

COMMERCIAL RELOCATION TARIFF

**Professional Movers Interstate Moving Tariff
MOX 2019**

Trend Moving LLC

230 Rockingham Road, Derry, NH 03038

Phone: 603-548-1738

ICC/MC: 1027437 DOT: 3092893

Effective Date: 04/01/2019

COMMERCIAL RELOCATION TARIFF
Professional Movers Interstate Moving Tariff
MOX 2019

Mover Carrier's Full Company Name:		Contact F. Name:		L. Name:	
Trend Moving LLC		Rob		Giles	
Address:		230 Rockingham Road			
City:		State:		Zip:	
Derry		NH		03038	
Phone:		ALT Phone:		Cell Phone:	
603-548-1738					
ICC/MC		DOT:		Web site:	
1027437		3092893		www.trendmoving.com	
E-mail:		ALT E-mail:			
Info@trendmoving.com					

AVAILABILITY OF THE PUBLISHED TARIFF

(Effective: April 1, 2019)

The federal law governing interstate domestic carriers of household goods, specifically 49 CFR section 375.213 (a) (3) and 49 USC section 13702 (c) (1), this tariff is available for inspection/reviewing upon reasonable request made by representatives of the United States Department of Transportation, Federal Motor Carrier Safety Administration or shippers

You may contact the moving company to make arrangements to inspect/view this tariff, and its provisions, contact the moving company which will accommodate a reasonable request.

Mox2019 Tariff

Application: This document governs all sections of this tariff unless a specific exclusion is made within an individual section; the rates named in this tariff include one pickup and loading at the point of origin and one delivery and unloading at point of destination unless it is specifically noted otherwise.

Pursuant to 49 USC § 13702, transportation rates in this tariff apply only on the movement of household goods, as defined in 49 CFR § 1310.1 (c), in common carriage by motor vehicle over irregular routes and in interstate commerce pursuant to the operating authority issued to the carrier by the United States Federal Motor Carrier Safety Administration.

The carrier is authorized under this tariff to provide services based on either binding OR non-binding OR Guaranteed Not to Exceed estimates. In addition, charges for line haul services may be based on either the amount of weight in pounds of the property being transported OR the amount of cubic feet occupied by the property on the transport vehicle. The carrier may also charge based on an hourly rate. If the line haul is charged based on cubic feet or an hourly rate then the estimate provided must be binding.

Shipping documents: All Bills of Lading, Orders of Service, and other shipping documents used by the carrier are applicable to this tariff and incorporated by reference herein.

Brokers: The Carrier is authorized to undertake moves that were booked by licensed brokers. Under the terms of the agreement between the Broker and Carrier ("409 agreement") Carrier shall adopt the broker's estimate as its own. Rates charged by the broker shall be at a different rate than carrier's tariff and shall be based upon broker's tariff rates which are incorporated by reference into this document.

Authorized Carriers: the following carriers are authorized to use this tariff, and operate under its terms and conditions:

All Published Tariff rates subject to a discount up to 70% on top of the discount rates listed in this tariff based on time of year, promotions, specials, coupons, road conditions, weather, etc.

LEGAL TARIFF NOTICE

Moving companies by Law must charge customers the exact rates published in the tariff. A moving company may not charge a customer more or less than the tariff rate. All charges for services provided to a customer must exactly match the rates of the tariff. For example, if a tariff does not designate charges for long carry or stairs, then the moving company cannot charge a customer for those services. Changes to prices and the addition of new services may only be added to a tariff if properly documented and published. No services may be offered to a customer which are not provided for in the tariff.

The moving company's tariff must be published and made available to any shipper whom makes a reasonable request to view it. Tariffs must be kept updated and available to any representative of the D.O.T. who makes a request to view it. Moving companies must provide written notice to customers of the availability of the tariff

Tariff rates for line haul and accessorial services must not be randomly discounted. Uniform discounts, properly documented, may be applied to the fixed tariff rates. Moving companies may not charge or receive different rates for services other than the rates specified in the tariff. This includes not offering or returning a discount or part of the rate to a customer.

Overcharging or undercharging are both civil and criminal violations. Any person who charges at a rate over or under the tariff rate shall be liable for a civil penalty of up to \$100,000.00 for each individual violation.

Criminal violations for any person who charges a rate over or under the tariff rate can be subject to criminal charges and penalties. Criminal penalties for tariff violations include financial fine and/or a sentence to prison for up to two (2) years for each individual violation.

Moving companies who use agents or subcontractors to perform services can be held civilly and criminally liable for the actions of their agents.

§ 13702 (a) (2). Tariff requirement for certain transportation

(a) In General. — Except when providing transportation for charitable purposes without charge, a carrier subject to jurisdiction under chapter 135 may provide transportation or service that is

(1) In noncontiguous domestic trade, except with regard to bulk cargo, forest products, recycled metal scrap, waste paper, and paper waste; or

(2) For movement of household goods;

Only if the rate of such transportation or service is contained in a tariff that is in effect under this section. The carrier may not charge or receive a different compensation for the transportation or service than the rate specified in the tariff, whether by returning a part of that rate to a person, giving a person a privilege, allowing the use of a facility that affects the value of that transportation or service, or other device. A rate contained in a tariff shall be stated in money of the United States.

§ 1310.2 Requirement to maintain tariffs.

(a) Except when providing transportation for charitable purposes without charge, carriers subject to the Board's jurisdiction under Chapter 135 of Title 49 of the United States Code, may provide transportation or service for movements of household goods only if the rates, and related rules and practices, for such transportation or service are contained in a published tariff that is in effect under this section. The carrier may not charge or receive a different compensation for the transportation or service than the rate specified in the tariff, whether by returning a part of that rate to a person, by giving a person a privilege, by allowing the use of a facility that affects the value of that transportation or service, or through another device. Tariffs shall be published in the English language and rates shall be stated in money of the United States.

§ 375.213 information must provide to a prospective individual shipper?

(a) When you provide the written estimate to a prospective individual shipper, you must also provide the individual shipper with a copy of Department of Transportation publication FMCSA–ESA–03–005 (or its successor publication) entitled “**Ready to Move?**”.

(b) Before you execute an order for service for a shipment of household goods, you must furnish to your prospective individual shipper all five of the following documents:

(1) The contents of appendix A of this part, entitled “**Your Rights and Responsibilities When You Move**”

(Department of Transportation publication FMCSA–ESA–03–006, or its successor publication).

(2) A concise, easy-to-read, accurate estimate of your charges.

(3) A notice of the availability of the applicable sections of your tariff for the estimate of charges, including an explanation that individual shippers may examine these tariff sections or have copies sent to them upon request.

(4) A concise, easy-to-read, accurate summary of your arbitration program.

(5) A concise, easy-to-read, accurate summary of your customer complaint and inquiry handling procedures.

Included in this description must be both of the following two items:

(i) The main telephone number the individual shipper may use to communicate with you.

(ii) A clear and concise statement concerning who must pay for telephone calls.

(c) To comply with paragraph (b) (1) of this section, you must ensure that the text and general order of the document you produce and distribute to prospective individual shippers are consistent with the text and general order of appendix A to this part. The following three items also apply:

(1) If we, the Federal Motor Carrier Safety Administration, choose to modify the text or general order of appendix A, we will provide the public appropriate notice in the **Federal Register** and an opportunity for comment as required by part 389 of this chapter before making you change anything.

(2) If you publish the document, you may choose the dimensions of the publication as long as the type font size is 10 points or larger and the size of the booklet is at least as large as 36 square inches (232 square centimeters).

(3) If you publish the document, you may choose the color and the design of the front and back covers of the publication. The following words must appear prominently on the front cover in 12-

point or larger bold or full-faced type: “Your Rights and Responsibilities When You Move. Furnished by Your Mover, as Required by Federal Law.” You may substitute your name or trade name

A place of “Your Mover” if you wish (for example, *Furnished by XYZ Van Lines, as Required by Federal Law*).

(d) Paragraphs (c) (2) and (c) (3) of this section do not apply to exact copies of appendix A published in the **Federal Register** or the Code of Federal Regulations. 19. Amend § 375.401 by re-designating Paragraphs (a) through (g) as paragraphs (b) through (h), adding paragraph (a), and revising, re-designated paragraphs (b) and (e) to read as follows:

49 USC SECTION 14903 (a) (b) (c)

(a) Civil Penalty for Undercharging and Overcharging. - A person that offers, grants, gives, solicits, accepts, or receives by any means transportation or service provided for property by a carrier subject to jurisdiction under chapter 135 at a rate different than the rate in effect under section 13702 is liable to the United States for a civil penalty of not more than \$100,000 for each violation.

(b) General Criminal Penalty. - A carrier providing transportation or service subject to jurisdiction under chapter 135 or an officer, director, receiver, trustee, lessee, agent, or employee of a corporation that is subject to jurisdiction under that chapter that willfully does not observe its tariffs as required under section 13702, shall be fined under title 18 or imprisoned not more than 2 years, or both.

(c) Actions of Agents and Employees. - When acting in the scope of their employment, the actions and omissions of persons acting for or employed by a carrier or shipper that is subject to this section are considered to be the actions and omissions of that carrier or shipper as well as that person.

(d) Venue. - Trial in a criminal action under this section is in the judicial district in which any part of the violation is committed or through which the transportation is conducted.

Payments:

A form of Payment: **Upon booking**, a **20%** deposit is required to be paid by (Visa, MasterCard, Cash, Discover, American Express, Money Order or Certified Check). **Upon pickup** 50% payment will be due in the form of (Visa, MasterCard, Discover, American Express, Cash, Money Order or Certified Check). The remaining balance must be paid in full **Upon Delivery** by (Visa, MasterCard, Discover, American Express, Cash, Money Order or Certified Check). The Subject to federal law, payment in FULL of all charges is required before delivery and prior to unloading – Subject to the 110% law, if applicable. All charges are based on full tariff rates. Carrier reserves the right to collect up to 60% of the balance due prior to the goods leaving the origin state

Season Peak rates:

All Published Tariff rates subject to **10%** increase in the Season Peak rates

Season Peak rates Start Date **April 15** End Date **September 30** of every year.

Fuel surcharge:

There will be a fuel surcharge of up to **19%** fuel surcharge of the estimate.

Pickup and Delivery:

The Carrier reserve the rights to pick up the shipment up to **5 days** before or after the schedule move date for less than 7500 lbs

The Carrier reserves the rights to Delivery the shipment up to **5 days** before or after the schedule Delivery date for less than 7500 Lbs

The minimum charge for transporting a shipment of at least 1,000 pounds (453.59 kilograms).

Acceptance of shipment by Representative:

Shipment at pickup or delivery by a representative of the shipper or consignee, such as agent, superintendent, and employee of shipper, employer of the shipper or real estate shall be considered to constitute acceptance of the property and the terms and considered as the shipment received by the shipper Himself.

Impracticable Operations:

The carrier is not required to perform any service at any time, point or location where through no fault or neglect of the carrier, the furnishing of such services is deemed to be inadvisable and therefore impracticable due to

1. The physical condition of the roads, streets, driveways, alleys, or approaches thereto would subject operator and/or equipment to unreasonable risk, loss, or damage to life or property.
2. Inadequate docking, loading or unloading facilities
3. Any and all disturbances including but not limited to force major, war, riot, civil disturbance, strike, picketing that would subject the operator to unreasonable risk of loss or damage to life or property or unreasonably jeopardize the ability of the carrier to render the line haul or pickup or delivery or any other service to or from points or locations.
4. Where law, regulation, or reasons beyond carriers control prohibits and/or prevents the Carriers hauling contractors, employees, or agents, from entering premises where a pickup or delivery is to be made.

Dangerous or Hazardous Materials

The shipper has to notify the carrier in writing for any goods or Hazardous materials include inflammable, explosives, compressed gases, flammable liquids and solids, oxidizers, poisons, corrosives, and radioactive materials. Examples: Nail polish remover, paints, paint thinners, lighter fluid, gasoline, fireworks, oxygen bottles, propane cylinders, automotive repair and maintenance chemicals, and radiopharmaceuticals. There are special exceptions for small quantities (up to 70 ounces total) of medicinal and toilet articles carried in the household goods and certain smoking materials carried on your person.

The Carrier shall be under no liability to make any general average contribution in respect of such goods. The Shipper undertakes that such goods are packed in a manner adequate to withstand the risk of Carriage having regard to their nature and compliance with all laws or regulations which may be applicable during Carriage and handling. Whether or not the Shipper was aware of the nature of the goods, the Shipper shall indemnify the Carrier against all claims, losses, damages, liabilities or expenses arising in consequences of the Carriage of such goods. Extraordinary value NOT accepted. Unless otherwise provided, the following property will not be accepted for shipment: coin, banker bills any currency, drafts, deeds, notes, or valuable papers of any kind, any collections, revenue stamps, jewelry, postage stamps, letters or packages of letters, precious articles or stones, manufactured therefore or perishable articles. Should such articles come into the possession of the carrier without his knowledge, no responsibility for a safe delivery.

Lawsuits:

MANDATORY CHOICE OF LAW, VENUE AND JURISDICTION.

If a lawsuit becomes necessary to resolve any dispute between the carrier and shipper, said suit shall and must only be brought in circuit or county court in the City **Derry** State **NH** County **Rockingham** Suits involving disputed over interstate shipments must be limited to the governing federal law. Both parties agree to submit themselves to the jurisdiction of the **NH** Courts and agree given the relationship to the state, such exercise is reasonable and lawful. Shipper consents to jurisdiction in City **Derry** State **NH** County **Rockingham** and hereby waives the right to be served within the State of **NH**.

In the event litigation is necessary, the carrier shall recover from the shipper any and all reasonable attorney fees, administrative costs and court costs incurred as a result of the litigation.

The parties hereby waive any participation or involvement in any class action lawsuits against carrier or shipper.

Given the nature of this contract as it involves moving personal property, both parties agree to hold as confidential all events, transactions, circumstances, agreements, terms and conditions, and actions of either party. Failure to comply with this section may result in a breach of contract and subject the shipper to legal liability.

Liens:

If the Shipper fails to pay the applicable charges within 30 (thirty) days of the date of delivery was attempted and or refused, the carrier shall have a lien against any and all property tendered to it, and shall be authorized to sell the property at auction of the shipper.

If delivery is refused, it will be assumed that the shipper abandons all rights to the property unless the carrier is otherwise notified in writing.

All fees including legal fees, collection fees and auction fees shall be applied to the total outstanding balance due by the shipper to the carrier.

Others:

A. Collection Fees: Shipper shall be responsible for any and all charges the carrier incurred in the course of collection, including but not limited to, fees for collection agent, attorney, court fees and costs.

B. Interest Charges: In accordance with the appropriate federal law, an interest charge of the maximum amount allowed by law or 1.5% per month or fraction thereof (18% per annum) shall automatically be added to all delinquent accounts.

C. Insurance: the cost of any insurance for the benefit of the shipper will not be assumed by the carrier.

D. Accord and Satisfaction: At delivery or any time before delivery if both parties agree to the amount due to the shipper, and then payment of said amount shall constitute an accord and satisfaction of all claims between carrier and shipper regarding this contract, including, but not limited to damage or missing property. In the event that a job is canceled while in progress, the shipper shall be responsible for any reasonable charges incurred for the services rendered.

E. Severability: If any portion or particular section of this tariff is found to be unenforceable for any reason it shall not affect the remainder of the terms and conditions contained in any other section of this tariff and shipper expressly acknowledges same..

F. Classification of parts or pieces as a complete article: Each shipping piece or package and the contents thereof shall constitute one article. However, when all of the component parts of any article must be taken apart of knocking down for proper handling or loading into the vehicle the total of those parts shall constitute only one article for the purpose of determining the carrier's liability.

G. Servicing Special Articles: the rates in this tariff are for transportation and do not include the servicing of any item even if not properly servicing that item may damage same in transit. The shipper agrees that unless it is expressly listed in writing, carrier shall not be responsible for the servicing of any articles or appliances including, but not limited to clocks, computers printers, CD players, refrigerators, freezers, washing machines, clothing dryers, dishwashers, radios, television sets, VCR's, DVD players, air conditioners and any other business machines which, if not properly serviced might be damaged during or incident to transit.

Charge by Hour

Number of men	Rate per hour
2 Men and a 1 Truck	Up to \$165.00 Per hour
3 Men and a 1 Truck	Up to \$195 per hour
4 Men and a 1 Truck	Up to \$255 per hour
5 Men and a 1 Truck	Up to \$275 per hour
6 Men and a 1 Truck	Up to \$295 per hour
7 Men and or more	Up to \$50.00 per laborer per hour

Trucking = \$150.00 per truck with up to \$250.00 in mileage fees.
Minimum 2-4 hours per job.

Transportation Charges (Linehaul)

The transportation charge is calculated on every shipment and has the following components:

Linehaul Charge(s)
Linehaul Factor Charge
Shorthaul Charge

When rating a shipment under This Tariff, it is important to note the following:

- 1) All of the United States (except Hawaii) and Canada is divided into zip (post) codes
- 2) Alaska is divided into three digit zip codes. Canada does not apply
- 3) Each three digit zip code is assigned to a Base Point City
- 4) Each Base Point City is assigned to a Service Area
- 5) Mileages Can be found in (Yahoo Maps, Google Maps or MSN Maps)

Prior to running any calculations for a shipment, determine:

- 1) Origin Zip3, Base Point City, and Service Area
- 2) Destination Zip3, Base Point City, and Service Area
- 3) Mileage between Orig Base Point and Dest Base Point
- 4) Weight
- 5) Pickup Date

See attached: Professional Movers Interstate Moving Tariff, Summary of Tariff Calculations

Carrier: providing transportation of household goods, offers some or all of the following additional services:

- (1) Binding and non-binding estimates,
- (2) Inventory,
- (3) Protective packing and unpacking of individual items at personal residences, and
- (4) Loading and unloading at personal residences.

Binding estimates:

When the shipper receives a binding estimate, the carrier cannot request the shipper to pay any amount more than the estimated amount at delivery. If the carrier requested by the shipper to provide more services than those included in the estimate, the carrier must not demand full payment for those added services at time of delivery. Instead, the carrier must bill for those services later. Such services might include destination charges that often are not known at origin (such as shuttle charges, long carry charges, or extra stair carry charges).

A binding estimate must be in writing, and a copy must be made available to the shipper **before** the move and prior to loading.

If the shipper is unable to pay at the time the shipment is delivered, the mover may place your shipment in storage at your expense until you pay the charges. **Storage Fees may be Apply post contract** Under 49 USC 13707(b)(3)(C) payment for all post contract optional services is required before delivery and prior to unloading.

If, before loading your shipment, the carrier believes that the shipper are tendering additional household goods or are requiring additional services not identified in the binding estimate, and the shipper and the carrier cannot reach an agreement, the carrier may refuse to service the shipment. If the carrier agrees to service the shipment, the carrier must do one of the following three things.

- (a) Reaffirm the binding estimate.
- (b) Negotiate a revised written binding estimate listing the additional household goods or services.

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893

- (c) Add an attachment to the contract, in writing, stating you both will consider the original binding estimate as a **non-binding** estimate. Before you agree to this option, read the information about non-binding estimates in the non-binding (section next section). Accepting a non-binding estimate may seriously **affect** much you may pay for the entire move.

If the carrier believe additional services are necessary to properly service a shipment after the bill of lading has been issued, you must inform the individual shipper what the additional services are before performing those services. You must allow the shipper at least one hour to determine whether he or she wants the additional services performed. If the individual shipper agrees to pay for the additional services, the carrier must execute a written attachment to be made an integral part of the bill of lading contract and have the individual shipper sign the written attachment. This may be done through fax transmissions; e-mail; overnight courier; or certified mail, return receipt requested. The carrier bill the individual shipper for the additional services after 30 days from delivery. If the individual shipper does not agree to pay the additional services, the carrier should perform only those additional services as are required to complete the delivery, and bill the individual shipper for the additional services after 30 days from delivery, except that you may collect at delivery charges for impracticable operations that do not exceed 15 percent of all other charges due at delivery.

(49 U.S.C. Section 375.401)

A **binding** estimate is an agreement made in advance with your individual shipper. It guarantees the total cost of the move based upon the quantities and services shown on your estimate, which shall be based on the physical survey of the household goods, (Individual shipper may elect to waive a physical survey). You may impose a charge for providing a written binding estimate. The binding estimate must indicate that you and the shipper are bound by the charges.

Non-binding estimates:

Non-binding estimates are not always accurate; actual charges may exceed the estimate.

A **non-binding** estimate is what the carrier believes the total cost will be for the move, based upon the estimated weight of the shipment and the accessorial services requested. A non-binding estimate is not binding. The carrier will base the final charges upon the actual weight of the shipment, the services provided, and its tariff provisions in effect.

The Shipper must also be prepared to pay at delivery the charges for pay 10 percent (**49 U.S.C. Section 375.407 110% percent or less of the non-binding estimate**) more than the estimated amount upon the actual weight of the shipment at delivery any additional services requested after the contract was executed (charges therefore not included in the estimate) and any charges for impracticable operations. Impracticable operations are defined in your carrier tariff.

Charges for impracticable operations due at delivery must not exceed 15 percent of all other charges due at delivery.

All Published Tariff rates subject to a discount, Specials promotions Rates are in the table below.

Promo #	%	Promo #	%	Promo #	%	Promo #	%	Promo #	%
1	1%	21	21%	41	41%	61	61%	81	81%
2	2%	22	22%	42	42%	62	62%	82	82%
3	3%	23	23%	43	43%	63	63%	83	83%
4	4%	24	24%	44	44%	64	64%	84	84%
5	5%	25	25%	45	45%	65	65%	85	85%
6	6%	26	26%	46	46%	66	66%	86	86%
7	7%	27	27%	47	47%	67	67%	87	87%
8	8%	28	28%	48	48%	68	68%	88	88%
9	9%	29	29%	49	49%	69	69%	89	89%
10	10%	30	30%	50	50%	70	70%	90	90%
11	11%	31	31%	51	51%	71	71%	91	91%
12	12%	32	32%	52	52%	72	72%	92	92%
13	13%	33	33%	53	53%	73	73%	93	93%
14	14%	34	34%	54	54%	74	74%	94	94%
15	15%	35	35%	55	55%	75	75%	95	95%
16	16%	36	36%	56	56%	76	76%	96	96%
17	17%	37	37%	57	57%	77	77%	97	97%
18	18%	38	38%	58	58%	78	78%	98	98%
19	19%	39	39%	59	59%	79	79%	99	99%
20	20%	40	40%	60	60%	80	80%		

110% Rule(49 U.S.C. Section 375.407):

Refers specifically to Non-binding estimated charges, and the carrier's reasonably accurate estimate of the amount of the charges, as well as the method of payment of the total charges, and the maximum amount (110 percent of the non-binding estimate) that your carrier can demand at the time of delivery

Weight:

Mover transports household goods on a non-binding estimate, must determine the actual weight of the shipment in order to calculate its lawful tariff charge. If a mover provided a binding estimate and has loaded shipment without claiming you have added additional items or services, the weight of the shipment will not affect the charges. The mover must determine the weight of the shipment before requesting to pay for any charges dependent upon shipment's weight. The shipper has the right to view the weighing, but must make this request to the carrier prior to the weighing so the carrier may give notice of the time and location where the vehicle will be weighed. Additional weight/cubic feet over the estimate: Additional pounds or cubic feet over the estimate will be charged at the same rate based on the estimate based on tariff rates.

The minimum charge for transporting a shipment of at least 1,000 pounds (453.59 kilograms).

Certified Scale—Any scale designed for weighing motor vehicles, including trailers or semi-trailers not attached to a tractor, and certified by an authorized scale inspector and licensing authority. A certified scale may also be a platform or warehouse type scale that is properly inspected and certified.

Estimate, Binding—This is a written agreement made in advance with your mover. It guarantees the total cost of the move based upon the quantities and services shown on the estimate.

Weight Disputes:

Re-Weighing It is the shipper's right under Federal law and it's free. To request that their property be reweighed if there is a dispute concerning the weight based on the original weight certificates. The shipper needs to simply call the moving company prior to the delivery of your property and request to have your shipment re-weighed. The carrier needs to re-weigh the shipper's property at no charge. To this request, you can find a weight scale location located near you searching www.catscale.com. The weight station must be within 30 miles of the delivery location. At the delivery date the shipper must meet the driver at the weight scale to witness the truck being weighed. The shipper is responsible for his own transportation to and from the scale. The carrier drivers will not transport you.

After the weighing, the shipper must pay the balance due before unloading the truck. After payment has been made, the truck will be unloaded and all documents signed,

Note:

If the same scale is used to weigh the truck, then the scale may only issue one weight certificate listing both weights Scaling.

49 CFR part 372

Origin Weighing—Your mover may weigh your shipment in the city or area where it loads your shipment. If it elects this option, the driver must weigh the truck before coming to your residence. This is called the *tare weight*. At the time of this first weighing, the truck may already be partially loaded with another shipment(s). This will not affect the weight of your shipment. The truck should also contain the pads, dollies, hand trucks, ramps, and other equipment normally used in the transportation of household goods shipments. After loading, the driver will weigh the truck again to obtain the loaded weight, called the *gross weight*. The net weight of your shipment is then obtained by subtracting the *tare weight* before loading from the *gross weight*.

Gross Weight less the Tare Weight Before Loading = Net Weight.

Destination Weighing (Also called *Back Weighing*) —The mover is also permitted to determine the weight of your shipment at the destination after it delivers your load. Weighing your shipment at destination instead of at the origin will not affect the accuracy of the shipment weight. *The most important difference is that your mover will not determine the exact charges on your shipment before it is unloaded* Destination weighing is done in reverse of origin weighing. After arriving in the city or area where you are moving, the driver will weigh the truck. Your shipment will still be on the truck. Your mover will determine the *gross weight* before coming to your new residence to unload. After unloading your shipment, the driver will again weigh the truck to obtain the *tare weight*. The net weight of your shipment will then be obtained by subtracting the *tare weight* after delivery from the *gross weight*. Gross Weight less the Tare Weight After Delivery = Net Weight.

Physical Survey:

A motor carrier need not conduct a physical survey if the household goods are located beyond a 50-mile radius of the location of the carrier's household goods agent preparing the written estimate provided to the individual shipper.

Waiver: Individual shipper may elect to waive a physical survey of the household goods. This waiver must be signed by the Individual shipper before the household goods shipment is loaded. The motor carrier must retain a copy of the waiver as an addendum to the bill of lading. The copy of the waiver agreement is subject to the same record retention requirements that apply to the bill of lading, as provided in § 375.505 (d).

Inventory List:

The carrier must prepare an inventory of your shipment before or at the time of loading after completing the inventory; you should sign each page and ask the Shipper to sign each page. The carrier must attach the complete inventory to the Bill of Lading as an integral part of the Bill of Lading.

Bill of Lading:

This is the receipt for the goods that are being moved and the contract for their transportation. § 375.505 A motor carrier must write up a Bill of Lading. In the event that the shipper requests additional services after the Bill of Lading has been executed, the carrier shall collect the charges for these additional services at the time the shipment is delivered.

Claims:

The shipper must file a written claim for loss or damage with the responsible carrier or its agent including a specified amount for the damages within nine (9) months after delivery. The carrier must acknowledge receipt of said claim within 30 days, and then must within 120 days pay, deny or make a settlement offer or advise shipper of the status of the claim as well as the reason for any delay in the resolution of said claim.. When the claim processing is delayed, the carrier must advise the shipper in writing of what information it is missing from the shipper. Once it has obtained all of the information needed to process the claim carrier must inform the shipper about the status of the claim at least every 60 days until the process is completed.

Arbitration is generally only undertaken after the claims process has been completed and the carrier has made a settlement offer (or denial of the claim) to the shipper.

1. The claim must include photos and current market value of the item (s). base on Depreciation is based on the schedule as shown on www.claimspages.com/documents/docs/2001D.pdf (see Attachment to this Tariff)
2. Photos Must be Sent by Certify Mail to the Main Office.
3. Damaged items must be made available for inspection by carrier or carrier's representatives upon request.
4. Mover (Carrier) will reply within 30 days of properly submitted claim by mail as to the decisions regarding the validity and / or course of action to address said claim.
5. Customer must reply / dispute as to the decision within 30 days by Certify mail.

Any claim arising from a pre-packed box will not be paid unless the packaging shows mishandling.

Claim settlement will be actual cash value (depreciated value) not a replacement with like kind.

Depreciation is based on the schedule as shown on

www.claimspages.com/documents/docs/2001D.pdf (see Attachment to this Tariff)

Claims for "old" furniture will be paid on a depreciated basis. The most we will pay in settlement of a claim is 50% of the paid value or appraised value, or for the repair. In either case, the furniture will belong to the shipper.

Claims for Materials that cannot withstand the rigors of transportation will be settled 75% of the paid value or appraised value, or for the repair. In either case, ownership of the items will be the shipper.

Complaint and inquiry handling procedures.

Customer Service

In the event that you wish to make a complaint or submit an inquiry or otherwise contact **Trend Moving LLC** you may do so through our Customer Service Center in one of the following means of Communication:

1. Written communication should be sent to:

Trend Moving LLC
Attn: Customer Service
230 Rockingham Road
Derry, NH 03038

2. If you desire more immediate attention than provided by the U.S. Postal Service you may, at your own expense, contact **Trend Moving LLC** at its main phone number, which is **(603) 548-1738**. **Trend Moving LLC** or its agents are not obligated to accept collect calls.

The Customer Service Center is available **Mon-Fri from 9:00 AM to 6:00 PM ET**

The Customer Service Center is also available on **Saturdays from 9:00 AM to 12:00 PM ET**.

3. **Trend Moving LLC** has a user friendly web site ([infowww.trendmoving.com](http://www.trendmoving.com)). The web site provides additional information such as requesting a quote, and the option to e-mail the **Trend Moving LLC** Customer Service Center.

4. The **Trend Moving LLC** Customer Service e-mail address is: info@trendmoving.com

Response to your communications will be expedited if you refer to your order number when you call or write. Your order number may be found on the upper right corner of your Order for Service or Bill of Lading, which is given to you at the time of the loading of your shipment. Please note that the Customer Service Center responds to various customer service concerns, such as billing questions, destination services, disassembly / reassembly of items, packing / unpacking, refunds and reimbursement of delay claims. The Customer Service Center is not trained in claims, which is addressed in Household Claims Section.

Dispute Resolution Programs:

A. Arbitration: Arbitration is optional and not required under Federal law. A neutral arbitration program is designed so that neither the carrier nor the shipper has any special advantage. Should a dispute arise between the carrier and the shipper the parties may decide that arbitration is a mutually beneficial alternative to resolve the dispute outside of the court system. Section 49 U.S.C. Section 375.211 provides that a mover must have a program in place that provides shippers with the arbitration alternative.

1. Summary of the arbitration process: Arbitration is an alternative to the court process. It allows each party in the dispute to present their cases to a neutral third party called an arbitrator who makes a decision after weighing the merits and weaknesses of each party's case.

2. Applicable costs: There are two major benefits of the arbitration alternative: it may be less expensive than traditional litigation and the arbitrator may have had more experience with similar cases. The cost of arbitration is borne by both parties. Each party is responsible for one half of the costs associated with securing the arbitrator and 100% of their own expenses, including but not limited to attorney fees.

3. Legal effects: When both parties agree to arbitration they can also agree that any decision made by the arbitrator is binding. Binding Arbitration means that the decision becomes the final resolution of the dispute and may not be appealed in a court of law. Although there are many arbitration programs available

B. Mandatory Non-binding Mediation: Mediation is a process whereby each side may explain their case to a neutral mediator, and the mediator will work to assist the parties to reach an amicable settlement. Mediation is not binding on the parties. In the case of a dispute between shipper and carrier, both parties hereby agree that, prior to attending arbitration or filing a lawsuit that the parties will attend mediation. A list of mediators by state is included in the Tariff binder Section **Arbitration**. The parties shall equally share the cost of the mediator and 100% of their own expenses, except as otherwise indicated on the terms and conditions of the Bill of Lading. AMSA Members will

secure a mediator on the approved list. Non AMSA Members shall choose a mediator from the list included in section **Arbitration** of this binder. All costs associated with the mediation must be paid at the time of mediation and are waived from being included as a damage claim in any lawsuit against the carrier. Nothing contained herein applies to collection claims for the nonpayment of moving services.

Order services:

The Bill of Lading must include all items to be shipped and all services to be performed by the carrier.. Unless the service listed in the tariff is ordered by the shipper the moving company is not required to perform that service. All special services must be ordered along with the additional charges incurred in such service. For example if Piano move is necessary, then this optional service must be ordered for that service to be performed. Under 49 USC 13707 (b) (3) (C) payment for all post contract optional services are required before delivery and prior to unloading. For non-binding estimates, the 110% law does not apply to post-contract services. The optional post contract must be paid in full before delivery and prior to unloading.

If your destination address dos don't have access for an 18 wheeler the shipper will be required to pay for shuttle service. Full re-handling fees are applied when the carrier must make a second attempt to deliver the property if for any reason the shipper did not accept delivery. Full redelivery fees must be applied where goods are stored, for any reason, for more than one month (30 days) before an attempted delivery to the shipper or delivery.

Charge for Services

The following are the tariff charges that may be applied to your move

Description	Price
Upright Piano	\$300.00
Baby Grand Piano	\$400.00
Grand Piano	\$600.00
Gun Safe	\$400.00
Elevator	\$150.00
Motorcycle	\$150.00
Kayak or Canoe	\$100.00
Jacuzzi	\$450.00
Vending Machines	\$250.00

Additional charges:

If the individual shipper requests additional services after the bill of lading has been issued, the carrier must inform the individual shipper of the additional charges involved. **You may require full payment at destination** for these additional services and for 100 percent of the original binding estimate. If applicable, you also may require payment at delivery of charges for Impracticable operations (as defined in your carrier tariff) so long as such charges do not exceed 15 percent of all other charges due at delivery. You must bill and collect these charges from the individual shipper

If you believe additional services are necessary to complete a shipment after the bill of lading has been issued, you must inform the individual shipper what the additional services are prior to performing said services. You must allow the shipper at least one hour to determine whether he or she wants the additional services performed. If the individual shipper agrees to pay for the additional services, you must execute a written attachment to be made an integral part of the bill

of lading contract and have the individual shipper sign the written attachment. This may be done through fax transmissions; e-mail; overnight courier; or certified mail, return receipt requested. You must bill the individual shipper for the additional services after 30 days from delivery. If the individual shipper does not agree to pay the additional services, the carrier should perform only those additional services as are required to complete the delivery, and bill the individual shipper for the additional services after 30 days from delivery, except that you may collect at delivery charges for impracticable operations that do not exceed 15 percent of all other charges due at delivery.

Space reservation:

If your shipper agrees to have the shipment transported under a space reservation agreement, the shipper will pay for a minimum number of cubic feet of space in the moving van regardless of how much space in the van shipper shipment actually occupies.

Expedited service:

This aids you if you must have shipments transported on or between specific dates when the Carrier could not ordinarily agree to do so in its normal operations.

Custom service:

This option is provided for exclusive use of a vehicle. If for any reason shipper desires or requires that a shipment be moved by itself without anyone else's articles on the Carrier truck or trailer.

Warehouse pickup and delivery:

Except as otherwise provided herein, if shipment is delivered to or picked up at a warehouse (including self-storage/mini-warehouse locations), the charges for transportation include only the unloading or loading at the door, platform, or other point convenient or accessible to the vehicle.

Packing Materials Charges:

Final determination of materials used cannot be determined until services have been completed, Carrier is authorized to use necessary packing materials. Items packed by shipper may be placed in additional containers to ensure efficient cargo space on the transit vehicle, the packing material descriptions reflect the materials used in packing. The descriptions are not indicative of the items actually packed with the materials, as a variety of items may be packed with the indicated materials. Unpacking is not included in the charges and can be purchased at an additional charge. Riddance and disposal of materials used in packing is the responsibility of the shipper. The shipper will be notified of final charges prior to delivery and while in transit. All charges including additional services will be charged based on the full tariff rates.

Charge for Materials, accessories, and Packing

Item	Per Item	Packing Item	Unpacking Item
1.5 cu ft Box	\$1.50		
3.1 cu ft Box	\$2.00		
4.5 cu ft Box	\$3.00		
Dish Pack	\$8.00		
18" Wardrobe box	\$18.00		
24" Wardrobe box	\$18.00		
Picture/Mirror Box	\$12.00		
TV Box	\$50.00		
Full Size Mattress Bag	\$10.00		
Queen Size Mattress Bag	\$10.00		
King Size Mattress Bag	\$10.00		
Rug Cover	\$10.00		
Tape	\$2.00		
Shrink Wrap	\$25.00		
Hand Shrink	\$8.00		
Packing Paper (10 lbs)	\$12.00		
Packing Paper (35 lbs)	\$35.00		
Pads	\$15.00		

Valuation:

The carrier provides two options as to how to value articles for liability purposes;

1. RELEASED VALUE of 60 Cents Per Pound Per Article. This is the most economical protection available; however, this no-cost option provides only **minimal** protection. Under this option, the mover assumes liability for no more than 60 cents per pound per article (**\$1.32 cents per kilogram**). Loss or damage claims are settled based on the weight of the article multiplied by 60 cents per pound. For example, if a 10-pound stereo component valued at \$1,000 were lost or destroyed, the mover would be liable for no more than \$6.00 (10 pounds × 60 cents per pound). SHIPPER must think carefully before agreeing to such an arrangement. There is no extra **charge for this minimal protection**. The shipper must sign a statement on the bill of lading agreeing to this **minimal protection**.

FULL VALUE PROTECTION (FVP). Unless the shipper has waived full-value protection in writing and agreed to have only the Release Value Protection as described above, the shipment will be transported under carrier full (replacement) value level of liability. This means that if any article is lost, destroyed, or damaged while in the carrier's custody, the carrier will, at its option, either: repair the article to the extent necessary to restore it to the same condition it was in when received from the shipper, or pay the shipper for the cost of such repairs; or replace the article with an article of like kind; or pay the shipper for the cost of a replacement article at the current market replacement value, regardless of the age of the lost or damaged article. Carrier will charge the shipper for this level of protection, or the shipper may select the Alternative Level of Liability described above. The cost for FVP is based on the value that the shipper place on the shipper shipment. For example, the valuation charge for a shipment valued at \$25,000 would be about \$250.00. However, the exact cost for full-value protection may vary by carrier and may be further subject to various deductible levels of liability that could reduce shipper cost. The minimum declared value of a shipment under this option is \$6,000 or \$6.00 times the actual total weight in pounds of the shipment, whichever is greater \$6.00 per pound minimum valuation rate may be increased annually by your mover based on changes in the household furnishings element of the Consumer Price Index established by the U.S. Department of Labor's Bureau of Labor Statistics.

The mover may offer you FVP with a \$250 or \$500 deductible or with no deductible at all. The amount of the deductible will affect the cost of your FVP coverage Under the FVP level of liability, carrier are permitted to limit their liability for loss of, or damage to, articles of extraordinary value, FVP is \$8.50 for each \$1,000 of declared value, Unless the shipper specifically list on the shipping documents such articles for which the shipper want liability coverage. An article of extraordinary value is any item whose value exceeds \$100 per pound (for example, jewelry,

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893

RELEASED AND DECLARED SHIPMENT VALUE (VALUATION)

IF \$6.00 TIMES THE WEIGHT OF THE SHIPMENT OR THE LUMP SUM AMOUNT DECLARED IS:	THEN THE MAXIMUM AMOUNT OF CARRIER LIABILITY IS:	IF \$6.00 TIMES THE WEIGHT OF THE SHIPMENT OR THE LUMP SUM AMOUNT DECLARED IS:	THEN THE MAXIMUM AMOUNT OF CARRIER LIABILITY IS:
\$ 0 to \$6,000	\$6,000	\$60,001 to \$75,000	75,000
\$6,001 to \$10,000	10,000	\$75,001 to \$100,000	100,000
\$10,001 to \$15,000	15,000	\$100,001 to \$125,000	125,000
\$15,001 to \$20,000	20,000	\$125,001 to \$150,000	150,000
\$20,001 to \$25,000	25,000	\$150,001 to \$175,000	175,000
\$25,001 to \$30,000	30,000	\$175,001 to \$200,000	200,000
\$30,001 to \$35,000	35,000	\$200,001 to \$225,000	225,000
\$35,001 to \$40,000	40,000	\$225,001 to \$250,000	250,000
\$40,001 to \$50,000	50,000	Over \$250,000	Note A
\$50,001 to \$60,000	60,000		

NOTE A: The charge for valuation in excess of \$250,000 will be the charge for the first \$250,000 plus \$0.60 (*\$1.20) for each \$100, or fraction thereof, in excess of \$250,000.

Deductible	% From Declared Value
0	30%
500	25%
750	20%

% - From Declared Value, Estimate of Total Cost of deductible Move

- Move with Declare Value of \$15,000 and Total Estimate cost of the move is \$11,500

Full Value Protection Amount of Liability: \$15,000					
Deductible Levels:	\$0	\$250.00	\$500.00	\$750.00	\$1,000.00
Valuation Charge:	\$0	\$4,500.00	\$4,050.00	\$3,750.00	\$3,450.00
Estimate + Valuation	\$11,500	\$16,000.00	\$15,550.00	\$15,250.00	\$14,950.00
Customer's Initials :	X _____	X _____	X _____	X _____	X _____

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893

CUSTOMER'S DECLARATION of VALUE
THIS IS A TARIFF LEVEL OF CARRIER LIABILITY – IT IS NOT INSURANCE

Unless you select the Alternative Level of liability shown below your shipment will be transported under your mover's **FULL (REPLACEMENT) VALUE** level of liability. If any article is lost, destroyed or damaged while in your mover's custody, your mover will, at its option, either 1) repair the article to the extent necessary to restore it to the same condition as when it was received by your mover, or pay you for the cost of such repairs; or 2) replace the article with an article of like kind and quality, or pay you for the cost of such a replacement. An additional charge applies for this level of liability; to avoid this additional charge, you must select the Alternative Level of Liability shown below. Under the **Full (Replacement) Value** level of liability your shipment will be transported based on a value not less than \$6000 or \$6.00 per pound multiplied by the actual weight of the shipment, whichever is greater. If you wish to declare a higher value for your shipment, you must indicate that amount below.

The value of my shipment is: _____

You must also select one of the following deductible amounts under the Full (Replacement) Value level of liability that will apply for your shipment (if you do not make a selection, the "No Deductible" level will apply):

No Deductible (_____) \$250 Deductible (_____) \$500 Deductible (_____)

Initial

Initial

Initial

ALTERNATIVE LEVEL OF LIABILITY Released Value of 60 Cents Per Pound Per Article.
(Waiver of Full (Replacement) Value)

If any article is lost, destroyed or damaged while in your mover's custody, your mover's liability is limited to the actual weight of the lost, destroyed or damaged article multiplied by 60 cents per pound per article. This is the basic liability level and is provided at no charge. It is considerably less than the average of household goods. If you do not select this Alternative Level of Liability, your shipment will be transported at the Full (Replacement) Value level of liability and you will be assessed the applicable valuation charge.

To waive the Full (Replacement) Level of liability and to select the Alternative Level of Liability.

WAIVER of Full (Replacement) Value Protection. This lower level of protection is provided at no additional cost beyond the base rate; however, it provides only minimal protection that is considerably less than the average value of household goods. Under this option, a claim for any article that may be lost, destroyed, or damaged while in your mover's custody will be settled based on the weight of the individual article multiplied by 60 cents. For example, the settlement for an audio component valued at \$1,000 that weighs 10 pounds would be \$6.00 (10 pounds times 60 cents).

Dollar Estimate of the cost of your move under the 60-cents option: _____.

COMPLETE THIS PART ONLY if you wish to WAIVE The Full (Replacement) Level of Protection included in the higher cost estimate provided [above] [on the prior page] for your shipment and instead select the LOWER Released Value of 60-cents-per-pound Per Article; to do so you must initial and sign on the lines below- I wish to Release My Shipment to a Maximum Value of 60-cents-per-pound per Article _____ (Initials)

I acknowledge that for my shipment I have: 1) WAIVED the Full (Replacement) Level of protection, for which I have received an estimate of charges, and 2) received a copy of the "Your Rights and Responsibilities When You Move" brochure explaining these provisions.

Customer's signature X _____ Date: _____ The value of my shipment is: _____

Your signature is REQUIRED here: I acknowledge that for my shipment I have 1) either waived the Full (Replacement) Level of liability OR declared a value under the Full (Replacement) Level of liability and selected a deductible amount, if appropriate, and 2) received and read a copy of the "Your Rights and Responsibilities When You Move" brochure explaining these provisions.

Customer's Signature X _____ Date _____

EXTRAORDINARY (UNUSUAL) VALUE ARTICLE DECLARATION: I acknowledge that I have prepared and retained a copy of the "Inventory of Items Valued in Excess of \$100 Per Pound Per Article" that are included in my shipment and that I have given a copy of this Inventory to the mover's representative. I also acknowledge that the mover's liability for loss of or damage to any article valued in excess of \$100 per pound will be limited to \$100 per pound for each pound of such lost or damaged article (based on actual article weight), not to exceed the declared value of the entire shipment, unless I have specifically identified such articles for which a claim for loss or damage is made on the attached inventory.

Customer's Signature X _____ Date _____

Professional Movers Interstate Moving Tariff

Summary of Tariff Calculations Affective Date 04/01/2019

This document contains the methodology for rating shipments under the Tariff. It assumes basic familiarity with moving industry terms.

Note: Included at the end of this document are EXTREME EXAMPLES of sample shipments, shown with calculations. These shipments use the most current rates (1/1/2008).

Rounding has been stated explicitly in the documentation for each item/section. If calculations are not performed according to the documentation provided herein, you can expect rounding differences on some shipments when comparing charges.

Variables are bolded and italicized when referenced outside of a formula.

Data files used to calculate charges are available. For computation of charges, can reference several different Document contains information for all Tariff Sections and Items and can be used by itself to determine all charges for a shipment.

What are you trying to say here? It is not clear or good English

Provided Documents that separate information based on the type of charge:

Linehaul (LHBS and LHEX)

Geos (GEOS)

Packing (PACK)

All other tariff Items (OTHR)

Base Points and Zip3's (BASEPTS) to find your Service Area

Distance between zip codes can be found in (Yahoo Maps, Google Maps or MSN Maps)

When rating a shipment under This Tariff, it is important to note the following:

- 6) All of the United States (except Hawaii) and Canada is divided into zip (postal) codes
- 7) Alaska are divided into three digit zip codes. Canada does not apply
- 8) Each three digit zip code is assigned to a Base Point City
- 9) Each Base Point City is assigned to a Service Area
- 10) Mileages Can be found in (Yahoo Maps, Google Maps or MSN Maps)

Prior to running any calculations for a shipment, determine:

- 6) Origin Zip3, Base Point City, and Service Area
- 7) Destination Zip3, Base Point City, and Service Area
- 8) Mileage between Orig Base Point and Dest Base Point
- 9) Weight
- 10) Pickup Date

GLOSSARY OF VARIABLES

EstWt Weight of the entire shipment
SvcWt Weight involved for a given service
Zip3 First three digits of a zip code
BPC Base Point City

- 1) All charges computed using the linehaul are subject to a minimum weight of **1,000 lbs**
- 2) All charges computed using the linehaul are subject to a minimum mileage of 1
- 3) Charges for shipments over 23,999 lbs will be based on the rate at 23,999 lbs PLUS additional per cwt charges based on the number of hundred weights (or fraction thereof) over 23,999 lbs
- 4) Charges for shipments over 3,800 miles will be based on the rate at 3,800 miles PLUS additional charges based on the number of hundred mile increments over 3,800 miles

The transportation charge is calculated on every shipment and has the following components:

Linehaul Charge(s)
Linehaul Factor Charge
Shorthaul Charge

As the explanation for Total Linehaul is lengthy, it will be detailed after Linehaul Factor and Shorthaul.

LINEHAUL FACTOR CHARGE

Rates found in GEOS by Service Area

Before calculating any linehaul charge (or linehaul type), you will need to know the shipment pickup date, weight and mileage.

Total Linehaul is the sum of all linehaul related charges and includes:

Section 3	Transportation Linehaul
Section 6	Alaskan Waterhaul
Section 7	Intra Alaska Linehaul

Although not added to transportation charges (except P/D SIT as noted below), the following Tariff Items will refer back to the linehaul methodology:

Item 125	Shuttle Service
Item 210	SIT Pickup/Delivery
Item 225	Self/Mini Pickup/Delivery

If a shipment has Storage-In-Transit (SIT) and the mileage into or out of the warehouse is more than fifty miles (one hundred miles Item 210 – SIT Pickup/Delivery rates will apply. Item 210 is explained in the section dealing with SIT related charges.

Linehaul is a static charge based on weight and mileage. The Linehaul Factor Charge allows for a costing differential based on Service Areas. Each Service Area has a charge per hundred weight (**CWT**, or weight divided by 100 with no rounding) to be added to the Transportation Charge. You will need to know:

Origin Service Area Linehaul Factor per cwt (**OLF**)
Destination Service Area Linehaul Factor per cwt (**DLF**)
Hundred Weight of the shipment (**CWT**)
Total Shipment Mileage (**TSM**).

Compute the Total Linehaul Factor Charge as follows:

Section 3 PART 1 Transportation Charge (LHEX)

In order to calculate your Linehaul you need to have

Step 1 Move Info

1. Zip3 From (origin)
2. Zip3 To (destination)
3. Weight in Pound LBS.
4. Move Date
5. Find the Distance in Miles from **Zip3 to Zip3** (Can be found using Mapquest, yahoo maps...)

Step 2 Finding Service Areas

Using BASE table Find your Service areas for **Zip3 From** and **Zip3 To** (Column SA)

Example:

If the Zip code is 12345 your zip 3 is 123 or zip code 33073 your zip 3 is 330

Table: Base 1, Base Point = City Name, SA = Service Area, Z3 = First 3 Digits of Zip Code

Base Point	SA	Z3
Riverhead	544	119
Schenectady	536	120,121, 123
Albany	536	122
Phoenicia	536	124

Step 3 Find Linehaul Factor

Using GEOS Table Find the Linehaul Factors for the service area from and service area to (Column ALF)

Example:

Table: Geos 3, SA = Service Area, SCL = Service Cost Level, SITCL = SIT Cost Level, ALF = Additional Linehaul Factor, ODF = Origin Destination Factor, First Day SIT, Additional Days SIT, DOT:

SA	SCL	SITCL	ALF	ODF	FDSIT	ADSIT	-	SA	SCL	SITCL	ALF	ODF	FDSIT	ADSIT
528	2	3	0.35	1.53	12.10	0.45		740	1	1	0.19	1.51	8.43	0.37
532	1	3	0.3	1.42	12.10	0.45		744	3	3	0.32	1.86	13.54	0.57
536	1	1	0.32	1.86	8.12	0.37		748	3	3	0.16	1.52	11.56	0.45
540	3	3	0.78	2.33	10.65	0.39		752	3	3	0.38	2.2	14.00	0.61
544	3	3	2.36	3.98	15.16	0.54		753	3	3	0.45	3.66	14.00	0.61

Table: Geos 3, SA = Service Area, SCL = Service Cost Level, SITCL = SIT Cost Level, ALF = Additional Linehaul Factor,

Your Linehaul Factor for Service Area From is \$0.32 you need to find the same for Service Area To

Step 4 Find Basic Linehaul Charge

Using LHEX Table find your mileage bracket where your miles falls into using the Columns **FM/CL** and **TM** (From Miles To Miles) After finding the Right Row find your Weight Bracket Using the Column names.

Example:

Miles = 1411

Weight = 2050

Table: Lhex 1, I/S = Item/Section, SI = Subitem, FM/CL = From Miles/Cost Level, TM = To Miles, DOT:

I/S	SI	FM/CL	TM	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	1	1301	1400	1025	1096	1168	1239	1310	1382	1452	1524	1595	1666	1731	1788	1846	1904
3	1	1401	1500	1049	1122	1196	1270	1343	1416	1490	1563	1636	1710	1776	1836	1896	1956
3	1	1501	1600	1073	1148	1224	1300	1376	1451	1526	1602	1678	1754	1822	1884	1947	2009
3	1	1601	1700	1097	1174	1252	1330	1408	1486	1564	1642	1720	1797	1868	1932	1997	2062

Your Linehaul charge is \$1776

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893

If your Move Weight is Greater than 23,999 Then

Pick the Number from Column **23500** and the Number from Column **"Each"**

First Determine the Over Weight Amount above 23,999

Move Weight is 26,789 lbs $(26789 - 23999) = 2790 \div 100 = 27.90$

Example: Using LHEX Table

Miles = 1411

Weight = 26789

Over Weight = 27.9

Table: Lhex 1, I/S = Item/Section, SI = Subitem, FM/CL = From Miles/Cost Level, TM = To Miles. , DOT:

I/S	SI	FM/CL	TM	1000	1100	1200	1300	1400	1500	1600	1700	1800	22000	22500	23000	23500	Each
3	1	1301	1400	1025	1096	1168	1239	1310	1382	1452	1524	1595	1666	1731	1788	12344	51
3	1	1401	1500	1049	1122	1196	1270	1343	1416	1490	1563	1636	1710	12336	12554	12774	53
3	1	1501	1600	1073	1148	1224	1300	1376	1451	1526	1602	1678	1754	1822	1884	13205	54
3	1	1601	1700	1097	1174	1252	1330	1408	1486	1564	1642	1720	1797	1868	1932	1997	56

$$(27.9 \times 53) + 12774 = \$14,252.70$$

Your Linehaul charge is **\$14,252.70**

If your Move Miles is Greater than 3800 Then

Using LHEX Table Last line pick the additional Line for Each Extra mile

Step 5 Calculate transportation charges

Use this Formula

$(OLF + DLF) * CWT = \text{Total Linehaul Factor Charge}$

$(OLF_{\text{(Origin Linehaul Factor)}} + DLF_{\text{(Destination Linehaul Factor)}}) * CWT_{\text{(Weight Divided by 100)}} = \text{Total Linehaul Factor Charge round to 2 decimals}$

$$(\$0.32 + \$0.54) \times (2050 \div 100) + \$1776 = \$1793.63$$

SHORTHAUL CHARGE

Rates found in **OTHER Table**, Item 999

Short haul is an additional transportation component for shipments moving 800 miles or less. Short haul is based on the hundred weight miles (**CWTM**). To determine **CWTM**, multiply **CWT** (weight divided by 100) by Total Shipment Mileage (**TSM**).

$$CWT * TSM = CWTM$$

Find Item 999 in the Table **OTHER** and determine the correct Sub-Item rate (**CWTM_R**) based on **CWTM**.

$CWTM_R = \text{Short haul Charge round to 2 decimals}$

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893

SECTIONS 6 and 7 - ALASKAN SHIPMENTS

If the shipment is moving via motor – water – motor:

Use Section 3 to determine the base line haul between the conus location and either Seattle or Tacoma.

Store base line haul TOTAL base line haul.

Use Section 6 to determine the AK port that will be used:

Sitka	Formula, use 1 mile with estimated weight
Ketchikan/Juneau	Formula, use 21 miles with estimated weight
Anchorage	Formula, use 101 miles with estimated weight
Petersburg/Wrangell	Formula, use 181 miles with estimated weight
Kodiak	Formula, use 251 miles with estimated weight
Fairbanks	Formula, use 501 miles with estimated weight
Cordova	Formula, use 701 miles with estimated weight

If not using the formula, "lookup" the rate based on the estimated weight and the AK port.

Add Section 6 base line haul TOTAL base line haul.

If the shipment moves more than 14 miles within Alaska from the AK port, use Section 7 to determine the Intra-Alaska base line haul based on the intra mileage and the estimated weight.

Add Section 7 base line haul TOTAL base line haul.

If the shipment is moving via all motor:

Apply Section 3 to determine the base line haul between one of the 7 Alaskan ports and the conus location.

PLUS Section 7, if applicable.

LINEHAUL CALCULATION NOTES

Section 3 line haul calculation is based on the mileage between Origin and Destination routed through any stopping points. A stopping point is an additional pickup or delivery, to include Self/Mini warehouses. If stop offs occur in a Zip 3 located in the same Base Point City as the Zip 3 just before the stop off or the Zip 3 just after the stop off, add 10 miles for **each** stop off occurrence within that same Base Point City. However, if stop offs occur in a Zip 3 that is not in the same Base Point City as the Zip 3 before or after, use the cumulative mileage between the Base Point Cities and stop offs.

If a shipment has a diversion, line haul is calculated on the total weight and total miles between Origin Base Point City and Point of Diversion

PLUS

Line hauls from the Point of Diversion City and the Destination Base Point City.

Shipments with Pickup/Delivery of SIT in excess of 50 miles will use Section 3 and each Pickup/Delivery line haul will be added to TOTAL LINEHAUL.

PART 2 Calculation of Non-Transportation Charges
All Storage-In-Transit (SIT) Items will be addressed at the end of Part 2

17-1	Attempted SIT Pickup/Delivery
185	SIT Days
190	SIT Valuation
210	SIT Pickup/Delivery

Items 3/190 FVP and Item

You will need to know the type of valuation, the valuation amount, valuation weight, and deductible level.

ValWeight = Estimated Weight minus Weight Additives
ValAmt = Valuation amount designated by the shipper

(Declaration Value of the Shipment)

FVP MinAmt = ValWeight X \$6.00 (round to \$100 or fraction thereof)
 ValAmt = the greater of MinAmt versus the ValAmt
 Valuation Charge = Tariff Rate in Item 3 FVP Valuation Table based on ValAmt
 Any amount in excess of the maximum valuation amount of \$250,000 is 60¢ for each additional \$100 over \$250,000

Total Val = Total Val + Val Charge

FVP has three deductible levels for shipments \$0, \$250, \$500. Ensure charges are based on the correct level

Item 5 Expedited Service, Exclusive Use or Space Reservation

You will need to know the service requested and the cuft requested for Exclusive Use or Space Reservation. Shipment is subject to a weight minimum. Expedited Service is NOT permitted on shipments over 5,000 lbs.

MinWt =	If Expedited Service	5,000 lbs
	If Exclusive Use	If cuft less than or equal to 1,400 cuft then 9,800 lbs If cuft greater than 1,400 cuft, then cuft X 7 lbs
	If Space Reservation	If cuft less than or equal to 300 cuft then 2100 lbs If cuft greater than 300 cuft, then (cuft (100) X 700 lbs

Item 16 Fuel Surcharge

Fuel Surcharge is a percentage of the Billed Transportation Charge based on the Your Tariff Fuel %

Fuel Charge = \$Transportation Charge x %Your Tariff Fuel

Item 28 Diversions

No individual charge is calculated for diversions. Diversions are addressed in the calculation of the Section 3 Transportation Linehaul

Item 28 Stopoffs

You will need to know the Zip3(s) of the stopoff(s), the total number of stopoffs (**SOC**), the weight involved in the stopoffs (**SOW**), and the rate per stopoff (**SOR**).

As mentioned in the linehaul portion of this documentation, if stopoff(s) occurs within the same Base Point City as the point just prior to stopoff(s) or the point just after stopoff(s), 10 miles is added for **EACH** stopoff occurrence within the same Zip3. If the point before or the point after is not the same Base Point City, route mileage through the stopoff location.

A pickup or delivery at a Self/Mini Warehouse is also considered a stopoff.

Stopoff Charge = SOC X SOR round to 2 decimals

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893

Item 28 Stopoffs (cont'd)

Prior to calculating Full Pack/Unpack:

If a pickup stopoff is not packed, deduct the weight from the Full Pack Weight (**FPW**)

If a delivery stopoff is not unpacked, deduct the weight from the Full Unpack Weight (**FUPW**)

Stopoff weights are always included in the calculations for Full Pack and Full Unpack.

Item 35 Advanced Charges

You will need to know the amount of the Advanced Charge. Advanced Charges.

Item 35 Service Charges

You will need to know the Origin and/or Destination Zip3, the hundred weight of the shipment (**CWT**), and the rate per cwt of the service charge (**SCR**).

Service Charge = CWT X SCR round to 2 decimals

The following table reflects all Service Charges that may be applied in Tariff. Some of the Service Charges will ALWAYS apply (A) if a shipment is to/from a given Zip3. In other locations, the user will need to specify whether the charge is applied or not (U). Only the Key West, FL Service Charge.

Applicable Zip3's	Service Charge	Always/ User
330,331,332,333	Key West, FL	U
T0H	Alberta - N. of Peace River	A
T0P,T9H,T9J,T9K	Fort McMurray, AB Service Charge (subject to 8,000 lbs. minimum)	A
VOC,V0W,V1J	Points north of Fort St. John, BC	U
V9K	Points in the Powell River, BC area	A
V0E	Points north of Revelstoke, BC via Hwy 23	U
V0N,V0P	Points on the northern end of Vancouver Island, BC	U
V0R	Tolino, Ucluelet and Port Renfrew, BC	U
V0T,V8J	Points between Prince Rupert and Queen Charlotte Islands, BC	U
R8N	Wabowden, MB and points west via Hwys 391/392/395	U
R0B	Points northeast of Wabowden, MB	U
R0B0L0	Gillam, MB Service Charge (subject to 10,000 lbs. minimum)	A
R0B0L0	Churchill, MB Service Charge (subject to 10,000 lbs. minimum)	A
A0K	Points north of Deer Lake, NF via Hwys 431/430	U
A0E	Points south of Goobies, NF via Hwy 210	U
A0G,A0J	Points north NF Hwy 1 via Hwys 320/330/340/410	U
A0C	Points east NF Hwy 1 via Hwy 230	A
A0G,A0J	Points south NF Hwy 1 via Hwy 360	U
P0T	Armstrong, ON	U
P0V	Ear Falls, ON and points north via Hwys 105/618/125	A
P0V	Points north of Ontario Hwy 17 via Hwy 599	U
J0Y	Points north of Amos, PQ via Hwy 61	A
G0W,G8L,G8M,G8P	Points northwest of St. Felicien, PQ	A
G0G,G0H,G0T	Points northeast of Tadoussac, PQ on north shore of St. Lawrence River	A
S0J,S0P	Points north of Otter Rapids, SK via Hwys 2/102/105	U
S0E	Points north of the intersections of SK Hwys 2, 169 and 165	U
S0E	Points north of SK Hwy 106 via Hwy 135	
S0M,S9X	Points north of SK Hwy 155 via Hwys 4/104/124/224/155	
X0A,X0B,X0C,X0E,X0G,X1A	Northwest Territory Service Charge	A
Y0A,Y0B,Y1A	Yukon Service Charge	A

Item 60 Property and Casualty

Property and Casualty is 4% of the Billed Transportation Charge,

Item 105 Container Service

1. Full Pack can have either Full Unpack or Custom Unpack
2. Custom Pack cannot have Full Unpack
3. Pickup stopoff with packing will use Origin Schedule, regardless of location
4. Pickup stopoff without pack – subtract weight from Full Pack Weight (**FPW**) if Full Pack
5. Delivery stopoff with unpacking will use Destination Schedule, regardless of location
6. Delivery stopoff without unpack – subtract weight from Full Unpack Weight (**FUPW**) if Full Unpack
7. Automobile weight is not included in FPW or FUPW
8. Weight additive weights are not included in FPW or FUPW

Full Packing and Full Unpacking

You will need to know the Full Pack Rate (**FPR_O**) per cwt at Origin Schedule (**OSCH**), the Full Pack Rate (**FPR_D**) per cwt at Destination Schedule (**DSCH**), the Full Pack Weight (**FPW**), and the Full Unpack Weight (**FPUW**).

Full Pack charges will be based on **FPW/100** (with no rounding), and Full Unpack charges will be based on **FUPW/100** (with no rounding).

Full Pack Reg Time = $FPR_O \times 1.00 \times (FPW/100)$ round to 2 decimals

Full Pack Over Time = $FPR_O \times 1.30 \times (FPW/100)$ round to 2 decimals

Full Unpack Reg Time = $FPR_D \times 0.25 \times (FUPW/100)$ round to 2 decimals

Full Unpack Over Time = $FPR_D \times 0.35 \times (FUPW/100)$ round to 2 decimals

The charges for Full Unpacking are based on 25% of the Full Pack rate at the destination schedule for regular time, 35% of the Full Pack rate at the destination schedule for overtime.

Item 105 Container Service (cont'd)**Custom Packing and Unpacking**

You will need to know the container count (**CC**) and the container rate (**CR**). Both the packing and unpacking charges per container are based on the tariff packing rate. Packing charges will be based on the tariff rates applicable to the origin schedule. If there is packing required for a pickup stopoffs or a pickup at a self/mini warehouse, use the rates at the origin schedule regardless of where the pickup actually occurs. Unpacking charges will be based on the tariff rates applicable to the destination schedule. Delivery stopoffs and deliveries to self/mini warehouses will use the rates at the destination schedule regardless of where the delivery actually occurs.

Custom Pack Reg Time = $CC \times CR \times 1.00$ round to 2 decimals

Custom Pack Over Time = $CC \times CR \times 1.30$ round to 2 decimals

Custom Unpack Reg Time = $CC \times CR \times 0.25$ round to 2 decimals

Custom Unpack Over Time = $CC \times CR \times 0.35$ round to 2 decimals

The above methodology is run by container type, then added to the total packing/unpacking charge as needed.

Crate Services

In addition to the packing and unpacking of containers, Item 105 includes charges for crating services. The same methodology. You will need to know the cubic footage of the crate (or fraction thereof)(**CUFT_C**), the rate per cuft at origin (**CUFT_O**) for packing, and the rate per cuft at destination (**CUFT_D**) for unpacking. Crate charges are subject to a four cubic foot minimum.

Crate Pack Reg Time = $\text{CUFT_C} \times 1.00 \times \text{CUFT_O}$ round to 2 decimals

Crate Pack Over Time = $\text{CUFT_C} \times 1.30 \times \text{CUFT_O}$ round to 2 decimals

Crate Unpack Reg Time = $\text{CUFT_C} \times 0.25 \times \text{CUFT_D}$ round to 2 decimals

Crate Unpack Over Time = $\text{CUFT_C} \times 0.35 \times \text{CUFT_D}$ round to 2 decimals

Debris Removal or Next Day Unpacking – Based on Dest Schedule.

MinCharge = Tariff Next Day Unpack Minimum based on Dest Schedule

OTRate = 1.00 for Regular Time, 1.40 for Overtime

Debris Removal can only be charged if the carrier did not do any unpacking.

$\text{XCharge} = \text{MinCharge} \times \text{OTRate}$ round to 2 decimals

Next Day Unpacking can only be charged if the carrier unpacked.

XCharge = The greater of Total Unpacking Charges

Versus

$\text{MinCharge} \times \text{OTRate}$ round to 2 decimals

Total Pack Charge = Total Pack Charge + XCharge

Item 120 Labor, Waiting Time and Special Services

You will need to know the category of service, hours, minutes, and Regular or OT

For each service performed:

Determine If the service is at origin or destination and the appropriate schedule.

LaborRate = Locate Item 120 rate at appropriate schedule, adjust if needed

OT Rate = 1.00 for Regular Time, 1.40 for Overtime

LaborTime = Labor Hours plus Labor Minutes to the nearest fraction of 15 minutes

Examples: 1 hour 11 minutes would round to 1.25 hours

0 hours 23 minutes would round to 0.50 hours

3 hours 48 minutes would round to 4.00 hours

$\text{LaborCharge} = \text{LaborTime} \times \text{LaborRate} \times \text{OTRate}$ round to 2 decimals

Total Other = Total Other plus LaborCharge

Repeat for EACH Item 120 performed

Item 125 Shuttle Service

You will need to know the shuttle weight, the shuttle miles and Regular or Overtime

For each service performed:

Determine If the service is at origin or destination and the appropriate schedule
Locate base and step factors, and the additional miles charge for Item 125, adjust if needed

Miles = If schedule is 1 then use 41

If schedule is 2 then use 61

If schedule is 3 then use 81

Otherwise use 121 (AK)

EstWt = Weight entered by user for this shuttle or 1,000 lbs, whichever is greater

PartACharge = Calculate Item 125 Part A with Miles and Estimated Weight

Calculation can be done with the formula or with the lookup method

Calculate Item 125 Part B if the user entered shuttle miles is more than 25 miles.

MilesPer = Determine the number of 25 mile increments (or fraction thereof) OVER 25 miles

Example: Shuttle miles entered is 58.

58 - 25 = 33 miles over

33 / by 25 = 1.32

Increment with a fraction remaining rounds to the next highest integer

MilesPer = 1.32 rounded to 2

PartBRate = Tariff Rate based on schedule

PartBCharge = MilesPer X PartBRate

OTRate = 1.00 for Regular Time, 1.50 for Overtime

Shuttle Charge = (PartACharge + PartBCharge) X OTRate round to 2 decimals

Total Other = Total Other plus Shuttle Charge

Repeat for EACH shuttle service performed

Item 130 Autos

You will need to know the number of autos being transported and the weight.

AutoCount = Number of autos

AutoRate = Tariff Rate for Item 130, adjust if needed

AutoCharge = AutoCount X AutoRate round to 2 decimals

Total Other = Total Other plus Auto Charge

Vehicle weight is backed out of Packing Weight and Unpacking Weight

Item 130 Other Light/Bulky Articles

You will need to know the number of articles being transported (**LBC**) and the rate per article (**LBR**)

Light/Bulky Charge = LBC X LBR round to 2 decimals

Item 130 Weight Additives

No individual charge is calculated. Additive weight is backed out of Valuation Weight, Packing Weight and Unpacking Weight.

Item 135 Orig/Dest Fee

You will need to know the total weight of the shipment, the orig fee and the dest fee.

$CWT = \text{Total Weight} / 100$

$O\text{Charge} = CWT \times \text{Orig Fee per cwt}$

$D\text{Charge} = CWT \times \text{Dest Fee per cwt}$

Item 175 P/D on Sat/Sun/Hol

You will need to know the weight involved in the P/D

For each service performed:

Determine If the service is at origin or destination and the appropriate schedule.

$PDOTCwt = PDOT \text{ Weight} / 100$

$PDOTRate = \text{Tariff Rate for Item 175 rate at appropriate schedule, adjust if needed}$

$PDOTCharge = PDOTCwt \times PDOTRate$ round to 2 decimals

$\text{Total Other} = \text{Total Other} + PDOTCharge$

Repeat for EACH Item 175 performed

Item 207 Climate Control

You will need to know the total mileage for the shipment. Subject to a weight minimum of 10,500 lbs.

$\text{MinWt} = \text{the greatest of 10,500 lbs OR the Estimated Weight OR the Min Wt established in Item 5}$

$CCRate = \text{Tariff Rate for Item 207, adjust if needed}$

$CCCharge = \text{Total miles} \times CCRate$ round to 2 decimals

Item 225 P/D from Self/Mini Storage

You will need the weight, regular/overtime, whether it is origin or destination, whether there was pack/unpack, and if the Self/Mini the actual origin or the actual destination. Locate rate for Item 225 at appropriate schedule.

$\text{Miles} = \text{Schedule 1} = 41$

$\text{Schedule 2} = 61$

$\text{Schedule 3} = 81$

$\text{Schedule 4} = 121$

$\text{Estimated Weight} = \text{Weight entered by user for this service or 1,000 lbs, whichever is greater}$

$PDSMLinehaul = \text{Calculate Item 225 with Miles and Estimated Weight using lookup or formula.}$

$OTRate = 1.00 \text{ for Regular Time, } 1.50 \text{ for Overtime}$

$PDSMCharge = PDSMLinehaul \times OTRate$ round to 2 decimals

$\text{Total Other} = \text{Total Other plus PDSMCharge}$

Repeat for EACH shuttle service performed

SIT Items

Item 185 SIT Days

You will need to know AT LEAST:

Zip3 of the SIT facility
SIT location schedule
First Day Rate (**FDR**) per cwt
Addl Days Rate (**ADR**) per cwt
Date into SIT (**DI_S**)
Weight into SIT (**WI_S**)

First Day Charge = $(WI_S / 100) \times FDR$ round to 2 decimals

Repeat this logic for multiple deliveries into SIT, replacing WI_S with the weight of each delivery.

To compute for additional days, you will also need to know:

Date out of SIT (**DO_S**)
Weight out of SIT (**WO_S**)

Addl Days in SIT = **ADS** = $DO_S - DI_S$

Addl Days Charge = $ADS \times (WO_S / 100) \times ADR$ round to 2 decimals

If there are multiple deliveries into or out of SIT, this logic will need to be repeated for the increasing or decreasing weight in SIT.

$SITDaysCharge = First\ Day\ Charge + Addl\ Days\ harge + Bonded\ Storage\ Charge$

If you do not know the date out of SIT, you will NOT be able calculate additional days at this time.

If shipment has Canadian SIT with Bonded Storage, add charge to Item 185 Charges.

Bonded Storage Rate (**BSR**) is Item 35, Sub Item 2

Bonded Storage Charge = $(WI_S / 100) \times BS$ round to 2 decimals

Item 190 SIT Valuation

FVP shipments. You will need to know the Valuation Charge (VC), the first date into SIT (FDI_S), the last date out of SIT (LDO_S), and the total number of days in storage (TSD).

$TSD = LDO_S - FDI_S + 1$

$INCR = 15\ Day\ Increments = TSD / 15$ round to next whole number if fraction

FVP SITVal = $INCR \times VC \times 0.10$ round to 2 decimals

Item 210 P/D SIT

You will need to know whether the SIT was at Origin or Destination, the weight delivered out of SIT, the mileage between facility and residence, and Regular Time/Overtime.

If the mileage between residence and SIT facility is more than 100 miles, refer to calculation of Transportation Charges. The following calculations will need to be done for to account for each Item 210 pickup/delivery.

If the mileage is 100 miles or less, Part B will be charged for each 25 mile increment over 30 miles.

Locate base and step factors, and the additional miles charge for Item 210, adjust if needed

Miles = If schedule is 1 then use 41, If schedule is 2 then use 61
If schedule is 3 then use 81, Otherwise use 121 (AK)

Part B data can be stored in advance as the mileage for each P/D is the same.

MilesPer = Determine the number of 25 mile increments (or fraction thereof) OVER 30 miles

Example: P/D miles entered is 74.
 $74 - 30 = 44$ miles over
 $44 \div 25 = 1.76$
increment with a fraction remaining rounds to the next highest integer
MilesPer = 1.76 rounded to 2

PartBRate = Tariff Rate based on schedule

PartBCharge = MilesPer X PartBRate

For each Pickup/Delivery performed for this SIT occurrence:

EstWt = Weight entered by user for this P/D or 1,000 lbs, whichever is greater

PartACharge = Calculate Item 210 Part A with Miles and P/D Weight

Calculation can be done with the formula or with the lookup method

OTRate = 1.00 for Regular Time, 1.50 for Overtime

PDCharge = (PartACharge + PartBCharge) X OTRate X (1+doe_surcharge) round to 2 decimals

PDTTotal = PDTTotal + PDCharge

Item 17-1 Attempted Delivery

You will need to know the First Day SIT Charge (FDCharge).

PART 3 Sample Commercial Shipment

	Shipment Info
Pickup Date	7/15/2007
Weight	26,500
Miles	2,842
Estimate Type	Non-Binding
Valuation Type	FVP
Valuation Amount	\$129,900
Valuation Deductible	\$0
Fuel Price	\$2.598

	Origin Info	Destination Info
Zip Code	91251	12980
Base Point	Pasadena, CA	Loon Lake Junction, NY
Base Point Zip3's	910,911,912	129
Service Area	56 – Los Angeles, CA	548 – Plattsburgh, NY
Services Schedule	3	2
Linehaul Factor	\$2.16 cwt	\$1.29 cwt
Item 135 Factor	\$6.23 cwt	\$4.42 cwt
SIT Schedule	3	2
SIT First Day	\$13.08 cwt	\$7.20 cwt
SIT Addl Days	\$ 0.48 cwt	\$0.36 cwt

This shipment is intentionally convoluted. For any shipment, you will want to start by calculating any linehaul segments. Following is the full shipment route from Origin to Destination, through any stopping points:

	Zip3	Mileage	Cumulative Mileage	Comments
Origin	Zip3 912 - Pasadena, CA			
Pickup Stopoff 1	Zip3 910 – Pasadena, CA	10	10	Same BPC as Orig
Pickup Stopoff 2	Zip3 913 – San Fernando, CA	21	31	
Diversion	Zip3 480 – New Haven, MI	2,307	2,338	
Sit En Route	Zip3 221 – Gainesville, VA	545	2,883	
Delivery Stopoff 1	Zip3 110 – Syracuse, NY	364	3,247	
Delivery Stopoff 2	Zip3 129 – Loon Lake Junction, NY	206	3,453	
Destination SIT	Zip3 129 – Loon Lake Junction, NY	0	3,453	Same BPC as Dest – See Item 210 for charges
Destination	Zip3 129 – Loon Lake Junction, NY	10	3,463	

This portion shows the linehaul attributed to each segment of the shipment route for Section 3. If this were an Alaskan shipment, Sections 6 and 7 would also be included in this portion.

As the weight of the shipment is greater than 23,999 lbs, determine the number of hundred weight brackets (or fraction thereof) over 23,999 lbs (**CWT_OVER**) prior to running linehaul calculations to save time.

$$\text{CWT_OVER} = (26500 - 23999) / 100 = 25.01 = 26$$

Peak season rates are used.

Transportation Related Charges - Sections 3, 6, 7; Linehaul Factor; and Shorthaul

Origin to Diversion	2338 Miles		
BPC Pasadena, CA To	Linehaul @ 23,999 Lbs	\$35,689.00	
BPC New Haven, MI	\$149 Per additional cwt	\$3,874.00	\$39,563.00
Diversion to SIT En Route	545 Miles		
BPC New Haven, MI To	Linehaul @ 23,999 Lbs	\$17,769.00	
BPC Gainesville, VA	\$71 Per additional cwt	\$1,846.00	\$19,615.00
Diversion to Destination	580 Miles		
BPC Gainesville, VA To	Linehaul @ 23,999 Lbs	\$18,348.00	
BPC Loon Lake Junction, NY	\$73 Per additional cwt	\$1,898.00	\$20,246.00
SIT P & D for Attempted at Zip 129	74 round trip miles (37 X 2) Partial Delivery Weight 2,250 lbs		\$2,157.00
Total Base Linehaul			\$81,581.00
Linehaul Factor	\$2.16 per cwt at Orig \$1.29 per cwt at Dest 26,500 Lbs/100 = 265 cwt	\$572.40 \$341.85	\$914.25
Shorthaul	Shorthaul does not apply		0.00
Total Transportation Charges			\$82,495.25

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893

Part 3 Sample Commercial Shipment - Summary of Billed Charges

This summary below shows all services performed for the sample commercial shipment. Each charge and the calculations required will be further explained later in this document. In addition, the charges for Packing/Unpacking are based on Custom service. An example of how to calculate Full Pack and Full Unpack are shown in the Sample Military Shipment that follows.

<i>Transportation Charges</i>	<i>\$49,497.15</i>
Item 3 – FVP	1,079.00
Item 16 – Fuel Surcharge – 8%	3,959.77
Item 28 – Stopoffs (2 @ Orig / 2 @ Dest)	281.52
Item 35 – Advanced Charge – 3 rd Party Labor	80.00
Item 60 – Property and Casualty – 4%	1,979.89
Item 105 – Packing, Unpacking, Crates (Custom)	5,705.32
Item 120 – Labor, Wait, Special	383.19
Item 125 – Shuttle	2,003.36
Item 130 – Autos/Light/Bulky	527.91
Item 135 – O/D Fee	1,693.35
Item 175 – P/D Sat/Sun/Hol	231.91
Item 225 – P/D Self/Mini	466.80
Items 185,210,190 and 17-1 - SIT At Zip3 221	
Item 185 – SIT Days	4,741.38
Item 210 – P/D SIT	Included In Trans Charges
Total SIT as Zip3 221	4,741.38
Item 190 SIT Valuation	218.80
Items 185,210,190 and 17-1 - SIT At Zip3 129	
Item 185 – SIT Days	749.70
Item 210 – P/D SIT	4,548.81
Item 17-1 – Attempted Delivery	Included In Trans Charges
Total SIT as Zip3 129	5,806.31
Item 16 – SIT Fuel Surcharge – 8%	363.91
Item 60 – SIT Property & Casualty – 4%	181.95
Item 190 SIT Valuation	218.80
Total Charges	\$79,420.32

Part 3 Sample Commercial Shipment – Calculations

Item 3/53 FVP

The Full Value Protection charge is based on the weight of the shipment, less any weight additives, times \$6.00 per pound. On this shipment, there are no additives, so use the shipment weight OR the valuation amount requested by the shipper, whichever is greater, rounded to \$100 or fraction thereof

$$\text{ValAmount} = 26,500 \times \$6.00 = \$129,850 = \$129,900$$

$$\text{ValCharge} = \text{Charge for } \$125,001 \text{ to } 150,000 = \$1,079$$

Item 16 Fuel Surcharge

Applied as a percentage of Transportation Charge

$$\text{Fuel Percent} = 8\%$$

$$\text{Fuel Charge} = \$82,495.25 \times 8\% = \$6,599.62 \text{ round to 2 decimals}$$

Item 28 Stopoffs

Charged per stopoff. A pickup/delivery to self/mini warehouse is also considered a stopoff.

$$\text{SOCharge} = \text{SORate} \times \text{SOCount}$$

$$\text{SOCharge} = \$117.30 \times 4 = \$469.20 \quad \text{round to 2 decimals}$$

Item 35 Advanced Charges

Charged as occurs.

$$\text{ADVCharge} = \$80$$

Part 3 Sample Commercial Shipment – Calculations (cont'd)

Item 60 Insurance Related Surcharge

Applied as a percentage of Transportation Charge. Surcharge is 4%

IRRCharge = \$49,497.15 X 4% = \$1,979.89 round to 2 decimals

Item 105 Container Services – Full Pack / Full Unpack

Calculations for Full Pack / Full Unpack are shown in the Sample Military Shipment later in this document.

Item 105 Container Services – Custom Pack / Custom Unpack

The pack and unpack charges are calculated using the appropriate container pack rates as the starting basis. Overtime pack is 130% of regular time rate. For unpack, using the destination schedule rates, regular time unpack is 25 % of the regular time pack rate, while overtime is 35% of the regular time pack rate. For each container type, calculate rate times count times regtime (otime), round to 2 decimals. This shipment has overtime packing and regular time unpacking

Container Type	Sched 3 Pack Rate	Pack Count	Billed Charge	Sched 2 Pack Rate	Unpack Count	Billed Charge
Dishpacks	\$93.14	10	\$ 726.49	\$85.46	10	\$ 128.19
Book Cartons	22.30	20	347.88	20.24	18	54.65
3.0 cf Cartons	33.72	21	552.33	30.80	19	87.78
4.5 cf Cartons	41.12	8	256.59	37.25	6	33.53
6.0 cf Cartons	47.04	17	623.75	42.75	12	76.95
6.5 cf Cartons	53.73	12	502.91	48.85	12	87.93
Wardrobes	45.70	9	320.81	43.45	2	13.04
Mirror Cartons	81.01	7	442.31	74.21	5	55.66
Crib	23.59	1	18.40	21.88	1	3.28
Twin/Long	39.18	4	122.24	36.83	4	22.10
Double	39.89	4	124.46	37.54	4	22.52
Queen/King	64.52	2	100.65	60.88	2	18.26
Heavy Duty	101.23	6	473.76	96.48	0	0.00
Other	34.78	9	244.16	32.92	9	44.44
Total			\$4,856.74			\$ 648.33

Item 105 Container Services - Crates

In addition to packing/ unpacking containers, Item 105 includes charges for crating services. Packing and unpacking of crates is charged by cubic foot (or fraction thereof), subject to a four cubic foot minimum. Regular time packing is based on 100% of the packing rate per cuftand overtime is 130%. Unpacking is 25% of the pack rate per cuft at destination schedule, and overtime is 35%.

Item 105 Crates		Size 15" x 40" x 12" = 7200 cu inches / 1728 = 4.17 = 5 cuft	
Pack Rate	= \$23.98 cuft	Pack	5 X \$23.98 X 1.30
Unpack Rate	= \$23.64 cuft	Unpack	5 X \$23.64 X 0.25
			\$155.87
			\$29.55
		Size 24" x 12" x 8" = 2304 cu inches / 1728 = 1.33 = 4 cuft	
		Pack	4 X \$23.98 X 1.30
		Unpack	4 X \$23.64 X 0.25
			\$124.69
			\$23.64

Total Item 105 - Packing, Unpacking, and Crating is for the sample shipment is \$5,838.82.

Part 3 Sample Commercial Shipment – Calculations (cont'd)

Item 120 Labor, Waiting Time, Special Services

Based on the origin or destination schedule, hourly rate, hours of time rounded to 15 minute increments. Overtime is 140% of regular time rate. Round each charge to 2 decimals.

Orig/ Dest?	Type	Reg/ OT?	Hours	Hourly Rate	% of Rate	Billed Charge
Orig	Labor	Reg	1.25	\$72.15	100%	\$54.11
Orig	Wait	OT	2.00	\$72.15	140%	\$121.21
Dest	Labor	OT	2.00	\$65.99	140%	\$110.86
Dest	Spec Svcs	OT	1.75	\$65.99	140%	\$97.01

Item 125 Shuttle Service

Based on location of service (origin or destination), service weight, service mileage, reg/overtime. If shuttle mileage is more than 25 miles, Part B will also apply. Overtime is 150% of regular time rate. Round each shuttle charge to 2 decimals.

Orig/ Dest?	Weight	Miles	Tariff Part A	Tariff Part B	Reg/ OT?	% of Rate	Billed Charge
Orig	4,500	6	\$1,195.00	\$ 0.00	Reg	100%	\$717.00
Orig	1,500	48	\$ 575.00	\$126.62	OT	150%	\$631.46
Dest	1,200	12	\$ 466.00	\$ 0.00	Reg	100%	\$279.60
Dest	300	19	\$ 417.00	\$ 0.00	OT	150%	\$375.30

Item 130 Autos

Based on the rate per auto and number of autos.

$$2 \text{ autos} \times \$175.97 = \$351.94$$

Item 130 Other Light/Bulky Articles

Based on the rate per item and the number of items.

$$3 \text{ autos} \times \$175.97 = \$527.97$$

Item 135 Origin/Destination Fees

Based on the shipment weight, and the rate per hundred weight (cwt) at origin and at destination.

$$\text{EstWt} = 26,500 \text{ lbs} \quad \text{cwt} = 26500/100 = 265$$

$$\text{Orig Fee} \quad \$6.23 \times 265 = \$1,650.95$$

$$\text{Dest Fee} \quad \$4.42 \times 265 = \$1,171.13$$

Item 175 Pickup/Delivery Sat/Sun/Holiday

Based on the service weight, and the rate per hundred weight (cwt) at origin or destination.

$$\text{Orig Pickup} \quad \text{SvcWt} = 2,000 \text{ lbs} \quad \text{SvcCwt} = 2000/100 = 20 \quad \$11.20 \text{ per cwt} \times 20 = \$224.00$$

$$\text{Dest Delivery} \quad \text{SvcWt} = 1,700 \text{ lbs} \quad \text{SvcCwt} = 1700/100 = 17 \quad \$ 9.56 \text{ per cwt} \times 17 = \$ 162.52$$

Item 225 Pickup/Delivery Self/Mini Storage

Based on location of service (origin or destination), service weight, and regular time or overtime.

Orig/ Dest?	Weight	Reg/ OT?	Tariff Rate	% of Rate	Billed Charge
Orig	500	Reg	\$100.00	100%	\$ 60.00
Orig	1,500	OT	\$124.00	150%	\$111.60
Dest	2,350	OT	\$138.00	150%	\$124.20
Dest	4,327	OT	\$190.00	150%	\$171.00

Part 3 Sample Commercial Shipment – Calculations (cont'd)

Storage-In-Transit Items

This shipment has SIT at two locations, Zip3 221 (en route) and Zip3 129 (destination). In the summary table, all charges for each SIT occurrence will be listed together. In this portion, each item will be calculated based on the location of SIT. Following is the information for each SIT occurrence.

SIT Zip3	221	129
SIT Base Point City	Gainesville, VA	Loon Lake Junction, NY
SIT Service Area	168 – Washington, DC	548 – Plattsburgh, NY
SIT Schedule	3	2
First Day Rate Per cwt	\$13.08	\$ 7.20
Addl Days Rate Per cwt	\$0.48	\$0.36
Date Into SIT	07/22/2007	08/20/2007
Date Out Of SIT	08/17/2007	08/25/2007 AND 08/31/2007 AND 09/05/2007
Total Days In SIT	27	17
Weight Into SIT	26,500 lbs (265 cwt)	10,250 lbs (102.50 cwt)
Weight Out Of SIT	26,500 lbs (265 cwt)	5,250 lbs (52.50 cwt) AND 2,750 lbs (27.50 cwt) AND 2,250 lbs (22.50 cwt)

Item 185 SIT Days

Zip3 221	First Day Charge	265 X \$13.08 =	\$3,466.20
	Addl Days Charge	265 X \$0.48 X 26 =	\$3,307.20
	Total SIT Days		\$6,773.40
Zip3 129	First Day Charge	102.50 X \$7.20 =	\$ 738.5
	Addl Days Charge	102.50 X \$0.36 X 5 =	\$ 189.36
	Addl Days Charge	50 X \$0.36 X 6 =	\$ 90.00
	Addl Days Charge	22.50 X \$0.36 X 5 =	\$ 40.5
	Total SIT Days		\$ 1057.86

Item 190 SIT Valuation

Zip3 221	Fifteen day increments	27 / 15 = 1.8 = 2
	SIT Val Charge (10% FVP per increment)	= 2 X \$1079 X .10 = \$215.80
Zip3 129	Fifteen day increments	17 / 15 = 1.8 = 2
	SIT Val Charge (10% FVP per increment)	= 2 X \$1079 X .10 = \$215.80

Item 210 Pickup/Delivery To/From SIT

Zip3 221	As SIT location is more than 50 miles from previous BPC and from next BPC, P/D SIT reverts to Section 3 and has been included in Transportation Charge.
Zip3 129	This SIT occurrence has multiple deliveries out and is shown on the next page. Mileage from SIT facility to destination is 37 miles, and all deliveries are overtime.

Part 3 Sample Commercial Shipment – Calculations (concl'd)

Item 210 Pickup/Delivery To/From SIT (concl'd)

As the delivery out mileage is 37 miles, each delivery will need 1 increment of Part B

Zip3 129	1 st Delivery	5,250 lbs for 37 miles	
		Part A	\$1,838.00
		Part B	\$ 120.53
		Total = (\$1,838.00 + \$120.53) X 1.50 =	\$2,937.79
	2 nd Delivery	2,750 lbs for 37 miles	
		Part A	\$1,093.00
		Part B	\$ 120.53
		Total = (\$1,039.00 + \$120.53) X 1.50 =	\$1,739.29
	3 rd Delivery	2,250 lbs for 37 miles WITH attempted delivery	
		Part A	\$ 939.00
		Part B	\$ 120.53
		Total = (\$939.00 + \$120.53) X 1.50 =	\$1,589.29

For the attempted delivery, the mileage is doubled (37 X 2 = 74). As 74 miles is over the 50 miles limit, the attempted delivery charge reverts to Section 3 and has been included in the Transportation Charge.

Item 16, Fuel Surcharge, and Item 60, Insurance Surcharge, also apply to each Pickup/Delivery to/from SIT. For this example, fuel remains at 8%.

1 st Delivery	Item 16	\$2,056.46 X .08	\$164.52
	Item 60	\$2,056.46 X .04	\$ 82.26
2 nd Delivery	Item 16	\$1,379.84 X .08	\$110.39
	Item 60	\$1,379.84 X .04	\$ 55.19
3 rd Delivery	Item 16	\$1,112.51 X .08	\$ 89.00
	Item 60	\$1,112.51 X .04	\$ 44.50

PART 4 Suggested Data Checks

Data checks PRIOR to rating a shipment

OZip, DZip, Est Weight and Pickup Date must all be entered be any shipment can be rated

OZip and DZip must be at least three positions

OZip3 and DZip3 must be valid Zip3's

Second Pickup Date (if given) must be after initial Pickup Date

Delivery Date must be on or after initial Pickup Date

Second Delivery Date must be on or after initial Delivery Date

Please Attachment Tariff Price's

Company Name: Trend Moving LLC

ICC/MC: 1027437 DOT: 3092893