

# TARIFF GPTC 190-E

Cancels

TARIFF GPTC 190-D



G&P TRUCKING COMPANY, INC.

MC-60709

## Rules

Also

**CHARGES FOR TERMINAL AND  
SPECIAL SERVICES AND  
EXCEPTIONS TO RULES OF GOVERNING CLASSIFICATION**

# **RULES TARIFF**

THIS TARIFF APPLIES ONLY WHERE AND TO THE EXTENT PROVISION MAKE  
SPECIFIC REFERENCE HERETO

For governing publications, see Item 100.

## **EFFECTIVE APRIL 1, 2008**

ISSUED BY  
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TARIFF GPTC 190-E

IN THE ABSENCE OF A SPECIFIC RULE PUBLISHED ELSEWHERE IN A TARIFF OR CONTRACT THE RULES PUBLISHED IN THIS TARIFF WILL APPLY.

RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

ITEM 100

GOVERNING TARIFFS

This tariff is governed, except as otherwise provided herein, by the following described tariffs and by supplements thereto or successive reissues thereof:

KIND OF TARIFF	TARIFF SERIES	KIND OF TARIFF	TARIFF SERIES
Classification, governing..	NMF 100	Mileage Guide.....	HGB 100

ITEM 105

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

ABBREVIATION OR REFERENCE MARK	EXPLANATION
<.....	To denote reductions.
>.....	To denote increases.
?.....	To denote changes which result in neither increases nor reductions in charges.
@.....	Addition.
(x).....	Except as noted.
{ }.....	Where this reference mark appears, containing a supplement number, it denotes that such reference item or provision is reissued without change from that supplement. Consult that supplement for effective date of change. (See Item 846)
D.O.T.....	Department of Transportation.
GPTC.....	G & P Trucking Company, Inc.
HGB.....	Household Goods Carriers Bureau.
M.....	Denotes thousand pounds.
MWT.....	Maximum weight per trailer used in pounds.
NMF.....	National Motor Freight Traffic Association, Inc.
NMFC.....	National Motor Freight Classification.
NOI.....	Not otherwise more specifically described in NMFC.
Viz.....	Namely.
VMW.....	Volume Minimum Weight in pounds.

ITEM 360

BILLS OF LADING - CORRECTED

If rebilling is required due to incorrect bill of lading, a charge of \$35.00 will be made.

ITEM 381

CANCELLATION OF ITEMS

As this tariff is supplemented, numbered items with letter suffixes cancel, except as otherwise specifically indicated, correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A.  
 EXAMPLE: Item 20-A cancels Item 20, and Item 25-B cancels Item 25-A in a prior supplement, which in turn canceled Item 25. (If Item 25 had not been canceled for some reason, Item 25-B would cancel it as well). If the new Item provides a specific cancellation of a prior issue or issues, this rule is not applicable.

ITEM 406

CARTAGE CHARGE

When a cartage agent is utilized to originate the movement, the cartage charge will be in addition to the applicable charges provided in this tariff. This charge will be shown on the carrier way bill as a pick-up charge.

ITEM 430

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

The charge for collecting and remitting the C.O.D. payment will be \$200.00 per shipment, in addition to all other applicable charges.

ITEM 500

DETENTION - VEHICLES WITH POWER UNITS

The carrier will allow one (1) hour free time (Including Stopoffs) for the loading or unloading of the vehicle at origin or destination. For each quarter hour in excess of the one (1) hour free time, when driver and power remain with trailer, a detention charge of \$15.00 for each 15 minutes or fraction thereof, will be made.

For explanation of abbreviations and reference marks, see Item 105.

TARIFF GPTC 190-E

RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

ITEM 501

DETENTION - VEHICLES WITHOUT POWER UNITS

1. The carrier will allow two (2) free days on trailers spotted for loading or unloading. For each one day in excess of the two free days, the charges will be assessed as follows:

PERIOD OF USE BEYOND FREE TIME:	CHARGE PER VEHICLE
For the 1st and 2nd 24 hours or fraction thereof (See NOTE A).....	\$30.00
For the 3rd and 4th 24 hours or fraction thereof (See NOTE B).....	\$40.00
For the 5th and each succeeding 24 hours or fraction thereof (See NOTE B)...	\$50.00

Computation of time shall begin upon notification of the representative of the consignor or consignee of the arrival of the vehicle for loading or unloading. Time shall end upon notification of completion of loading or unloading.

NOTE A--Excluding Saturdays, Sundays or Holidays.

NOTE B--Including Saturdays, Sundays or Holidays.

2. When carrier is requested to drop a trailer for loading or unloading outside a 30 mile radius of carrier's facility, a charge of \$1.35 per mile will be assessed for all deadhead miles for performing this service.

ITEM 510

DISTANCES - MILEAGE AND ROUTES

1. Where rates in this tariff are based on mileage, the mileage shall be the distance between the point of origin and points of destination by the shortest regularly traveled available highway routes and shall be ascertained by the compilation of distance in Tariff HGB 100 series (Mileage Guide).
2. Where rates are not shown for the actual distance, the rates given for the next greater distance will apply.
3. When on shipments subject to stopoff for partial loading or unloading, mileage will be determined from origin to destination through the stopoff point or points.

ITEM 520

EQUIPMENT - VEHICLE ORDERED BUT NOT USED

When an order is placed by a shipper for a vehicle, and due to no disability, fault, nor negligence on the part of the carrier, the vehicle is not used, cancellation of the order must be made before the vehicle is dispatched for pickup in compliance with such order. If cancellation is not made and the vehicle is dispatched as ordered, a charge of \$1.35 per mile for all the mileages on the vehicle will be assessed observing as minimum \$150.00 per vehicle. Mileage will apply from and to the dispatching terminal.

ITEM 567

HAZARDOUS MATERIALS

Rates for commodities specified by D.O.T. as hazardous, will be subject to an additional charge of 10% of the line haul rates, subject to a maximum charge of \$150.00.

ITEM 574

LAYOVER CHARGE

A Layover Charge of \$200.00 per day shall apply if an unscheduled break in transit occurs due to delays in loading or unloading times which are not the fault of the carrier.

ITEM 576

LIMITATION OF LIABILITY--MEXICO

With respect to any shipment originating outside of Mexico with ultimate destination in Mexico, or originating in Mexico with ultimate destination outside Mexico, GPTC shall have no liability either for itself or for any Mexican Carrier involved in the move, for loss, damage or delay which occurs within Mexico, or while in the possession of the designated customs broker, freight forwarder, drayage company, etc. GPTC shall have full, actual or released value liability, but not to exceed \$100,000.00 per shipment for any shipment moving within the United States and in GPTC's possession. There will be no carrier coverage between Republic of Mexico origin/destination(s), and the U.S. broker.

ADDITIONAL LIABILITY COVERAGE: All shippers of international cargo are urged to obtain international cargo insurance through the commercial market. GPTC will not make available any type of international cargo insurance between points served direct in the U.S., and points in the Republic of Mexico.

ITEM 578

LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE

1. Rates are applicable only when vehicles are loaded by the consignor and unloaded by the consignee.
2. If consignor requests the carrier to assist in the loading of the vehicle, a charge of \$100.00 per vehicle will be assessed, plus applicable detention with power.
3. If consignee requests the carrier to assist in the unloading of the vehicle, a charge of \$100.00 per vehicle will be assessed, plus applicable detention with power.

ITEM 605

MILEAGE AND ROUTES

The mileage shall be ascertained by the compilation of distance in Tariff HGB 100 series (Mileage Guide). When on shipments subject to stopoff for partial loading or unloading, mileage will be determined from origin to destination through the stopoff point(s).

For explanation of abbreviations and reference marks, see Item 105.

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RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

ITEM 720

PAYMENT OF CHARGES

1. Shipper shall pay to carrier the lawfully applicable rates and charges within a fifteen (15) calendar day period from the date of invoice.
2. Failure to make payment of freight charges for services performed as a common carrier which subsequently results in legal action taken, the debtor will be responsible for attorney fees and/or court costs.

ITEM 750

PICKUP OR DELIVERY SERVICE

1. When carrier is requested to pickup or deliver freight on Saturday, Sunday or legal holidays, an additional charge of \$1.35 per mile will be assessed for deadhead miles, subject to a minimum charge of \$100.00 per trailer for this service.
2. When authorized by the shipper, a minimum of \$1.35 per mile will be charged for deadhead.

ITEM 784

PROOF OF DELIVERY

1. Carrier will furnish one copy of the bill of lading showing the receiver's signature with the freight bill at no charge.
2. Carrier will also provide access to carrier's web site where a copy of the bill of lading showing the receiver's signature can be retrieved at no additional charge.
3. Additional copies will be furnished on request for a charge of \$25.00 per copy, payable in advance.

ITEM 820

RECONSIGNMENT OR DIVERSION

When upon instruction of shipper or consignee, a shipment is diverted or reconsigned at destination, or at a point intermediate to original destination, full tariff rates to and from point of diversion will be assessed, subject to a minimum charge of \$100.00.

ITEM 830

REDELIVERY

When a shipment is tendered for delivery and through no fault of the carrier, such delivery cannot be accomplished, no further tender will be made except upon request. Additional tenders and final delivery will be subject to the following provisions:

If one or more additional tenders or final delivery of the shipment are made at consignee's place, a charge of \$1.35 per mile for all the mileages on the vehicle will be assessed, subject to a minimum charge of \$100.00 per vehicle.  
Mileage will apply from and to the dispatching terminal.

ITEM 846

REISSUED MATTER IN SUPPLEMENTS, METHOD OF DENOTING

Matter brought forward without change from a supplement being canceled into another supplement will be designated as reissued by the existence of a number enclosed within brackets, i.e. { }. The number represents the supplement in which the reissued matter first appeared in its currently effective form. To determine its original effective date, consult the supplement in which the reissued matter first became effective.

ITEM 848

RELEASED OR DECLARED VALUE - APPLICATION OF RATES

Except as otherwise specifically provided in individual contracts, unless the shipper shall have declared a higher value in accordance with the provisions of this rule and shall have paid the additional charge provided for herein, the shipper shall be deemed to have declared a value not to exceed \$100,000.00 per shipment.

Shipments with a declared value in excess of \$100,000.00 will be accepted subject to the following provisions:

1. Carrier must be notified at the time it agrees to transport the shipment that a value in excess of \$100,000.00 will be declared and carrier must have agreed, in writing signed by an authorized representative, to accept the shipment at the declared excess value.
2. The following must appear prominently and legibly on the bill of lading:  
"The declared value of the property is hereby stated by the shipper to be not exceeding \$...."
3. A charge of \$0.50 per \$100.00 of declared value in excess of \$100,000.00, in addition to all other applicable charges, will be assessed.  
Carriers' liability for loss or damage to the shipment will not exceed the shipments actual value or the value declared in accordance with this rule, whichever amount is less.

ITEM 900

STOPOFFS FOR PARTIAL LOADING OR UNLOADING

The Stopoff Charge for partial loading or unloading will be \$75.00 for the first stop, \$125.00 for the second stop and \$200.00 for the third stop and each stop thereafter.

For explanation of abbreviations and reference marks, see Item 105.

RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

ITEM 992

WEIGHT VERIFICATION

Carrier will verify the weight of any shipment upon request by either the consignor or consignee. Such verification will only be made while in the custody of the carrier. A charge of \$1.35 per mile on all additional miles incurred to perform the service, subject to a minimum charge of \$50.00 per shipment will be made for such verification. This is to be paid by party requesting service. If consignor, consignee or paying party responsible for the freight charges does not request carrier to verify the weight of a shipment, carrier will not be responsible for any overweight fines incurred. Carrier will pay all fines upfront but paying party responsible for the freight charges is responsible for reimbursement to carrier of fines incurred for any kind of overweight (axle weights, gross weights, bridge laws, etc) and paying party responsible for the freight charges will be subject to a \$35.00 administration fee for each overweight citation incurred.

For explanation of abbreviations and reference marks, see Item 105.

