

ORIGINAL TITLE PAGE

TOCT 401-A  
CANCELS  
TOCT 400-A

TOTEM OCEAN TRAILER EXPRESS, INC.



**Totem Ocean Trailer Express, Inc.**

COMMODITIES AS DESCRIBED HEREIN

BETWEEN

Points in Alaska

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ORIGINAL TITLE PAGE EFFECTIVE: JANUARY 1, 2012

ISSUED BY: JOE BRITT, CONTRACT AND TARIFF MANAGER  
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

## CHECK SHEET OF TARIFF PAGES AND SUPPLEMENTS

Title Page and Pages 1 to 27, inclusive, of this tariff are effective as of the dates shown. Revised pages as named below contain all changes from the original tariff that are in effect on the dates shown.

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4	0	11	<b>1 (C)</b>	18	0	25	0
5	0	12	0	19	0	26	0
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	ITEM NO.
<p style="text-align: center;"><b>GOVERNING PUBLICATIONS</b></p> <p>This tariff is governed, except as otherwise provided herein, by the following publications and supplements thereto or subsequent reissues thereof</p> <ol style="list-style-type: none"> <li>1. National Motor Freight Classification, NMF series, National Motor Freight Traffic Association, Inc.</li> <li>2. Household Goods Carriers Bureau Committee Mileage Guide, HGB series.</li> <li>3. ARRC 9003 tariff Exempt Rate Memorandum No.2-Q.</li> </ol>	100
<p style="text-align: center;"><b>DEFINITION - SHIPMENT</b></p> <p>A shipment is defined as one trailer or one trailer assigned a unique TOTE Intrastate booking number.</p>	115
<p style="text-align: center;"><b>APPLICATION OF RATES</b></p> <p>Rates named in this tariff cover the service of tractor and driver and include pickup from shipper's place of business and delivery to consignee of a shipper owned or leased trailer (loaded or empty). Such pickup and delivery service does not include the provision of a trailer and shall not apply to rail shipments. The rates named in this tariff do not apply to the transportation of:</p> <ol style="list-style-type: none"> <li>1. Property of extraordinary value such as Bank Bills, Coins or Currency; Deeds, Drafts, Notes of valuable paper of any kind; Jewelry; Precious Metals or Articles manufactured there from; Precious Stones or Revenue Stamps.</li> <li>2. Class A and B explosives; Poison A</li> <li>3. Commodities injurious or contaminating to other lading.</li> <li>4. Highway route controlled quantity radioactive materials as defined in 173.455.</li> </ol>	160
<p style="text-align: center;"><b>ADVANCING CHARGES</b></p> <p>Under no circumstances will carrier advance charges to shippers, owners, consignees, their warehouseman or agents.</p> <p>Charges for services not otherwise provided for in this tariff that are deemed incidental to the transportation of freight by TOTE or TOTE's agent(s) will be determined by carrier's Pricing Department or its delegate.</p>	300
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF	
(3)	

ITEM NO.

## APPLICATION OF RAIL FUEL SURCHARGE

345

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

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ITEM NO.

## APPLICATION OF HIGHWAY FUEL SURCHARGE

346

The fuel surcharge applicable to highway rates in this tariff shall be determined using the Department of energy Diesel Fuel Price Chart (<http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp>). The West Coast diesel fuel price published on the first and third Monday of each month will be used to determine the applicable surcharge. Should the Department of Energy not publish an index on Monday due to holiday or some other circumstance, the available published price will be utilized. Revisions will take effect on the second Sunday after publication.

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

Note 1: The provisions of this highway fuel surcharge will not apply to Items 342 (rail moves) 500, 506, 810, 892 and 912 of this tariff.

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## FUEL TABLE

US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE	US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE	US WEST COAST AVERAGE HIGHWAY DIESEL FUEL PRICE RANGE	FUEL SURCHARGE
\$0.00 - \$1.239	0.0%	\$2.48 - \$2.519	16.5%	\$3.76 - \$3.799	32.5%
\$1.24 - \$1.279	1.0%	\$2.52 - \$2.559	17.0%	\$3.80 - \$3.839	33.0%
\$1.28 - \$1.319	1.5%	\$2.56 - \$2.599	17.5%	\$3.84 - \$3.879	33.5%
\$1.32 - \$1.359	2.0%	\$2.60 - \$2.639	18.0%	\$3.88 - \$3.919	34.0%
\$1.36 - \$1.399	2.5%	\$2.64 - \$2.679	18.5%	\$3.92 - \$3.959	34.5%
\$1.40 - \$1.439	3.0%	\$2.68 - \$2.719	19.0%	\$3.96 - \$3.999	35.0%
\$1.44 - \$1.479	3.5%	\$2.72 - \$2.759	19.5%	\$4.00 - \$4.039	35.5%
\$1.48 - \$1.519	4.0%	\$2.76 - \$2.799	20.0%	\$4.04 - \$4.079	36.0%
\$1.52 - \$1.559	4.5%	\$2.80 - \$2.839	20.5%	\$4.08 - \$4.119	36.5%
\$1.56 - \$1.599	5.0%	\$2.84 - \$2.879	21.0%	\$4.12 - \$4.159	37.0%
\$1.60 - \$1.639	5.5%	\$2.88 - \$2.919	21.5%	\$4.16 - \$4.199	37.5%
\$1.64 - \$1.679	6.0%	\$2.92 - \$2.959	22.0%	\$4.20 - \$4.239	38.0%
\$1.68 - \$1.719	6.5%	\$2.96 - \$2.999	22.5%	\$4.24 - \$4.279	38.5%
\$1.72 - \$1.759	7.0%	\$3.00 - \$3.039	23.0%	\$4.28 - \$4.319	39.0%
\$1.76 - \$1.799	7.5%	\$3.04 - \$3.079	23.5%	\$4.32 - \$4.359	39.5%
\$1.80 - \$1.839	8.0%	\$3.08 - \$3.119	24.0%	\$4.36 - \$4.399	40.0%
\$1.84 - \$1.879	8.5%	\$3.12 - \$3.159	24.5%	\$4.40 - \$4.439	40.5%
\$1.88 - \$1.919	9.0%	\$3.16 - \$3.199	25.0%	\$4.44 - \$4.479	41.0%
\$1.92 - \$1.959	9.5%	\$3.20 - \$3.239	25.5%	\$4.48 - \$4.519	41.5%
\$1.96 - \$1.999	10.2%	\$3.24 - \$3.279	26.0%	\$4.52 - \$4.559	42.0%
\$2.00 - \$2.039	10.5%	\$3.28 - \$3.319	26.5%	\$4.56 - \$4.599	42.5%
\$2.04 - \$2.079	11.0%	\$3.32 - \$3.359	27.0%	\$4.60 - \$4.639	43.0%
\$2.08 - \$2.119	11.5%	\$3.36 - \$3.399	27.5%	\$4.64 - \$4.679	43.5%
\$2.12 - \$2.159	12.0%	\$3.40 - \$3.439	28.0%	\$4.68 - \$4.719	44.0%
\$2.16 - \$2.199	12.5%	\$3.44 - \$3.479	28.5%	\$4.72 - \$4.759	44.5%
\$2.20 - \$2.239	13.0%	\$3.48 - \$3.519	29.0%	\$4.76 - \$4.799	45.0%
\$2.24 - \$2.279	13.5%	\$3.52 - \$3.559	29.5%	\$4.80 - \$4.839	45.5%
\$2.28 - \$2.319	14.0%	\$3.56 - \$3.599	30.0%	\$4.84 - \$4.879	46.0%
\$2.32 - \$2.359	14.5%	\$3.60 - \$3.639	30.5%	\$4.88 - \$4.919	46.5%
\$2.36 - \$2.399	15.0%	\$3.64 - \$3.679	31.0%	\$4.92 - \$4.959	47.0%
\$2.40 - \$2.439	15.5%	\$3.68 - \$3.719	31.5%	\$4.96 - \$4.999	47.5%
\$2.44 - \$2.479	16.0%	\$3.72 - \$3.759	32.0%	\$5.00 - \$5.039	48.0%

ITEM NO.

346  
(Continued)

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

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ITEM NO.

## BILL OF LADING

355

This section is reserved for TOTE's Bill of Lading. To view TOTE's online Bill Of Lading please visit [www.totemocean.com/fb-forms.htm](http://www.totemocean.com/fb-forms.htm).

Or you may request a copy by calling TOTE's Alaska Customer Service at (800) 234-8683.

## DRIVER DELAY CHARGES

500

Except as otherwise provided rates include.

1. One hour waiting time at origin point(s) to effect placement and/or for consignor to complete loading if driver is required to stand by.
2. One hour waiting time at destination point(s) to effect placement and/or for consignee to complete unloading if driver is requested to stand by.

Delays beyond one hour (through no fault of TOTE) shall be charged to the party responsible for the freight charges in accordance as follows:

Points in Alaska: \$40 per quarter hour or fraction thereof.

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ITEM NO.

506

## TRAILER DETENTION

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

## I. Free Time

Customer shall release the trailer back to carrier's agent prior to the expiration of free time or shall be subject to detention charges as described in this item. Release shall be in the form of telephonic notification to carrier (telephone or facsimile transmission), electronic notification or in person to carrier.

- A. Free time will commence the first 12:01 a.m. after trailer is dispatched or removed from carrier's Anchorage, Alaska, terminal, and will exclude Saturdays, Sundays or holidays, except as provided for in Paragraph B below. (See Item 120, Definition of Terms)
- B. Chargeable detention will commence on a Saturday or holiday if consignee or consignor is notified by carrier that free time will expire at 12:00 midnight immediately preceding that Saturday or holiday. Chargeable detention continues (to include all subsequent weekends and holidays) until trailer is released pursuant to this item.

After the expiration of free time, Saturdays, Sundays and holidays will be used in the computation of detention charges.

Free time in Alaska will be allowed as follows:

EQUIPMENT TYPE	FREE TIME
Bulk Tank Vehicles	48 hours
Dry trailers and all other vehicles	72 hours
Insulated Vehicles (during KFF season)	72 hours
Refrigerated Vehicles (Live or Dry-Loaded)	72 hours
Special Equipment (See Item 888 "Special Equipment")	48 hours

In addition to the above listed free time, shipments which are forwarded by carrier to points in Rate Zones B, F, G, H, K, M and S, as defined in Item 342 of this tariff, will be afforded an additional 48 hours free time. In addition to the above listed free time, shipments will be afforded an additional 48 hours free time when a loaded vehicle is placed for unloading and that same vehicle is reloaded with a revenue load at the same address for movement southbound beyond the port of Anchorage.

(Item continued on following page)

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ITEM NO

TRAILER DETENTION

506  
(Continued)

EXCEPTION 1 TO PARAGRAPH I.:

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

EXCEPTION 2:

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

EXCEPTION 3:

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

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

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

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

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

(Item concluded on following page)

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ITEM NO.

TRAILER DETENTION

506  
(Concluded)

- E. Trailers removed from carrier's terminals for loading but returned to carrier without cargo loaded thereon shall be assessed charges in this item.
- F. Shipments loaded by shipper under the provisions of this item shall move under a "shipper's seal, load, stow and count" bill of lading.

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

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

DETENTION – DROP AND PICK SERVICE IN ALASKA

A. Detention charges per day.

	Equipment	Per 24 hour	Applies
1	Non- refrigerated vehicles	\$75	After expiration of free time
2	Refrigerated vehicles	\$100	After expiration of free time
3	Shipper owned equipment on carrier chassis	\$25	After expiration of free time
4	Bulk tank vehicles	\$100	After expiration of free time

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

	Equipment	Per 24 hour	Applies
1	Refrigerated, insulated, lowboy, other special equipment	\$100	Period or fraction thereof
2	Non-refrigerated trailers	\$75	Period or fraction thereof

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ITEM NO.

## EXPIRATION DATES – APPLICATION

535

Items, rates or other provisions making reference hereto in this Tariff TOCT 401-A expire with the date indicated below unless sooner changed or extended. Items making reference hereto, but not listed have expired.

PROVISIONS WHICH EXPIRE	PAGE	DATE EXPIRING
2436	22	<b>April 21, 2012</b>

## IMPRACTICABLE OPERATIONS

570

Nothing in this tariff shall be construed as making it binding on a TOTE to pick up or deliver freight at locations from or to which it is impracticable to operate trucks or drays on account of condition of highways, roads, streets or alleys, because of circumstances beyond its control, including but not limited to: Acts of God, floods, storms, earthquakes, hurricanes, tornadoes or other severe weather or climatic conditions; acts of the public enemy, war, blockade, riot, insurrection, vandalism or sabotage; fire, accident, wreck, explosion; mechanical breakdown in equipment or facilities of Contractor or TOTE; lawful or unlawful strikes, lockouts or labor disputes; governmental laws, ordinances, orders or regulations, whether valid or invalid and including, but not limited to, condemnations, embargoes, priorities, requisitions, allocations or restrictions on facilities, equipment or operations.

## RAIL INABILITY TO OPERATE

572

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

Equipment	Charge per trailer/container
Single trailers/containers	\$1,330
Set of Doubles/trailer, containers	\$1,150

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

## EQUIPMENT - TRAILER MEASUREMENTS

575

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

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ITEM NO.

580

## LOSS OR DAMAGE LADING

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

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

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

In the event of a mechanical breakdown, malfunction or derangement to shipper furnished refrigerated or heated equipment, TOTE will, after it discovers same, attempt such repairs as it deems capable of performing or if repair by TOTE is determined (in TOTE's sole judgment) to not be possible, shipper will promptly be requested to immediately remove same from its yard and to unload and protect the cargo therein. In no event will TOTE be liable for a failure to discover, diagnose or repair such malfunctioning equipment or for having failed to notify shipper except where such notification was unreasonably delayed.

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ITEM NO.

## OPERATING RIGHTS

650

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

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

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

Between points in Alaska.

## PICKUP AND DELIVERY SERVICE

750

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

Service	Charge
For one way dray in Anchorage	\$133
For round trip dray in Anchorage	\$175
For one way or round trip dray in Fairbanks, Kenai and Seward	\$270

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

## PROTECTIVE SERVICE - KFF

810

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

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

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

During transit	\$75 per unit per day.
At destination yard	\$81 per unit per day.

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ITEM NO.

884

**SHIPPER FURNISHED EQUIPMENT**

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

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

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

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

892

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

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

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

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

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ISSUED BY: JOE BRITT, CONTRACT AND TARIFF MANAGER  
P.O. BOX 4129, FEDERAL WAY, WASHINGTON 98063-4129

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

ITEM NO.

STOPOFFS

900

1. Stopping for Partial Loading or Unloading:

Stops, in addition to the initial pickup or delivery will be permitted for the purpose of picking up or unloading the component parts of a single shipment loaded to the same trailer/container. The stopoff point must lie directly intermediate between origin point and final destination via the regular route over which operations are generally conducted.

2. Limitations:

- A. Stopoff will only be permitted on truckload shipments.
- B. The provisions of this item are not applicable when the stop in transit occurs within the same pickup or delivery limits of the city or town of the initial pickup or final destination.
- C. Stopoffs are not allowed between rail hubs.
- D. Service is provided on a driver standby basis with 1 hour of free time subject to the terms of Item 500.

3. Stopoff Charges:

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

Regular Business Hours	\$193
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF

ITEM NO.

## STORAGE AT DEPOT

912

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

## A. Free Time

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

1. Truckload and vehicle shipments, except as otherwise provided below: 48 hours per unit
2. Passenger vehicles, pickup trucks, motor homes, campers, trucks, boats on trailers, buses: 72 hours per vehicle

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

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

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

## B. Storage Charges

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

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

The date of dispatch from storage will be excluded from the calculation of storage charges, except as outlined in Paragraph D of this item. Thereafter, free time will commence the first midnight after trailers have been afforded placement or delivery service. (The provisions of free time and detention charges, Item 500 will apply.)

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

ITEM NO.

## STORAGE AT DEPOT (Continued)

912  
(Continued)

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

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

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

1. Nonpayment of cash collect freight charges.
2. Indication of inability to fulfill statutory payment of freight charges.
3. Non-receipt of proper shipping documents.
4. Storage charges will accrue after the expiration of free time once the cargo has been made available (See NOTE 1) for delivery up to but excluding the day that freight and storage charges are paid or shipping documents are received. Storage charges will be assessed against the cargo at the charges specified herein.

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

F. EXCEPTION TO ITEM 574:

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

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

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

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P.O. BOX 4129, FEDERAL WAY, WASHINGTON 98063-4129

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

ITEM NO.

## STORAGE AT DEPOT

912  
(Concluded)

DESCRIPTION	STORAGE CHARGES PER UNIT (Except as Noted) PER 24 HOUR DAY OR FRACTION THEREOF		
	FIRST TWO CHARGEABLE DAYS	THEREAFTER	MINIMUM CHARGE
Refrigerated & insulated trailers ①, Bulk Tank Trailers and Special Equipment as described in Item 888	\$100	\$125	\$100
Flatbeds and dry trailers	\$75	\$90	\$75
Passenger vehicles/pickup trucks	\$40	\$40	\$40
Motor Homes/camper/trucks/boats on trailers/Buses	\$75	\$75	\$75
Rubber tired machinery/machines/tracked vehicles	\$75	\$75	\$75
Cargo NOI stored at TOTE terminal	\$25	\$25	\$25
Shipper owned trailers (except as below)	\$50	\$50	\$50
Shipper owned refrigerated trailers (when loaded with freight requiring temperature control)	\$75	\$100	\$75

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

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P.O. BOX 4129, FEDERAL WAY, WASHINGTON 98063-4129

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

	ITEM NO.
<p style="text-align: center;">UNNAMED POINTS - ORIGIN AND DESTINATIONS</p> <p>Except as otherwise provided, rates, rules and regulations provided in this tariff will apply to or from points named and points and places within the corporate limits of the municipality.</p> <p>Points not otherwise provided in this tariff see item 1000.</p> <p>TOTE reserves the right, at its sole discretion, to refuse acceptance of any shipments.</p>	980
<p style="text-align: center;">LOAD SPECIFICATIONS</p> <p>Without prior approval, shipments may not exceed the following size and weight limitations:</p> <p>Length 53' Width 8'6 Height 14' Weight 55,000 lbs</p> <p>Shipments exceeding the above load specifications must have prior approval from TOTE's operations department.</p>	981
ISSUED: JANUARY 1, 2012	EFFECTIVE: JANUARY 1, 2012
ISSUED BY: JOE BRITT, CONTRACT AND TARIFF MANAGER P.O. BOX 4129, FEDERAL WAY, WASHINGTON 98063-4129	
FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS REFER TO LAST PAGE OF TARIFF	
(19)	

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

COMMODITY	BETWEEN: Points in Alaska other than points named in this tariff.	ITEM NO.
Freight All Kinds (except as described in Item 160)	① ② <span style="border: 1px solid black; padding: 2px 10px;">\$3.65</span>	1000

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

- ① - Rate is in dollars and cents per trip mile and applies on single trailers only.
- ② - Minimum charge will be \$697 per round-trip trailer movement for distances of 200 miles or less.

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

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

COMMODITY	BETWEEN: Anchorage, AK AND: Fairbanks, AK.	ITEM NO.
Freight All Kinds (except as described in Item 160)	NORTHBOUND	
	Trailers not exceeding 48'	\$704
	Trailers exceeding 48' to 53'	\$735
	SOUTHBOUND	
	Trailers not exceeding 53'	\$378
		2434

Rates apply only for Rail service between intermodal ramps in Anchorage and Fairbanks.

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

Rates expire December 31, 2012.

Iron and Steel Pipe, Piling or Casing (except as described in item 160)	NORTHBOUND		2435
	Trailers not exceeding 53'	\$945	

Rates apply only for Rail service between intermodal ramps in Anchorage and Fairbanks.

Rates expire December 31, 2012.

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

ARBITRARIES RATES  
IN DOLLARS PER TRAILER OR LADING

ITEM NO.

COMMODITY: Freight All Kinds (except as described in Item 160)  
Rates apply only when Highway Services is provided.

2436

ARBITRARIES IN ALASKA  
BASING POINT: Anchorage, AK.

POINT OF ORIGIN OR DESTINATION	CHARGE PER TRAILER OR LADING (Round Trip)		POINT OF ORIGIN OR DESTINATION	CHARGE PER TRAILER OR LADING (Round Trip)	
Rate Zone B	⑥ ⑧	\$1,435	Deadhorse	⑤	\$4,400
Rate Zone B	⑦ ⑧	\$1,615	Eagle River/Birchwood		\$100
Rate Zone F	②	\$903	Fort Knox	①	\$1,401
Rate Zone F	③	\$1,083	Girdwood		\$325
Rate Zone G	①	\$1,479	Nikiski		\$825
Rate Zone H		\$857	Ninilchik		\$949
Rate Zone K		\$750	North Pole	②	\$1018
Rate Zone P		\$232	North Pole	③	\$1,198
Rate Zone S		\$684	Salamatof		\$825
Eielson AFB	②	\$1,018	Talkeetna	⑧	\$715
Eielson AFB	③	\$1,198	Whittier	④	\$525
			Willow	⑧	\$677

NOTE 1 Arbitrarities to a named Rate Zone will not apply to a point that is more specifically provided for.

NOTE 2 Additional charge if customer request 4 axel equipment: \$115 per trailer

NOTE 3 TOTE will not provide drays less than 50 miles except as in item 750.

(Item continued on following page)

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

## ARBITRARIES IN ALASKA

ITEM NO.

RATE ZONE		RATE ZONE	
Anchor Point	H	Healy	F
Anderson	F	Homer	H
		Home Spit	H
Big Delta	B	Houston	P
Big Lake	P		
Buffalo Center	B	Jackson Point	G
		Jonesville	P
Clam Gulch	H		
Clear	F	Kalifonsky	K
College	F	Kasilof	K
Cooper Landing	K	Kenai	K
Dayville	G	Matanuska	P
Delta	B	Moose Creek (Matanuska Susitna Borough)	P
Delta Junction	B	Moose Creek (North Star Borough)	F
Donnelly Flats	B	Moose Pass	K
Eielson AFB	F	Naptowne	K
Eklutna	P	Nenana	F
		North Nenana	F
Fairbanks	F		
Fairbanks International Airport	F	Palmer	P
Fort Greely	B		
Fort Wainwright	F	Seward	S
		Soldotna	K
Glennallen	G	Sutton	P
Gulkana/Gulkana Junction	G	Swanson River	K
		Valdez	G
		Wasilla	P

2436  
(Continued)

(Item concluded on following page)

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

ITEM NO.

## ARBITRARIES IN ALASKA

2436  
(Concluded)

- ① Applicable only when driver stand by service is provided, subject to Item 500 of this tariff. Not applicable when trailer is provided with placement (spot).
- ② Applicable on equipment not exceeding 45' overall length.
- ③ Applicable on 48' and 53' equipment.
- ④ Rate does not include applicable DOT tunnel charge.
- ⑤ Rate applies to/from Commercial Zone Deadhorse and includes two hours driver standby for loading/unloading. If drop and pick service is provided, an additional charge of \$3,500 will be assessed.
- ⑥ Trailers not exceeding 45' standby only.
- ⑦ Trailers 48' or 53', standby only.
- ⑧ Shipments to or from points listed by this reference shall not be entitled to placement or respot service, but shall be subject to driver stand-by for loading and unloading. Three hours free time will be allowed for loading and unloading. Delays beyond three hours will be charged according to Item 500.

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

## EXPLANATION OF ABBREVIATIONS

ARR/ARRC	Alaska Railroad
TOCT	Totem Ocean Trailer Express, Inc.
Ft	Foot or Feet
In	Inches
STB	Surface Transportation Board
TL	Truck Load
USC	United States Code
Viz	Namely
STB	Surface Transportation Board
SU	Set Up
TOTE	Totem Ocean Trailer Express, Inc.
VIZ	Namely
WA	Washington

## EXPLANATION OF SYMBOLS AND REFERENCE MARKS

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

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

<b>BOLD TYPE</b>	To denote a material change.
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