



RULES TARIFF FOR INTERMODAL DRAYAGE CARRIER SERVICES

July 19, 2023

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ARBITRATION

INTRODUCTION

Application of Tariff; Conflicts with Agreements:

This Rules Tariff applies to all shipments tendered for transportation by STG Cartage, LLC, a licensed motor carrier (referred to in this Tariff as “Carrier” or “we” or “us” or “our” or “STG”). In the event of any direct inconsistency between the terms and conditions set forth in this Tariff and in a written agreement signed by our authorized representative, the terms and conditions in the written agreement will prevail. If the terms of the written agreement and the terms of this Tariff are not inconsistent (for instance, the written agreement does not address an issue addressed by the provisions of this Tariff), the terms of this Tariff shall apply in addition to the terms in the written agreement.

Changes to this Tariff:

This Tariff may be changed from time to time without notice, although we will generally endeavor to provide 30 days prior notice of any change. Customers are advised that the terms, conditions, limitations and charges set forth in this Tariff in effect on the shipment tender date shall apply. The current version of this Tariff may be obtained from our website at <http://www.stgusa.com>.

Terminology:

As used in this Tariff, “Customer” refers to the person or entity contracting to engage our services with respect to a shipment as well as any other person or entity having an interest in the cargo, including the consignee, consignor, any third party logistics provider and the beneficial owner. “Detention” refers to the charges assessed for the period of time that a driver or power unit is waiting. “Per diem equipment charges” refer to the daily use charges assessed by providers of chassis, containers and trailers for use and possession of such equipment. A prenotification, also known as a “prenote”, refers to the shipping instructions from Customer to Carrier requesting pick up of the shipment from the consignor or delivery of the shipment to the consignee in connection with a rail intermodal move. “Storage charges” (sometimes referred to as demurrage) refers to the daily charges assessed by rail terminal, container yard and other facility operators for storage of containers or trailers at their facilities. “UFC” refers to the Uniform Freight Classification.

EFFECTIVE DATE

July 19, 2023. This Rules Tariff supersedes all prior tariffs issued previously by us.

LINE-HAUL RATES AND PAYMENT

Application of Rates:

Intermodal trucking line-haul charges generally represent standard rates for round-trip (load empty) TOFC/COFC moves on FAK stay-with loads. Charges for miscellaneous services, often called accessorials, are not included in our line-haul rates. All additional charges are the responsibility of Customer paying the line-haul charges. Any exceptions must be confirmed prior to shipping.

Payment Terms:

All invoices are due and payable within seven (7) days. A finance and collection charge of 1% per month will be added to any invoices not paid within thirty (30) days. **THE REDUCTION OR OFFSET OF AMOUNTS DUE TO CARRIER FOR CARGO CLAIMS, PER DIEM EQUIPMENT, STORAGE OR OTHER CHARGES, INVOICE DISPUTES OR ANY OTHER AMOUNT ALLEGED TO BE DUE FROM CARRIER IS NOT PERMITTED UNLESS AUTHORIZED IN WRITING BY CARRIER BEFORE SUCH OFFSET OR REDUCTION IS MADE.**

Fuel Surcharge:

Our line-haul rates are subject to a fuel surcharge. The following fuel surcharge matrix (see thumbnail below) is based on the DOE's National Average Diesel Fuel Index published by the Energy Information Administration every Monday. The index is available on the internet at www.eia.doe.gov. Revisions to this surcharge will occur the day after the DOE posts its weekly fuel index. The fuel surcharge is billed on the ship date.

The same formula will be used for prices above \$7.049.

PADD 1:	East Coast	Newark
PADD 1A:	New England	Chambersburg, Worcester, Rochester

PADD 1B:	Central Atlantic	Baltimore, Norfolk
PADD 1C:	Lower Atlantic	Atlanta, Jacksonville, Charleston, Charlotte, Greer, Dalton, Savannah, Wilmington, Memphis, Nashville, Mobile
PADD 2:	Midwest	Indianapolis, Detroit, Chicago, Cleveland, Columbus, Louisville
PADD 3:	Gulf Coast	El Paso, Laredo, Dallas, Houston, New Orleans, San Antonio, Freeport
PADD 4:	Rocky Mountain	Colorado, Idaho, Montana, Utah, Wyoming
PADD 5:	West Coast	Oakland, Portland, Seattle/Tacoma
PADD 5CAL:	Southern California	Long Beach, Los Angeles, Lathrop, San Diego

Special Rate Quotations:

A special rate quotation (“SPQ”) is required to evidence any special line-haul rates that we may issue due to volume, special services, special equipment or origins or destinations not covered by existing rates. If an SPQ is needed, please contact the Pricing Department at stgidrayagepricing@stgusa.com. If an SPQ applies to a shipment, the SPQ number must be stated on the prenote.

Overcharges and Undercharges:

Customer should promptly notify us of any invoice disputes. Under federal law, if we allege undercharges or Customer alleges overcharges, duplicate payment, overcollection or other invoice disputes, we and Customer each must give notice of such claims or unidentified payments within 180 days of receipt of the invoice or payment declination and must file a civil action or arbitration proceeding within eighteen (18) months of delivery or tender of delivery of the shipments involved. The processing, investigation and disposition of overcharge, unidentified payment, duplicate payment, or overcollection claims shall be governed by federal regulations 49 C.F.R. Part 378 (or any successor regulation).

Mileage:

All mileage will be calculated using PC Miler, practical route, current version in effect at the time of shipment.

Our Responsibility for Per Diem/Storage Charges:

We require free time of at least the day of notification and two business days before we will accept any responsibility for per diem charges. The day of notification means the day that we are notified of the grounding/availability of the equipment at the rail terminal or receive confirmation of availability of the equipment for pickup at shipper/consignee pool locations, except that if we receive notification after 12:00 pm, local time, on a Friday, the day of notification shall be the next business day (not any intervening Saturday, Sunday or Holiday).

We require an invoice with backup documentation from the equipment provider as a prerequisite to paying any per diem charges to Customer. In light of the time and expense required to investigate the circumstances and the difficulty of verifying stale documentation, we will not accept per diem equipment invoices more than 30 days after the termination of the per diem charges upon return of the equipment to the terminal or pool location or interchange to another carrier. Upon receipt of an invoice for per diem or storage charges and backup documentation, we will review the per diem invoice and will notify Customer if we dispute the invoice within 30 days of such receipt. If we do not receive a response to a dispute from Customer within 30 days, it will be presumed that the dispute has been accepted and the invoice has been voided. We will pay any undisputed invoices for equipment per diem or storage charges for which we are responsible under this Section within 45 days of receipt.

SHIPPING INSTRUCTIONS

Prenote:

All prenotes must state the line-haul rate to be considered valid. Customer must submit notification by 3:00 pm, local time, the day before the shipment is expected to be picked up or delivered. Our liability for loss or damage to the shipment will not begin until the shipment is in our actual possession (as evidenced by a signed bill of lading or interchange receipt). Any accessorial services requested (such as driver load, unload, count, stop-offs) and any pre-approved miscellaneous charges should be stated on the prenote. Prenotes may be provided to us by e-mail, facsimile, electronic data interchange or other mutually agreed-upon means.

Commodity Descriptions:

With heightened focus on transportation security, Customers must provide more detailed and accurate descriptions of commodities. Descriptions such as "FAK (Freight All Kinds)," "SLAC (Customer Load and Count)," chemicals, household goods, sporting goods and consolidated cargo are no longer acceptable. Those descriptions are too vague and do not specifically describe a commodity. Customer should avoid use of vague catchall phrases and industry jargon. An example of an improved description may be "golf clubs" and "golf balls" instead of "sporting goods"; or "television sets" instead of "electronics." Failing to provide accurate and detailed descriptions may result in transportation delays, additional accessorial and related costs and other adverse consequences.

COMMODITY RESTRICTIONS AND REQUIREMENTS

Hazardous Materials:

Any container or trailer loaded with materials deemed to be hazardous requires the services of a driver with special hazardous materials endorsements. Customer must comply with applicable federal regulations, including 49 C.F.R. Parts 100 to 185, when tendering hazardous materials. Among other requirements, Customer must provide a legible bill of lading with proper hazardous materials information, including the shipper's certificate containing all required information such as the emergency response number and information, and must affix any required placards before or at the time that the shipment is tendered to us for transportation. The additional charge for handling containers/trailers containing hazardous materials is \$125.00 plus out-of-route mileage.

Failure to disclose the presence of hazardous materials or to comply with these requirements will relieve us of any liability for loss or damage directly or indirectly caused to or by the hazardous materials. Any hazardous materials found to have been misdeclared may be warehoused at Customer's risk and expense or destroyed without compensation. In addition to all other charges that may apply to that shipment and without limiting other remedies available to us, we may assess an administrative charge, as liquidated damages not as a penalty, of (a) \$2,000 for any shipment of hazardous materials that is not declared as containing hazardous materials or (b) \$500 if declared as containing hazardous materials but not shipped, placarded and documented as required by applicable regulations.

Restricted and Prohibited Commodities

The rail transportation providers prohibit and restrict the transportation of certain commodities through their rail networks. We generally do not accept shipments containing commodities prohibited by the rail transportation providers and require an SPQ for any commodities restricted by the rail transportation providers. In addition to commodities restricted or prohibited by the rail transportation providers, we do not accept shipments containing the following commodities (and our rates cannot be used for such commodities) and Customer agrees not to tender any of the following commodities for transportation by us: (1) animals, fish, or fowl, trophies, stuffed or mounted or research cadavers; (2) asbestos products as described in item 6400 of UFC; (3) asbestos insulation as described in items 53170, 53210, and 53350 of UFC; (4) asbestos, crude as described in item 6450 of UFC; (5) asbestos, scrap as described in item 6600 of UFC; (6) blown aluminum scrap pieces; (7) carbon black; (8) cigar, cigarettes, snuff and manufactured tobacco products; (9) coal or coke; (9) explosives as described in Classes A and B in Tariff BOE 6000 Series; (10) green, green salted, pickled or dry hides, pelts or skins (not dressed or tanned only); (11) hazardous waste; (12) iron oxide slurry residue for extraction of iron; (12) lime sludge or waste; (13) liquid corrosive materials, in excess of 25% of total weight; (14) livestock; (15) metal coils (unless the coils range from 1/8 inch to 1.0 inch in width and are reeled in a package, packaged in cardboard or paper with each reel not weighing more than 250 pounds); (16) missiles, rockets, guided; guidance systems or electronic guidance control apparatus; or mobile missile guidance control systems, missile or launching apparatus and related equipment; (17) motor vehicles, freight or passenger, or combination of freight and passenger; (18) radioactive materials (as described in Item UFC 6000-A); (19) sodium compounds (as covered by STCC 28-123 of STCC Tariff 6001-K); (20) scrap engine parts; and (21) steamrollers or other heavy road equipment.

MISCELLANEOUS AND ACCESSORIAL CHARGES

Type of Service	STG Standard Charges and Fees	STG General Description of Circumstances When Charge is Assessed
Bobtail	Linehaul rate + FSC	Applies to retrieving empties and terminating
Chains & Binders	\$100	Used when (1) hauling bundles of chassis and (2) applying chains to tires
Chassis Fee	\$40/day (\$45/day West Coast and \$75/day WCCP)	Charge for use of chassis on a per day basis
Chassis Splits	\$85 - \$200 per occurrence (varies by market)	Container is taken to/from one location for termination and chassis has to be returned to/from another (some exceptions may apply, check with Terminal Managers for specifics)
Congestion Surcharge	\$100 - \$400/shipment (varies by market)	Charge due to port congestion (some exceptions may apply; check with Terminal Manager)
Per Diem and Demurrage Processing Fee	Administrative Fee of 15% for Per Diem/Demurrage or \$100 service charge (whichever is greater)	If customer chooses for STG to be invoiced for per diem and demurrage, a 15% or \$100 Administrative Fee will be added to invoices for all rebilled and disputed Per Diem and Demurrage charges, to be calculated as 15% of the total invoice amount or \$100, whichever is greater.
Driver Detention	\$100 per hour after free time	<p><u>Customer Facilities:</u> Live load/unload, 1 hour free. Free time begins when container/trailer is available for loading or unloading and ends when the container/trailer is released after loading or unloading. If appointment is first-come, first-served, free time begins when the trailer/container arrives at customer's facility, or when the facility opens for business, whichever is later.</p> <p><u>Rail or marine terminals/yards:</u> 30 minutes free. For marine pick-ups/deliveries, free time begins when the power unit arrives at the harbor terminal and ends when the power unit exits the harbor terminal.</p>
Driver Layover	Weekday: \$250 Weekend: \$475	Driver is required to layover at the point of loading or unloading
Driver Wash-out	\$150	Driver to wash out or clean out the container due to consignee not adequately making the container

		reusable for the next customer to load. Does not include "steam cleaning."
Equipment Ordered Not Used	100% of drayage rate	No charge will apply to loads canceled twenty-four (24) hours prior to scheduled trip. This charge also applies to Dry Runs.
Excess Mileage Route	\$2 per mile	When the practical route is closed due to construction, road closure, weather or similar conditions.
Expedited Delivery	\$75 for local \$175 OTR (over 100 miles one way)	Applies when delivery is requested within 12 hours of receipt of delivery order.
Flip	\$50 + terminal operator charge	Applies when Container must be flipped from one Chassis to another.
Hazmat Fee or Tanker Endorsement	\$150 per shipment	Hazardous shipment or Tanker Shipments (\$150 applies to each)
Lumper	Lumper charge + \$25	Additional help hired to load/unload trailer/container (driver detention may also apply)
No Rail Billing	\$60/hour	Waiting time for rail billing to be received by the railroad (billed in 15-minute increments)
Overloads	\$100 plus cost of fine	When citation received for overloading container improperly or over allowable gross weight without a permit when not advised it will be overweight.
Overweight or Liquor Permit	\$125 (except Illinois—\$300)	Load exceeds D.O.T. vehicle weight limits by axle, by gross weight, or both.
Pier Pass & Gate Fee	Cost + \$25 Administrative Fee	
Pre-pull	\$150 SEA—\$226 Norfolk/Portsmouth—\$206	Draying container from port to container yard

	Newark \$150 minimum	
Redelivery/Dry Run	100% of dray rate plus Storage and Per Diem Fees	Shipment tendered for delivery and delivery cannot be completed through no fault of carrier (charge applies to each redelivery attempt).
Reefer Fee	\$150 per shipment	Hauling refrigerated cargo
Scale Charge	\$50 per scale	Driver required to scale the container
Scale Light & Heavy	\$100 per occurrence	Customer requests driver to scale a container before and after loading
Stop Off Charge	\$125 + \$2 per mile	The standard STG rate includes one pick up (@ origin) and one delivery (@ destination). If customer requests additional stops at either origin or destination, STG will invoice for the additional stops.
Storage (CY yard)	\$50 per calendar day	Storing of container at STG container yard
Tolls	Based on routing Newark \$200 Howland Hook Loads	Toll roads
Tri-Axle Fees	\$150/day	Loading exceeding weight for a slider chassis. Tri-axes are subject to availability. Applicable lift fees and chassis splits may occur depending on market.

Additional Terms:

Upon notice or presentation of accessorial charges from us via facsimile, email, EDI or other acceptable method, Customer must approve or confirm receipt of such accessorial charge and communicate such approval/confirmation to us within two (2) days. Accessorial charges are cumulative, and assessment of one accessorial charge will not preclude assessment of other applicable accessorial charges incurred for the same shipment or circumstance. If accessorial services not listed in the table above are necessary, the charges for such services will be established by Carrier and Customer at the time such services are necessary. The term "trailer" also refers to containers and chassis. If Customer knows that a shipment will require accessorial services, Customer

should notify us of the type of accessorial service(s) required at the time Customer tenders the shipment in the shipping instructions. Customer will also notify us of any caustic or toxic commodities contained in a shipment (if not otherwise hazardous materials requiring notation on the shipping documents) in advance to allow for the taking of appropriate precautions by personnel doing the transportation and related services.

LIABILITY FOR CARGO LOSS AND DAMAGE

General Standard:

We will assume liability for cargo loss and damage in accordance with the provisions of 49 U.S.C. 14706, subject to a limitation of liability of \$100,000 as well as the other provisions of this section.

Carmack Liability:

On domestic shipments that originate in the United States, Customer may, at its option, select the full liability provisions set forth in 49 U.S.C. Section 14706, without a cap on liability or minimum claim amount ("Carmack liability").

If full value Carmack liability under 49 U.S.C. Section 14706 is not selected, the \$100,000 cap and other provisions of this Tariff that vary from Carmack liability will apply.

If Customer wishes to obtain a higher loss or damage limit, Customer has the following two options:

1. The Customer may obtain insurance.
2. The Customer may obtain coverage under the terms of 49 U.S.C. § 14706.

49 U.S.C. Section 14706 provides for full-value liability and other liability terms for us and Customer. In order for a shipment to be subject to the terms of 49 U.S.C. Section 14706, it must comply with all of the following provisions:

1. Customer must notify our Damage Prevention Department in writing to: XPO Logistics, Attn: Claims Department, 5165 Emerald Parkway, Suite 300, Dublin, OH 43017, or via email at intermodalclaims@stgusa.com no less than 5 working days in advance of the scheduled pick-up dated for the shipment that Customer chooses Carmack liability protection.
2. On shipments that Customer requests full-value Carmack liability protection, Customer must prepay a negotiated Carmack rate which will be obtained by contacting our Pricing Department via stgidrayagepricing@stgusa.com. Carmack coverage will in no case be less than the applicable FAK rate plus 200% of that rate. This Carmack rate will apply unless special written pricing authority is obtained by contacting stgidrayagepricing@stgusa.com or our insurance services group at intermodalclaims@stgusa.com.

Failure by Customer to provide a written agreement, prior to our receipt of physical possession of the shipment, evidencing that we have agreed to provide Carmack Liability for any specified shipment shall relieve us from any obligation in excess of \$100,000 per trailer or container.

Carmack Liability protection is not available for Shipments moving under FAK rates. **ANY SHIPPER TENDERING A SHIPMENT FOR TRANSPORTATION WITHOUT COMPLYING WITH ALL OF THESE PROCEDURES WILL BE SUBJECT TO THE CARRIER'S CARTAGE LIMITED LIABILITY TERMS.**

Carmack liability coverage is not available for any shipments that originate outside the borders of the United States of America.

Defenses to Liability:

We will not be liable for the following: (1) damage to cargo or equipment to the extent due to packaging, loading, unloading, blocking, bracing or securing of the cargo (unless we were engaged to provide such services); (2) inherent vice or defect in the cargo transported, including rusting of metals, swelling of wood caused by humidity, moisture or condensation, deterioration of perishable products, or damages caused by heat or cold; (3) force majeure events; (4) an act or default of any Customer, consignor, consignee or beneficial owner; or (5) shipments stopped and held in transit at Customer's request.

Limitations on Cargo Liability:

Our liability for any cargo loss or damage will not exceed \$100,000.00. All line-haul rates are conditioned upon such limitation of liability. This limitation will apply whether or not the released value is stated on the bill of lading. Customer may request an increase in legal liability by submitting a written request for a higher released value, and paying an additional fee depending on the desired released value. Due to the administrative costs, we will not process or pay cargo claims for less than \$250.

Time Limits:

As a condition precedent to recovery, claims for loss or damage to cargo must be filed in writing with us within nine (9) months from the delivery date, or the scheduled date of delivery for lost shipments, or in the absence of a scheduled delivery date, the filing period shall begin after a reasonable time has elapsed for delivery. A civil suit or arbitration proceeding for cargo claims must be commenced against us within two (2) years and one day from the date that we give Customer written notice that we are disallowing the claim or any part of it.

Immediate Notice of Cargo Loss or Damage:

Customer will use reasonable efforts to provide immediate notice of cargo loss or damage upon discovery to allow us to inspect the loss and damage and determine its cause and to prevent reuse of damaged intermodal containers or trailers.

Documentation of Cargo Claims:

Cargo claims should include the following information: (1) a demand for payment of a specified dollar amount accompanied by documentation to verify the amount of the demand such as certified copies of repair invoices or actual product costs; (2) information to identify the shipment such as container/trailer number, date of shipment, origin and destination of the shipment, shipper's, consignee's and notify party's names, and bill of lading number; (3) legible copies of shipping instructions, the delivery receipt and other shipping documents; (4) the applicable salvage amount; (5) legible copies of the loading and unloading tally denoting contents and quantities of each of the packages involved in the shipment and seal record (particularly for shortage claims); (6) supporting documentation detailing the nature of the damage or loss (such as photographs); and (7) any import declaration (if applicable).

Please note that rail service providers require time/date-stamped photographs at load/unload to document seals, proper blocking and bracing, void prior to unload, and alleged damage. The absence or breach of a seal or security device will not create a presumption of contamination or theft without actual physical evidence. Claims must include documentation of the application of seals or security devices at origin and actual loading and unloading records along with destination photos in any claim for loss or damage relating to shortage.

Determination of Damages; Exclusion of Certain Damages:

The measure of damages for loss of or physical damage to the cargo shall be the lower of the actual value of the lost or damaged commodity at origin or at destination, reduced by a reasonable amount for salvage. We will be liable for the reasonable costs of Customer to mitigate its damages. WE SHALL NOT BE LIABLE TO CUSTOMER OR ANYONE ELSE FOR SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES THAT RELATE TO LOSS, DAMAGE OR DELAY TO A SHIPMENT (INCLUDING, WITHOUT LIMITATION, LOST PROFITS, LOSS OF MARKET OR BUSINESS OPPORTUNITY, SENTIMENTAL VALUE, ITEMS OF EXTRAORDINARY VALUE OR THE LIKE), UNLESS CUSTOMER HAS INFORMED US IN WRITTEN OR ELECTRONIC FORM, PRIOR TO OR WHEN TENDERING THE SHIPMENT TO US, OF THE POTENTIAL NATURE AND TYPE OF SUCH DAMAGES, AND WE SPECIFICALLY AGREE IN WRITTEN OR ELECTRONIC FORM TO ACCEPT RESPONSIBILITY FOR SUCH DAMAGES. IN NO EVENT SHALL WE BE LIABLE TO CUSTOMER OR ANYONE ELSE FOR PUNITIVE OR EXEMPLARY DAMAGES THAT RELATE TO LOSS, DAMAGE OR DELAY TO A SHIPMENT.

Sealed Shipment:

If Customer loads and seals the cargo within the trailer or container and the seal is intact upon delivery, we will not be liable for shortages or any damage to the cargo except when proximately caused by our independent action. We will also not be liable if (1) the seal is broken at the direction and under the supervision of an agent of a governmental authority, or (2) trailers or containers are preloaded and the adequacy of loading or count of such trailer or container cannot be practically determined by our representative. If a seal is broken for an inspection by an agent of a governmental authority, we will request that the governmental authority reseal the trailer or container and/or make appropriate notation on the freight documentation form. We may break the seal on a trailer or container if, upon our determination, it becomes reasonably necessary to do so to inspect, reposition, or protect the cargo or the equipment or to comply with federal, state, municipal, or provincial laws. The consignee of a shipment may not refuse delivery of a shipment solely because the seal on a trailer or container is broken.

Mitigation of Damages; Salvage:

Customer must cause the consignee to accept delivery of a shipment and is not entitled to abandon any shipment to us. The consignee has a duty to mitigate damages by accepting damaged cargo unless it is of no value and without salvage value. The obligation to mitigate damages also includes replacing damaged cartons and packaging, relabeling freight and undertaking other repairs and replacement of packaging. Customer will have the right to determine, in its reasonable discretion, to repair, repackage, salvage, or scrap damaged cargo. If Customer does not elect to salvage cargo, any claim for cargo loss or damage shall nevertheless be reduced by a reasonable salvage allowance. If Customer elects to salvage cargo, Customer shall notify us to return the cargo to Customer or allow us to dispose of the cargo. Any amounts received in salvage, whether accomplished by us or Customer, will reduce the amount of the cargo claim. Customer may condition salvage upon the removal of all identifying marks or labels or the cargo being permanently marked as "damaged" or with a similar notation. If we are retained by Customer to return the damaged cargo for repair, salvage, or scrapping, Customer agrees to pay our standard line-haul rates or other mutually agreed to rate, without prejudice to Customer's right to recover such freight charges as damages. Damaged cargo will not be scrapped unless repair and/or salvage are not feasible. If we salvage the cargo, we may bill a reasonable charge for doing so against salvage receipts.

Mexico Cargo:

We do not accept legal liability for cargo loss or damage to shipments while moving throughout Mexico.

TRANSPORTATION DELAYS

We will provide transportation with reasonable dispatch and will use commercially reasonable efforts to meet all reasonable pick up and delivery appointments. However, we do not guarantee adherence to any particular transit or appointment schedule and are not liable for delay, interruption or other failure to transport any shipment by any particular appointment time. We are not liable for alternative transportation costs, other direct expenses or consequential, special, indirect or exemplary damages arising out of any delay to shipments unless Customer has informed us in written or electronic form, prior to or when tendering the shipment to us, of the potential nature and type of such delay-related damages, and we specifically agree in written or electronic form to accept responsibility for such damages.

STORAGE AND WAREHOUSEMAN LIABILITY

Storage Charges:

Loads stored at our facilities will be charged \$50.00 per day.

Limitation of Liability for Stored Cargo:

When acting as a warehouseman, we will comply with the standard of care applicable to warehousemen in the state in which we are providing such services. Our liability for any cargo loss, shortage or damage occurring during storage by us will not exceed (1) \$100,000.00 per trailer or container when storage is provided as a part of our transportation services (e.g., we store the loaded container at our facility after removing it from the rail ramp before delivering it to the consignee); (2) \$5,000 per trailer or container if the consignee refuses cargo tendered by us or if we are unable to deliver the cargo because of fault or mistake of Customer or the consignee, or if Customer advises and instructs us to stop movement of the cargo and to hold it in transit or otherwise prevents normal delivery of the cargo, or (3) such higher limitation of liability if Customer has obtained higher limits of liability in accordance with the procedures in the section above "Carmack Liability" and the storage is provided as a part of our transportation services..

Refused Shipments; Warehouseman Liability:

If the consignee refuses cargo tendered by us or if we are unable to deliver the cargo because of fault or mistake of Customer or the consignee, or if Customer advises and instructs us to stop movement of the cargo and to hold it in transit, our liability thereafter immediately shall be that of a warehouseman. We will (a) attempt to give Customer notice as soon as possible if the foregoing occurs, (b) place the cargo in public storage, if available, unless we receive contrary disposition instructions from Customer within twenty-four (24) hours, and (c) if disposition instructions are not given by Customer within ten (10) days of our initial notification to Customer, we may offer the cargo for public sale. In the case of perishable cargo, we may dispose of the cargo at a time and in a manner we deem appropriate. Customer will be responsible for storage and other reasonable costs we incur in acting as a warehouseman. To the extent any sale or disposal revenues exceed the storage and other costs that we incur as a warehouseman, we will remit the balance to Customer. If Customer gives us timely disposition instructions, we will use any commercially reasonable steps to abide with such instructions. Customer will pay our costs and any line-haul transportation charges for redelivery as described below.

SHIPMENT WEIGHTS AND SIZES

Our Rights Re: Overweight Shipments:

We have the right (but not the obligation) to (1) have any loaded container or trailer weighed to determine if it conforms with safe handling rules and applicable federal, provincial, state and municipal laws and (2) to hold and transload all or a portion of the cargo to another trailer or container if we become aware that the trailer or container is overweight. Customer is responsible for all associated costs, including, without limitation, the cost of transloading, using and moving the trailer and container and any resulting storage charges. In states that issue permits for overweight shipments, Customer must reimburse us for the actual cost of the permit.

Weight Information from Customer:

We will not knowingly violate weight restrictions under federal, state or municipal laws. Customer warrants that we may rely on Customer's documentation as to the amount of weight associated with a loaded container or trailer.

In determining the weight, Customer will take into consideration the tare weights of the container and chassis or trailer, the position of the vehicle tandems (if sliding) prior to loading and the weight distribution of the cargo (including any blocking or bracing).

Handling of Overweight Shipments:

If an overweight problem is determined after pick up and before reaching the origin terminal, we will return the shipment to the consignor for correction if permitted. If the shipment cannot be returned, Customer will arrange for correction of the overweight condition at Customer's expense. If an overweight problem is determined after arrival at the destination rail terminal and before reaching the consignee, the shipment will be delivered to the consignee if permitted. If the shipment cannot be delivered, Customer will arrange for correction of the overweight condition at Customer's expense. Customer is responsible for all charges associated with the pick up or delivery as originally arranged, as well as all additional costs or charges arising out of the overweight condition, including but not limited to storage, detention and redelivery charges.

Oversize Equipment:

Due to the variety of road restrictions within our operating area, equipment over 96 inches wide and over 45 feet long may in some circumstances be considered illegal to be operated on certain roads. Customer is responsible (and will reimburse us) for any fines, expenses, violations, delays, costs and accidents resulting from any equipment considered overwidth or overlength in violation of restrictions under federal, state, provincial or municipal laws. We may incur out-of-route mileage (for which Customer will be responsible) to avoid violating equipment size laws.

FORCE MAJEURE

We will be excused for any failure to perform our services due to any cause beyond our reasonable control, including without limitation: fire; explosions, strikes, work stoppages, labor strife, riot, war, acts of the public enemy; acts of God, including floods, hurricanes, tornadoes, earthquakes, unusually severe weather, and natural disasters; acts of terrorism; local or national disruptions to transportation networks or operations; road closures; material equipment repairs; fuel shortages; governmental regulations; embargo; quarantine; or governmental request or requisition for national defense. We will use commercially reasonable efforts to continue our performance to the extent not affected by the force majeure event.

SHIPPER OBLIGATIONS

Customer or its shipper is responsible to count and record all contents of shipments moved under this Tariff and to apply a protective seal to the loaded equipment, unless Customer has arranged before dispatch for us to provide these services. Customer will or will cause the consignor to load, block, brace and secure all cargo to prevent shifting as appropriate for the selected mode of transportation. Customer will not tender any hazardous materials and waste, high value shipments (+\$100,000 in value), oversize or overweight shipments or commodities requiring

protection from heat or cold, unless such shipments have been properly identified and Customer has made the necessary prior arrangements with us. Although we will inspect any empty containers or trailers before delivery to Customer, Customer will also inspect all empty containers and trailers tendered for loading and reject any equipment that is not in apparent suitable condition to protect and preserve the cargo during transportation and notify us of any rejected equipment. Customer will and will cause its consignors or consignees not to lose, damage or misuse tractors, trailers, containers, chassis or other equipment and will pay for any loss or damage resulting from Customer's or its consignors or consignee's possession or use of such equipment.

ARBITRATION:

Any and all disputes not resolved between STG and Customer will be resolved at binding arbitration, before a recognized arbitration board to be jointly selected by Customer and STG. The arbitration shall be held within thirty (30) days of notification from Customer to us of the need for arbitration. The arbitration will be conducted at a location mutually agreed to by STG and Customer. Each party will bear its own costs of the arbitration and costs of arbitration board will be equally split.

Please contact the STG Contracts Administrator (contracts@stgusa.com) to answer questions regarding this Tariff.

We appreciate your business.