumes no liability in transportation guarantee under this agreement should the Alaska Railroad be unable to perform service. TOTE, if able to do so, will attempt to provide road service in lieu of the Alaska Railroad's inability to operate. The costs for such service will be:

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Equipment	Charge per trailer/container
Single trailers/containers	\$2,741
Set of Doubles/trailer, containers	\$2,372

Note 1: Rates shown above will be subject to item 346 Highway fuel surcharge.

EQUIPMENT - TRAILER MEASUREMENTS

Except as otherwise provided, rates set forth in this tariff apply only to trailers with standard hookups (fifth wheel). TOTE reserves the right to refuse to transport trailers it deems to be unsafe or incompatible with TOTE's tractor and/or TOTE's trailers or other equipment.

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ITEM NO.

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LOSS OR DAMAGE LADING

TOTE shall only be liable for actual loss or damage as set forth in 49 USC 11706 for shipments made under this tariff except for the following:

All cargo carried hereunder shall be per shipper load, stow, seal and count, except as expressly provided otherwise. TOTE or its agent(s) shall not be liable for any loss or damage of any kind resulting from delay, deterioration, loss of market, lost profits, or any form of consequential damages whatsoever however caused.

TOTE shall in no event be or become liable for any loss or damage to the goods exceeding the lesser of \$20 per pound or \$100,000 per trailer or container. Where a lower value than the actual value of the goods has been stated in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum recoverable amount for loss or damage, whether or not such loss or damage occurs from negligence. Any partial loss or damage shall be adjusted pro rata on the basis of such released value. The limitation of liability and other provisions contained in this paragraph shall inure not only to the benefit of TOTE, but also to the benefit of any independent contractor performing services, in connection with the goods covered by this Bill of Lading.

In the event of a mechanical breakdown, malfunction or derangement to shipper furnished refrigerated or heated equipment, TOTE will, after it discovers same, attempt such repairs as it deems capable of performing or if repair by TOTE is determined (in TOTE'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. In no event will TOTE be liable for a failure to discover, diagnose or repair such malfunctioning equipment or for having failed to notify shipper except where such notification was unreasonably delayed.

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ITEM NO.

OPERATING RIGHTS

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RATES AND PROVISIONS NAMED IN THIS TARIFF, OR AS AMENDED, ARE LIMITED IN THEIR APPLICATION ON INTRASTATE COMMERCE TO THE EXTENT OF THE OPERATING RIGHTS AS SET FORTH BELOW.

MC 144475 (Sub 3)
Common Carrier,
Over Irregular Routes,

General Commodities (except household goods; commodities in bulk, classes A and B explosives; Poison A; liquefied compressed gas or compressed gas; highway route controlled quantity radioactive materials as defined in 173.455; or hazardous substances transported in cargo tanks, portable tanks, or hopper type trailers with capacities in excess of 3,500 water gallons),

Between points in Alaska.

PICKUP AND DELIVERY SERVICE

Should a spot or respot be requested by shipper or consignee at either origin or destination, the charges shall be as follows:

Service	Charge
For one way dray in Anchorage	\$274
For round trip dray in Anchorage	\$362
For one way or round trip dray in Fairbanks, Kenai and Seward	\$424

(A)
750

Rates contained in this item include only transportation to or from TOTE's (or agent) terminal located within the points marked by this reference (Anchorage, Fairbanks, Kenai and Seward). Local spotting of trailers to or from points other than TOTE's terminal, will be provided subject to the rates contained in Item 1000. Rates apply only during regular business hours, Monday through Friday

PROTECTIVE SERVICE - KFF

TOTE will not provide service for protection of lading from heat or cold or to overcome tendency of such freight to deteriorate or decay. Shipper must provide their own mechanical protective service and assume responsibility for its operation.

TOTE will assume no risk for loss or damage to lading caused by freezing, thawing, or deterioration.

Upon prior request and dependent upon availability of KFF equipment, TOTE/ARRC may furnish power for operation of 220-volt electrical units at an additional charge per each 24 hours, or part thereof.

During transit	\$148 per unit per day.
At destination yard	\$148 per unit per day.

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ITEM NO.

884

SHIPPER FURNISHED EQUIPMENT

Shipments may be transported under the provisions of this tariff in shipper furnished equipment subject to the following conditions:

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

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

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

892

SPECIAL SERVICES - SHIPMENTS REQUIRING SPECIAL PERMITS, SPECIAL FEES AND PILOT CARS

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 highways	Actual Cost

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

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ITEM NO.

STOPOFFS

900

1. Stopping for Partial Loading or Unloading:

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.
- C. Stopoffs are not allowed between rail hubs.
- D. Service is provided on a driver standby basis with 1 hour of free time subject to the terms of Item 500.

3. Stopoff Charges:

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

Regular Business Hours	(A) \$397
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ITEM NO.

912

STORAGE AT DEPOT

Cargo remaining at any TOTE 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 his designated agent of availability of cargo and shall extend as follows:

- 1. Truckload and vehicle shipments, except as otherwise provided below: 48 hours per unit
- 2. Passenger vehicles, pickup trucks, motor homes, campers, trucks, boats on trailers, buses: 72 hours 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, Sundays and holidays will be used in the computation of storage charges.

Storage charges will commence on a Saturday or holiday if free time has expired at 12:00 midnight immediately preceding that Saturday or holiday.

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.

B. 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. TOTE 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 TOTE.

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 500 will apply.)

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ITEM NO.

STORAGE AT DEPOT (Continued)

912
(Continued)

C. 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.

D. When cargo is physically available for delivery (See NOTE 1) but not released by TOTE 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.
4. 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.

E. 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.

F. EXCEPTION TO ITEM 574:

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

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, TOTE 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.

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ITEM NO.

STORAGE AT DEPOT

(A)
912
(Concluded)

DESCRIPTION	STORAGE CHARGES PER UNIT (Except as Noted) PER 24 HOUR DAY OR FRACTION THEREOF	
		CHARGEABLE RATE PER DAY AFTER FREE TIME
Refrigerated & insulated trailers ①, Bulk Tank Trailers and Special Equipment as described in Item 888		\$237
Flatbeds and dry trailers		\$173
Passenger vehicles/pickup trucks		\$77
Motor Homes/camper/trucks/boats on trailers/Buses		\$143
Rubber tired machinery/machines/tracked vehicles		\$143
Cargo NOI stored at TOTE terminal		\$48
Shipper owned trailers (except as below)		\$96
Shipper owned refrigerated trailers (when loaded with freight requiring temperature control)		\$237

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.

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	ITEM NO.
<p style="text-align: center;">UNNAMED POINTS - ORIGIN AND DESTINATIONS</p> <p>Except as otherwise provided, rates, rules and regulations provided in this tariff will apply to or from points named and points and places within the corporate limits of the municipality.</p> <p>Points not otherwise provided in this tariff see item 1000.</p> <p>TOTE reserves the right, at its sole discretion, to refuse acceptance of any shipments.</p>	980
<p style="text-align: center;">LOAD SPECIFICATIONS</p> <p>Without prior approval, shipments may not exceed the following size and weight limitations:</p> <p>Length 53' Width 8'6 Height 14' Weight 55,000 lbs</p> <p>Shipments exceeding the above load specifications must have prior approval from TOTE's operations department.</p>	981

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DISTANCE MILEAGE COMMODITY RATES RATES IN DOLLARS AND CENTS PER TRIP MILE.

COMMODITY	BETWEEN: Points in Alaska other than points named in this tariff.	ITEM NO.
Freight All Kinds (except as described in Item 160)	① ② (A) \$7.55	1000

NOTE 1: This item is applicable only to transportation between points that are not less than fifty (50) miles distance apart.

① - Rate is in dollars and cents per trip mile and applies on single trailers only.

② - Minimum charge will be (A) \$1,437 per round-trip trailer movement for distances of 200 miles or less.

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STRAIGHT TRUCKLOAD COMMODITY RATES RATES ARE IN DOLLARS PER TRUCKLOAD IN 40' EQUIPMENT.

COMMODITY	BETWEEN: Anchorage, AK AND: Fairbanks, AK.	ITEM NO.
Freight All Kinds (except as described in Item 160) Rates apply only for Rail service between intermodal ramps in Anchorage and Fairbanks.	NORTHBOUND	
	Trailers not exceeding 48'	\$1,448
	Trailers exceeding 48' to 53'	\$1,516
	SOUTHBOUND	
	Trailers not exceeding 53'	\$778
		(A) 2434

I. Without prior approval, shipments may not exceed the following size and weight limitations.

Type of Unit	Minimums	Maximums	Width	Height	Gross Weight (lbs)
	Length	Length			
Semi-Trailer/TOFC	20'	30'	8' 6"	13' 6"	55,000
	30' 1"	53'	8' 6"	13' 6"	70,000
Intermodal Container COFC	20'	30'	8' 6"	8' 6"	45,000
	30' 1"	53'	8' 6"	8' 6"	55,000

Trailers exceeding 53' feet will be subject to an additional charge of 10% of the applicable flat charge for each foot or fraction thereof beyond 53'.

Subject to prior approval, shipments exceeding the above specifications, or which for any reason are unsuited for normal mechanical handling may be accepted and handled on a non-priority basis, subject to the following charges, which will be assessed separately and individually in addition to all other charges:

- A. All weight exceeding allowable gross weight (\$ per 100 pounds): **\$6.09**
- B. Trailers/containers that are subsequently found to be overweight by the ARR will be invoiced based on the gross weight as provided by the ARR unless Shipper provides a certified scale ticket *prior* to acceptance by the ARR.
- C. Shipments not suitable for normal mechanical handling, but suitable for rail ramp loading may be accepted at an additional per unit charge of: **\$935.00**
- II. Late Arrival Charge: Late trailers or containers, delivered after the cutoff time for accepting loads, will be charged an additional **\$199.00** per unit.
- III. Missing or improper shipping instructions/documentation: Shipments with missing or incomplete documentation will be charged an additional **\$91.00** per document.

Iron and Steel Pipe, Piling or Casing (except as described in item 160) Rates apply only for Rail service between intermodal ramps in Anchorage and Fairbanks. Subject to provision of Item 2434.	NORTHBOUND		(A) 2435
	Trailers not exceeding 53'	\$1,948	

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TOTE 402-A

TOTE Maritime Alaska, LLC.7TH REVISED PAGE 22
CANCELS
6TH REVISED PAGE 22ARBITRARIES RATES
IN DOLLARS PER TRAILER OR LADING

ITEM NO. 2436

COMMODITY: Freight All Kinds (except as described in Item 160)
Rates apply only when Highway Services is provided.ARBITRARIES IN ALASKA
BASING POINT: Anchorage, AK.

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	\$2,730			
Rate Zone B	⑦ ⑧	\$3,751	Eagle River/Birchwood		\$237
Rate Zone F	②	\$1,718			
Rate Zone F	③	\$2,060	Girdwood	⑨	\$618
Rate Zone F	③ ⑤	\$3,219	Kasilof		\$1,945
			Kenai		\$1,473
Rate Zone H		\$2,041	North Pole	②	\$2,013
			North Pole	③	\$3,308
Rate Zone P		\$528	Point Mackenzie Big Lake	⑩	\$951
Rate Zone S		\$1,300	Soldotna		\$1,617
Eielson AFB	②	\$2,068			
Eielson AFB	③	\$3,365	Whittier	④	\$998
			Willow	⑧	\$1,287

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 axel equipment:	\$802 per trailer
NOTE 3	TOTE will not provide drays less than 50 miles except as in item 750.	

(Item continued on following page)

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TOTE Maritime Alaska, LLC.

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ARBITRARIES IN ALASKA

ITE
M
NO.

2436

(Continued)

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

(Item continued on following page)

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TOTE Maritime Alaska, LLC.

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ITEM NO.

ARBITRARIES IN ALASKA

2436
(Concluded)
(A)

- ② Applicable on equipment not exceeding 45' overall length.
- ③ Applicable on 48' and 53' equipment.
- ④ Rate does not include applicable DOT tunnel charge.
- ⑤ Rate applies when Shipper directs Carrier to transport a booking via highway service.
- ⑥ Trailers not exceeding 45' standby only.
- ⑦ Trailers 48' or 53', standby only.
- ⑧ 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.
- ⑨ 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 **\$185** will be assessed.
- ⑩ 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.

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EXPLANATION OF ABBREVIATIONS

ARR/ARRC	Alaska Railroad
Ft	Foot or Feet
In	Inches
STB	Surface Transportation Board
TL	Truck Load
USC	United States Code
Viz	Namely
STB	Surface Transportation Board
SU	Set Up
TOTE	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

BOLD TYPE	To denote a material change.
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