

1000 INDEX BY PAGE NUMBER

PAGE NUMBER	REVISION NUMBER	EFF DATE	PAGE NUMBER	REVISION NUMBER	EFF DATE
Title	0	03/15/10	36	0	03/15/10
1	0	03/15/10	37	0	03/15/10
2	0	03/15/10	38	0	03/15/10
3	0	03/15/10	39	0	03/15/10
4	• 1	12/15/10	40	0	03/15/10
5	0	03/15/10	41	0	03/15/10
6	0	03/15/10	42	0	03/15/10
7	0	03/15/10	43	0	03/15/10
8	0	03/15/10	44	0	03/15/10
9	0	03/15/10	45	0	03/15/10
10	0	03/15/10	46	0	03/15/10
11	0	03/15/10	47	0	03/15/10
12	0	03/15/10	48	0	03/15/10
13	0	03/15/10	49	0	03/15/10
14	0	03/15/10	50	1	06/03/10
15	1	05/06/10	51	0	03/15/10
16	0	03/15/10	52	0	03/15/10
17	0	03/15/10	53	0	03/15/10
18	0	03/15/10	54	0	03/15/10
19	0	03/15/10	55	0	03/15/10
20	0	03/15/10	56	0	03/15/10
21	1	11/01/10	57	0	03/15/10
22	0	03/15/10	58	0	03/15/10
23	0	03/15/10	59	0	03/15/10
24	0	03/15/10	60	0	03/15/10
25	0	03/15/10	61	0	03/15/10
26	0	03/15/10	62	0	03/15/10
27	0	03/15/10	63	0	03/15/10
28	0	03/15/10	64	0	03/15/10
29	0	03/15/10	65	0	03/15/10
30	0	03/15/10	66	0	03/15/10
31	0	03/15/10			
32	0	03/15/10			
33	0	03/15/10			
34	0	03/15/10			
35	0	03/15/10			



MC 119399

TARIFF CTRQ 1000-E
Cancels and Replaces
CTRQ 1000-D

NAMING

GENERAL CARRIAGE

Rules, Regulations, Rates and Charges for Accessorial Services.

For governing publications, see Item 100.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

TABLE OF CONTENTS

<u>SUBJECT</u>	<u>ITEM</u>	<u>PAGE</u>
Abbreviations, Reference Marks - Explanation of	----	65-66
Governing Publications	100	4
RULES AND REGULATIONS	100-995	4-64
Acceptance of Freight -- Restrictions Governing	120	5
Advancing Charges	300	13
Alternation of Rates and Distances	765-10	42
Alternation of Rates and Weights	765	42
Application of Rates	180	11
Application of Rates – Condition of Acceptance – Limited Liability	180-20	11
Application of Rates - Hazardous and/or Radioactive Commodities	180-30	12
Application of Rates to Points in New York	190	12
Application of Zone Rate - Zip Code	140,140-20	6-10
Basis For Arriving at Rates/Distances in Excess of that Shown in Rate Scales	510	30
Bill of Lading - Straight Bill	360	13
Bill of Lading - Order Bill	360-10	13
Blind Shipments	840	45
Shippers Bill of Lading	360-05	13
Cancellation of Original and Revised Pages, Except Title Page	382	14
Cargo Liability – Beginning of	400	14
Cargo Liability – Standard Maximum	408	15
Cargo Liability – High Value Loads	408-5	15
Cargo Liability – Used Cargo or Reconditioned Cargo	408-10	16
Cargo Liability – No Liability for Mexican Losses	408-15	17
Cargo Liability – Other Limitations	408-20	17
Charges for Documents, Forms or Copies	720-10	41
Claims - Applicability of Regulations	410	18
Claims - Overcharges	420	18
C.O.D. Shipments	430	18
Commercial Zones	980,980-10	60-61
Consecutive Numbers	455	18
Contract Schedules	180-10	11
Control and Exclusive Use of Vehicle	470	19
Customs or In-Bond Freight	480	20
Definitions	110	4-5
Definitions of Province Regions by Canadian Postal Zip Codes	140-20	10
Delivery Service - Without Receipt	751	41
Determination of Charges - Mexican Carrier (Import and Export)	490	21
Detention - Vehicles With Power Units	500	22-23
Detention - Vehicles Without Power Units	501	24-28
Detention – Vehicles Without Power Units: El Paso, TX / Cd Juarez, MX	501-10	28-30
Distances –Route: Irregular; Specific; Disaster	510-10	31
Equipment Ordered But Not Used	985	62
Equipment Drop And No Hook	986	62
Expedited Service or Team Request	530	31
Export Traffic - To Mexico	550	31
Ferry Charges	957	59
Forum Selection	421	18
Fractions	565	31
Fuel Surcharge - Application	567	32
Fuel Surcharge (Emergency) – Application	567-10	33
Fuel Surcharge – Mexico Application	568	34-35

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO

TABLE OF CONTENTS

<u>SUBJECT</u>	<u>ITEM</u>	<u>PAGE</u>
RULES AND REGULATIONS		
Hazardous Materials	569	36-37
Impracticable Operations	570	38
Loading - Unloading	578	38
Mileage Governing Publication	105	4
Minimum Charges Per Shipment	610	39
Minimum Charge Exemption	610-10	39
Minimum Tender - Contract Carriage	620	39
Multiple Delivery	750-10	41
Non-Alternating Pricing	765-30	42
Packing	680	40
Payment/Collection of Charges	720	40
Pickup or Re-delivery	750	41
Prearranged Scheduling of Vehicle -Arrival for Loading or Unloading	647	39
Prepayment or Guarantee of Charges	770	43
Primacy of Contract or Individually Determined Rate	816	43
Protective Service	810	43
Quotes	815	43
Rate Precedence	765-20	42
Re-consignment or Diversion	820	44
Reference to Tariffs, Items, Notes, Rules, or Other Provisions	845	45
Released Value	848	46
Requested Deadhead Miles	890-10	50
Returned, Undeliverable Shipment	860	47
Seizure and Impoundment by Customs (Note A)	880-10	47
Shipper Load and Count	578-10	39
Special Services - Security Check by Customs	880	47
Special Services - Towing	890	48
Stopping In Transit to Partially Load or Unload	900	52
Storage	910	53-58
Terminal Charges at Ports	950	59
Tolls - Express Mail Charges	647-10	40
Trailer Cleaning Charges	890-20	50
Trailer Delay - Import Shipments	890-01	49
Trailer Use Fee	890-30	50
Trailer Pool - Responsibility	890-05	50
Trailer Return	890-40	51
U.S. - Canada Border Crossing Fee	880-20	47
Vehicle Furnished	984	62
(See Equipment Ordered But Not Used)		
Weight Verification	992	63
Wood Packing Materials - Return of Non-Compliant Wood Packing Matl's	995	64
TABLE OF CONTENTS	----	1-2

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

Purpose Of This Tariff

The standard transportation services provided by Con-way Truckload Inc. and considered in Con-way Truckload Inc's standard line haul charges include normal pickup service at origin over the road transportation of the commodities: and normal delivery at final destination at a dock facility designed to receive freight shipments.

This publication contains the explanation of, and charges for, optional services that may be requested by the shipper, consignee or third party payer beyond those normally associated with standard transportation. Rules, charges and conditions of these optional services will apply on all shipments moving under pricing publications and agreements, including individual customer agreements, where CTRQ 1000 Tariff Series: General Carriage Rules is shown as a governing publication.

Provisions in this publication apply on shipments tendered to Con-way Truckload Inc, and are subject to change without prior notice. Any exceptions will be noted in specific account pricing provisions.

RULES AND OTHER PROVISIONS WHICH GOVERN THIS TARIFF

These rules (sometimes referred to as "rules" or "tariff", which are subject to amendment, shall be applicable to all common and contract carriage by this Carrier, except to the extent (1) prohibited by law, or (2) expressly agreed to otherwise by this Carrier and its Shipper/Customer in writing by specific negative reference hereto.

Carrier is not bound to transport property in any particular vehicle, in time for any particular market or markets, other than to transport the merchandise with reasonable dispatch.

All authorities are over Irregular Routes, except as otherwise provided herein.

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803		
APPLICATION		ITEM
<u>GOVERNING PUBLICATIONS</u>		
This tariff is governed except as otherwise provided herein by the following described tariffs, and by supplements thereto or successive issues thereof.		
<u>PUBLICATION</u>	<u>ISSUING AGENT OR CARRIER</u>	<u>REFERENCE</u>
Mileage Guide (See Item 105)	HHGCB	STB HGB 100
U.S. Postal Service 5-Digit Zip Code Directory	----- ▲U. S. Postal Service	
Hazardous Materials Regulation	U.S. D.O.T.	▲C.F.R. Title 49
National Six-Digit Canadian Postal Code Directory	Canada Post Corporation	
<u>DISTANCES – MILEAGE GOVERNING PUBLICATION</u>		
Except as otherwise provided, all mileages will be determined by the most recent version of Household Goods Bureau Mileage Guide as defined in Rand McNally Mile Maker TM "Practical Miles", City to City.		105
<u>DEFINITIONS</u>		
Except as otherwise provided in tariffs making reference to this tariff, or as otherwise provided herein, the following terms shall be given the meaning provided:		
BUSINESS HOURS:	Those hours during which persons in the community or trade involved generally keep their stores, offices, plants, etc. open for the transaction of business to all concerned.	
CHARGES:	Accessorial and line-haul charges.	
@ HOLIDAYS	U.S. Holidays*: New Year's Day, Memorial Day, Independence, Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, Christmas Day. *Holidays which fall on a Saturday normally will be observed on the preceding Friday, and holidays which fall on a Sunday normally will be observed on the following Monday.	
LOAD:	The amount of freight transported or to be transported on a vehicle at one time.	
PER LOADED MILE:	All miles from point of origin of a shipment to point of final destination of all or any portion of a shipment.	
PER VEHICLE USED:	The quantity of freight tendered on a shipment that safely, properly, and lawfully can be transported on one vehicle as one load and at one time.	
POINTS IN THE UNITED STATES:	All points within the contiguous United States and / or points between the continuous United States and Alaska. The definition of the United States shall exclude Hawaii.	
SHIPMENT:	A quantity of freight received from one shipper, at one point of origin, or from places within a single plant, at one time, for one consignee at one destination and covered by one bill of lading or written shipping order, for transportation in one vehicle, unless otherwise provided.	
For explanation of abbreviations and reference marks, see last page.		
:tanna		
ISSUED: December 15, 2010		EFFECTIVE: December 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>DEFINITIONS</u>	
<p>Except as otherwise provided in tariffs making reference to this tariff, or as otherwise provided herein, the following terms shall be given the meaning provided:</p> <p>TRUCK: Any unit or combination of units, such term to be considered to mean any single load carrying vehicle propelled or drawn by mechanical power and used upon the highways in the transportation of property.</p> <p>VEHICLE: Any combination of tractor and semi-trailers and full trailer that moves as a unit propelled or drawn by one power unit.</p>	110 concluded
<u>ACCEPTANCE OF FREIGHT -- RESTRICTIONS GOVERNING</u>	
<p>Carrier is not obligated to accept shipments that cannot be loaded or transported in or on the equipment ordinarily operated in the service of the Carrier or to transport shipments contrary to the provisions of laws or regulations governing the transportation of property, the use of vehicles, or the use of highways. Shipper will not tender property, nor involve Carrier in any shipment or transaction, of any [SDNTK] or which otherwise evades, or avoids the "Kingpin Act". (21 USC 1901 et seq.; 8 USC 1182).</p>	120
<p>For explanation of abbreviations and reference marks, see last page.</p>	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803			
APPLICATION			ITEM
<p align="center">APPLICATION OF ZONE RATE - ZIP CODE</p> <p>Where application of a rate in this tariff is made to, or from, a point designated as a "Zone", such rate will apply to, or from, all points within the 3-Digit Zip Codes defined in this item for the named "Zone". If the zip code does not fall within the zip ranges shown, the highest "Zone" rate for that state will apply.</p>			140
STATE	ZONE	MAJOR CITY	THREE DIGIT ZIP CODE
AK	AK	ANCHORAGE	STATE
AL	ALBIR	BIRMINGHAM	350-352,359,362
	ALHUN	HUNTSVILLE	356-358
	ALMOB	MOBILE	363-366,369
	ALMON	MONTGOMERY	360-361,367-368
	ALTUS	TUSCALOOSA	354-355
AR	ARFAY	FAYETTEVILLE	726-729
	ARLIT	LITTLE ROCK	716,720-722,725
	ARTEX	TEXARKANA	717-719
AZ	AZFLG	FLAGSTAFF	855,859-860,865
	AZPHO	PHOENIX	850-853
	AZPRE	PRESCOTT	863-864
	AZTUC	TUCSON	856-857
CA	CACLX	CALEXICO	919-922
	CAEUR	EUREKA	954-955,959-961
	CAFRE	FRESNO	932-934,936-939
	CALOS	LOS ANGELES	900-908,910-918,924-928,930-931
	CABAR	BARSTOW	923,935
	CASAC	SACRAMENTO	940-953,956-958
CO	CODEN	DENVER	CO 800-806, WY 820
	CODUR	DURANGO	811-816
	COPIE	PUEBLO	807-810
CT	CT	HARTFORD	State
DC	DC	WASHINGTON	State
DE	DE	DOVER	State
FL	FLJAC	JACKSONVILLE	320-322,326
	FLMIA	MIAMI	330-334,339,341,349
	FLORL	ORLANDO	327-329,335-338,342,344,346-347
	FLPAN	PANAMA CITY	323-325
GA	GAATL	ATLANTA	300-303,305-306,311,399
	GAAUG	AUGUSTA	SC 298, GA 308-309
	GAMAC	MACON	310,312,318-319
	GASAV	SAVANNAH	304,313-314
	GAVAL	VALDOSTA	315-317,398
IA	IACED	CEDAR RAPIDS	520,522-524,526
	IADAV	DAVENPORT	IA 527-528, IL 612
	IADES	DES MOINES	500-503,506-509,521,525
	IAFTD	FT DODGE	504-505,514
	IASIO	SIOUX CITY	510-513
For explanation of abbreviations and reference marks, see last page.			
:tanna			
ISSUED: March 15, 2010		EFFECTIVE: March 15, 2010	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803			
APPLICATION			ITEM
<p align="center">APPLICATION OF ZONE RATE - ZIP CODE</p> <p>Where application of a rate in this tariff is made to, or from, a point designated as a "Zone", such rate will apply to, or from, all points within the 3-Digit Zip Codes defined in this item for the named "Zone". If the zip code does not fall within the zip ranges shown, the highest "Zone" rate for that state will apply.</p>			140 Cont'd
STATE	ZONE	MAJOR CITY	THREE DIGIT ZIP CODE
ID	IDBOI	BOISE	833,836-837
	IDPOC	POCATELLO	832,834-835,838
IL	ILCHI	CHICAGO	IN 463-464, IL 600-608
	ILEFF	EFFINGHAM	624,628-629
	ILROC	ROCKFORD	610-611,613
	ILSPR	SPRINGFIELD	609,614-619,623,625-627
IN	INEVA	EVANSVILLE	471,475-477
	INFTW	FT WAYNE	465-468
	ININD	INDIANAPOLIS	460-462,469,472-474,478-479
KS	KSGCY	GARDEN CITY	669,675-679
	KSTOP	TOPEKA	664-666,668
	KSWIC	WICHITA	670-672,674
KY	KYASH	ASHLAND	407-409,411-418,425-426
	KYBOL	BOWLING GREEN	421-422,427
	KYLEX	LEXINGTON	400-406
	KYPAD	PADUCAH	420,423-424
LA	LAALE	ALEXANDRIA	706,713-714
	LANEW	NEW ORLEANS	700-701,703-705,707-708
	LASHR	SHREVEPORT	710-712
MA	MA	BOSTON	State
MD	MDBAL	BALTIMORE	206-212,214,216-219
	MDCMB	CUMBERLAND	215
ME	MEBAN	BANGOR	044,046-047
	MEPOR	PORTLAND	039-041
	MEWAT	WATERVILLE	042-043,045,048-049
MI	MIDET	DETROIT	480-485
	MIKAL	KALAMAZOO	488-495
	MIMID	MIDLAND	486-487
	MIMRQ	MARQUETTE	496-499
MN	MNDUL	DULUTH	556-558,564,566-567
	MNMAN	MANKATO	560-562
	MNMIN	MINNEAPOLIS	WI 540, MN 550-551,553-555,559,563
MO	MOCAP	CAPE GIRARDEAU	636-639,654-655
	MOCOL	COLUMBIA	650-653
	MOJOP	JOPLIN	MO 648, KS 667,673, OK 743
	MOKAN	KANSAS CITY	MO 640-641,645,649 KS 660-662
	MOSPR	SPRINGFIELD	647,656-658
	MOSTL	ST LOUIS	IL 620,622 MO 630-631,633
	MOTRE	TRENTON	634-635,644-646
For explanation of abbreviations and reference marks, see last page.			
:tanna			
ISSUED: March 15, 2010		EFFECTIVE: March 15, 2010	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803			
APPLICATION			ITEM
<p align="center">APPLICATION OF ZONE RATE - ZIP CODE</p> <p>Where application of a rate in this tariff is made to, or from, a point designated as a "Zone", such rate will apply to, or from, all points within the 3-Digit Zip Codes defined in this item for the named "Zone". If the zip code does not fall within the zip ranges shown, the highest "Zone" rate for that state will apply.</p>			140 Cont'd
STATE	ZONE	MAJOR CITY	THREE DIGIT ZIP CODE
MS	MSHAT	HATTIESBURG	394-396
	MSJAC	JACKSON	390-393
	MSTUP	TUPELO	387-389,397
MT	MTBIL	BILLINGS	590-591,596-598
	MTGFL	GREAT FALLS	592-595, 599
NC	NCASH	ASHEVILLE	286-289
	NCCHA	CHARLOTTE	NC 280-282, SC 297
	NCFAY	FAYETTEVILLE	283
	NCGRE	GREENSBORO	270-277
	NCROC	ROCKY MOUNT	278
	NCWLM	WILMINGTON	279,284-285
ND	NDBIS	BISMARCK	582-588
	NDFAR	FARGO	MN 565, ND 580-581
NE	NEGRA	GRAND ISLAND	686,688-689
	NEOMA	OMAHA	IA 515-516, NE 680-681,683-685
	NESID	SIDNEY	687,690-693
NH	NHBER	BERLIN	035
	NHCON	CONCORD	030-034,036-038
NJ	NJNWK	NEWARK	070-079, 085-089
	NJVIN	VINELAND	080-084
NM	NMALB	ALBUQUERQUE	870-871
	NMLAS	LAS CRUCES	880
	NMROS	ROSWELL	873-875,877-879,881-884
NV	NVELK	ELKO	893,898
	NVLAS	LAS VEGAS	889-891
	NVREN	RENO	894-895,897
NY	NYALB	ALBANY	105-109,120-128,133-135,137-139
	NYBRX	BRONX	100-104,110-119
	NYBUF	BUFFALO	140-149
	NYPLA	PLATTSBURGH	129,136
	NYSYR	SYRACUSE	130-132
OH	OHAKR	AKRON	439-447
	OHCIN	CINCINNATI	KY 410, OH 450-452, IN 470
	OHCOL	COLUMBUS	430-432,437-438,453-457
	OHTOL	TOLEDO	433-436,448-449,458
OK	OKGUY	GUYMON	735-739
	OKMCA	MCALESTER	734,745,747
	OKOKC	OKLAHOMA CITY	730-731,748
	OKTUL	TULSA	740-741,744,746,749
For explanation of abbreviations and reference marks, see last page.			
:tanna			
ISSUED: March 15, 2010		EFFECTIVE: March 15, 2010	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803			
APPLICATION			ITEM
<p align="center">APPLICATION OF ZONE RATE - ZIP CODE</p> <p>Where application of a rate in this tariff is made to, or from, a point designated as a "Zone", such rate will apply to, or from, all points within the 3-Digit Zip Codes defined in this item for the named "Zone". If the zip code does not fall within the zip ranges shown, the highest "Zone" rate for that state will apply.</p>			140 Cont'd
STATE	ZONE	MAJOR CITY	THREE DIGIT ZIP CODE
OR	ORBEN	BEND	976-979
	OREUG	EUGENE	974-975
	ORPOR	PORTLAND	OR 970-973, WA 986
PA	PAALT	ALTOONA	155,157-159,166-169
	PAHAR	HARRISBURG	170-176
	PAPHI	PHILADLEPHIA	179-181,189-196
	PAPIT	PITTSBURGH	150-154,156,160-165
	PASCR	SCRANTON	177-178,182-188
RI	RI	PROVIDENCE	State
SC	SCCHA	CHARLESTON	294,299
	SCCOL	COLUMBIA	290-293,296
	SCFLO	FLORENCE	295
SD	SDPIE	PIERRE	572-577
	SDSIO	SIOUX FALLS	570-571
TN	TNCHA	CHATTANOOGA	GA 307, TN 373-374
	TNKN0	KNOXVILLE	376-379
	TNMEM	MEMPHIS	TN 375, 380-383, MS 386, AR 723-724
	TNNAS	NASHVILLE	370-372,384-385
TX	TXCOR	CORPUS CHRISTI	783-784
	TXDAL	DALLAS	750-753,760-762
	TXELP	EL PASO	799, 885
	TXEAG	EAGLE PASS	Eagle Pass, TX & Del Rio, TX (only)
	TXHOU	HOUSTON	758-759,770,772-778
	TXLAR	LAREDO	Laredo, TX (Only)
	TXLON	LONGVIEW	754-757
	TXLUB	LUBBOCK	763-764,768-769,788 (except Eagle Pass & Del Rio),790-798
	TXMCA	MCALLEN	785
	TXSAN	SAN ANTONIO	733,765,779-782 (except Laredo), 786-787,789
	TXWAC	WACO	766-767
UT	UTHUR	HURRICANE	845,847
	UTSLC	SALT LAKE CITY	840-841,843-844,846
VA	VAABI	ABINGDON	242-243,246
	VARIC	RICHMOND	224-225,230-238
	VAROA	ROANOKE	229,239-241,244-245
	VAWIN	WINCHESTER	201,220-223,226-228
For explanation of abbreviations and reference marks, see last page.			
:tanna			
ISSUED: March 15, 2010		EFFECTIVE: March 15, 2010	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803			
APPLICATION			ITEM
<p align="center">APPLICATION OF ZONE RATE - ZIP CODE</p> <p>Where application of a rate in this tariff is made to, or from, a point designated as a "Zone", such rate will apply to, or from, all points within the 3-Digit Zip Codes defined in this item for the named "Zone". If the zip code does not fall within the zip ranges shown, the highest "Zone" rate for that state will apply.</p>			140 Cont'd
STATE	ZONE	MAJOR CITY	THREE DIGIT ZIP CODE
VT	VTBUR	BURLINGTON	054,056,058-059
	VTRUT	RUTLAND	050-053,057
WA	WASEA	SEATTLE	980-985
	WASPO	SPOKANE	990-994
	WAYAK	YAKIMA	988-989
WI	WIASH	ASHLAND	545,548
	WIEAU	EAU CLAIRE	546-547
	WIGRE	GREEN BAY	539,541-543,549
	WIMAD	MADISON	535,537-538
	WIMIL	MILWAUKEE	530-532,534
	WIWAU	WAUSAU	544
WV	WVCHA	CHARLESTON	247-248,250-253,255-259,261
	WVCLA	CLARKSBURG	249,262-268
	WVMAR	MARTINSBURG	254
	WVWHE	WHEELING	260
WY	WYCAS	CASPER	821-831
DEFINITIONS OF PROVINCE REGIONS BY CANADIAN POSTAL ZIP CODES			
CANADIAN PROVINCE	MAJOR CITIES	CANADIAN POSTAL ZIP	
ONTARIO			
ONLON	LONDON	K0H,K0K-K0M,K7K-K7N,K7P,K7R,K8N,K8P,K8R,K8V,K9,L0E,L0K-L0N,L4M-L4N,L4P,L4R,L9M,L9S,L9V-L9W,L9Y,N0C,N0G-N0H,N0J-N0N,N0P,NOR,N4-N9	140-20
ONOTT	OTTAWA	K0A-K0C,K0E,K0G,K0J,K1-K2,K4,K6,K7A,K7C,K7G-K7H,K7S,K7V,K8A-K8B,K8H	
ONTHU	THUNDER BAY	P0-P7,P9	
ONTOR	TORONTO	L0A-L0C,L0G-L0H,L0P,L0R-L0S,L1-L3,L4A-L4C,L4E,L4G-L4H,L4J-L4L,L4S-L4T,L4V-L4Z,L5-L8,L9A-L9C,L9G-L9H,L9K-L9L,L9N,L9P,L9R,L9T,M1-M9,N0A-N0B, N0E,N1-N3	
For explanation of abbreviations and reference marks, see last page.			
:tanna			
ISSUED: March 15, 2010		EFFECTIVE: March 15, 2010	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>1. Except as otherwise specifically provided, when there are conflicting rates in effect on a shipment, the provisions specifically established for the payor (See Note A) of the freight bill will take precedence over and will apply to the exclusion of any other rate. This rule applies also in those cases when the excluded provisions would have produced lower charges.</p> <p>EXAMPLE 1: On third party payor bills, the rate established for the third party payor will supersede the application of the consignor's or consignee's rate.</p> <p>EXAMPLE 2: On prepaid shipments, the consignor's rate will supersede the application of the consignee's.</p> <p>EXAMPLE 3: On collect shipments, the consignee's rate supersedes the application of the consignor's rate.</p> <p>2. Specific commodity rates will take precedence over distance commodity rates.</p> <p>3. After a shipment has been delivered, changes in the payment terms of the bill will not be accepted.</p> <p>4. Except as otherwise provided, all rates and charges assessed by Con-way Truckload Inc. are to be paid in U.S. Funds.</p> <p>Note A: The payor means the party designated by the shipper, at the time of shipment, that is liable for the freight charges.</p>	180
<p style="text-align: center;">CONTRACT SCHEDULES</p> <p>When specifically referenced in contract, rates and/or provisions named in this tariff, or in tariffs governed by this tariff, may be used as base rates and/or provisions for determination of rates and charges on shipments moving under contract schedules.</p>	180-10
<p style="text-align: center;">APPLICATION OF RATES - CONDITIONS OF ACCEPTANCE / LIMITED LIABILITY</p> <p>A. Carrier's standard rate quotations are premised upon this Rules Tariff's liability limitations (including but not limited to Items 408 through 408-20 inclusive and Item 848) and Carrier's acceptance of shipments for transportation is conditioned upon such limitations, which are adequate for most customers' needs.</p> <p>B. Customers who desire greater or other cargo liability than provided by this Rules Tariff (including Items 408 through 408-20 inclusive and Item 848) must do <u>both</u> of the following:</p> <ol style="list-style-type: none"> 1. Obtain Carrier's Specific written documentation of the additional liability assumed, using Carrier's forms for such purpose, and <u>which must be signed by Carrier's President or Contract Manager to be effective</u>; and 2. Pay appropriate additional charges (see, e.g., Items 408-5 and 408-10 below) to compensate Carrier for such increased risk. <p><u>Absent such a prior signed agreement by Carrier's President or Contract Manager, Carrier's cargo liability shall not exceed this Rules Tariff's standard liability limitations, regardless of the transportation rate charged for any shipment, and notwithstanding any contrary or conflicting entry, term or provision in any bill of lading, customer or other tariff, shipper or customer generated trip contract, load confirmation sheet, or any other form of receipt or shipping document.</u></p> <p>C. Title 49 cargo liability rights and remedies which are contrary to this Item or to this Rules Tariff's other cargo liability provisions are hereby waived to the fullest extent legally permitted, and unless expressly prohibited by mandatory governing law, this Rules Tariff's liability provisions shall govern and limit Carrier's cargo liability for any given shipment.</p>	180-20
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803			
APPLICATION	ITEM		
<p style="text-align: center;"><u>APPLICATION OF RATES- HAZARDOUS AND/OR RADIOACTIVE COMMODITIES</u> (Subject to Notes A, B & C)</p> <p>Carrier will/will not transport hazardous and/or radioactive commodities pursuant to the following listings.</p> <p style="text-align: center;"><u>HAZARDOUS MATERIALS WILL ACCEPT / WILL NOT ACCEPT LIST</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top; border-right: 1px solid black; padding-right: 10px;"> <p style="text-align: center;"><u>WILL ACCEPT</u></p> <p style="text-align: center;">Explosives 1.4 Explosives 1.5 Explosives 1.6 Flammable Gas 2.1 Non-Flammable Gas 2.2 Flammable 3 Combustible Flammable Solid 4.1 Oxidizer 5.1 Corrosive 8 Class 9 ORM-D</p> </td> <td style="width: 50%; vertical-align: top; padding-left: 10px;"> <p style="text-align: center;"><u>WILL NOT ACCEPT</u></p> <p style="text-align: center;">Explosives 1.1 Explosives 1.2 Explosives 1.3 Poison 6.1 Keep Away From Food 6.1 Poison Gas 2.3 Toxic or Toxin Spontaneously Combustible 4.2 Dangerous When Wet 4.3 Organic Peroxide 5.2 Radioactive 7 Hazardous Waste</p> </td> </tr> </table> <p>Note A: All materials listed in the "Will Accept" column are subject to denial based on packaging and quantities.</p> <p>Note B: Exceptions to the "Will Not Accept" column can only be made by the following Con-way Truckload Inc's personnel: President, Vice-President - Safety, Safety Manager-Claims</p> <p>Note C: Hazardous materials shipments shall be subject to an additional fee as provided in Item 569 herein.</p>	<p style="text-align: center;"><u>WILL ACCEPT</u></p> <p style="text-align: center;">Explosives 1.4 Explosives 1.5 Explosives 1.6 Flammable Gas 2.1 Non-Flammable Gas 2.2 Flammable 3 Combustible Flammable Solid 4.1 Oxidizer 5.1 Corrosive 8 Class 9 ORM-D</p>	<p style="text-align: center;"><u>WILL NOT ACCEPT</u></p> <p style="text-align: center;">Explosives 1.1 Explosives 1.2 Explosives 1.3 Poison 6.1 Keep Away From Food 6.1 Poison Gas 2.3 Toxic or Toxin Spontaneously Combustible 4.2 Dangerous When Wet 4.3 Organic Peroxide 5.2 Radioactive 7 Hazardous Waste</p>	180-30
<p style="text-align: center;"><u>WILL ACCEPT</u></p> <p style="text-align: center;">Explosives 1.4 Explosives 1.5 Explosives 1.6 Flammable Gas 2.1 Non-Flammable Gas 2.2 Flammable 3 Combustible Flammable Solid 4.1 Oxidizer 5.1 Corrosive 8 Class 9 ORM-D</p>	<p style="text-align: center;"><u>WILL NOT ACCEPT</u></p> <p style="text-align: center;">Explosives 1.1 Explosives 1.2 Explosives 1.3 Poison 6.1 Keep Away From Food 6.1 Poison Gas 2.3 Toxic or Toxin Spontaneously Combustible 4.2 Dangerous When Wet 4.3 Organic Peroxide 5.2 Radioactive 7 Hazardous Waste</p>		
<p style="text-align: center;"><u>APPLICATION OF RATES TO POINTS IN NEW YORK</u></p> <p>Except as otherwise specifically provided, rates and/or charges for shipments (1) destined for final delivery and/or stopped in transit for partial unloading; or, (2) shipments stopped in transit for partial loading; at locations with in New York zip codes 100-104 and/or 110-119, shall be subject to an additional charge of \$450.00 per shipment. (See Note A) This charge will be in addition to all other applicable charges.</p> <p>Note A: This charge shall not be applicable on shipments originating from the defined New York zip codes 100-104 and/or 110-119 which require no stop in transit services in New York zip codes 100-104 and/or 110-119.</p>	190		
<p>For explanation of abbreviations and reference marks, see last page.</p>			
<p>:tanna</p>			
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>			

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>ADVANCING CHARGES</u>	
No charges of any description will be advanced to shippers, owners, consignees, their warehousemen, or agents, except inbound freight and handling charges, cartage charges, storage charges, or other transportation charges, and only when reshipping document or bill of lading is endorsed by the shipper guaranteeing all advance charges.	300
<u>BILL OF LADING -- STRAIGHT BILL</u>	
(A) A shipping receipt, bill of lading or comparable documentation in a generally accepted form will be issued for each shipment, but the absence or loss of such shipping documentation, in and of itself, shall not relieve either party of its obligations or responsibilities hereunder with respect to any shipment. If and to the extent that standard-form bills of lading, etc., are employed by the parties as shipping documentation for individual shipments, the pre-printed and/or referenced standardized terms and conditions of such bills of lading/documentation shall have no application to the parties' shipments to the extent they contradict or otherwise conflict with these rules.	360
(B) Common carriage shipments are governed by applicable mandatory law regarding common carriage and, except to the extent they contradict or otherwise conflict with these rules, also by the contract terms and conditions of "the Uniform Straight Bill of Lading." The pre-printed and/or standardized terms and conditions of the bill of lading or other shipping documents shall be inapplicable to contract carriage to the extent they contradict or otherwise conflict with these rules.	
(C) Except as otherwise provided, the name and address of only one shipper and one consignee and only one destination shall appear on a shipping order or bill of lading. When shipments are consigned to a place of which there are two or more of the same name in the state, the name of the county must be shown.	
<u>SHIPPERS BILL OF LADING</u>	
(A) If shipper produces a shipping receipt, bill of lading or other comparable documentation at the time of cargo tender to Carrier, signature on behalf of the Carrier's driver on such documentation represents "receipt" of cargo only.	360-05
(B) Unless otherwise prior agreed to in writing, signed by the (1) President; or (2) a Vice-President of Operations, Finance or Marketing; or (3) Contract Manager; the terms and conditions of any shipping documentation (i.e. shipping receipt, bill of lading, manifest, or comparable documents) governing the transportation of cargo by Con-way Truckload, Inc. shall be subject to the provisions of Item 360 hereto.	
<u>BILL OF LADING -- ORDER BILL</u>	
Carrier will not accept for transportation shipments tendered on Order Notify Bills of Lading or Sight Draft Bills of Lading.	360-10
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>CANCELING OF ORIGINAL AND REVISED PAGES EXCEPT THE TITLE PAGE</u></p> <p>When this tariff is amended by revised pages, the cancellation of prior pages, except the title page, will be effected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reason. Revisions of each page will be published and filed in numerical sequence.</p> <p>Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised portions thereof, which bear the same page number. SEE EXCEPTION. For example: 1st Revised Page 10 will have the effect of canceling Original Page 10; 45th Revised Page 12 will have the effect of canceling 44th Revised Page 12; 13th Revised Page 4-A will have the effect of canceling 12th Revised Page 4-A and also 11th Revised Page 4-A if the cancellation of 12th takes place on or before its effective date.</p> <p>EXCEPTION: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of canceling such excepted previously filed page or portion thereof.</p>	<p>382</p>
<p><u>CARGO LIABILITY-BEGINNING OF</u></p> <p>Except as noted below, Carrier's cargo liability (whether as a Carrier, warehousemen or otherwise) does not begin until after the shipper's goods have been loaded and accepted by Carrier, Carrier's driver has taken actual (not constructive) physical possession and control of the loaded trailer, and Carrier's tractor and driver have transported the loaded trailer off the shipper's property and onto the public roadway for immediate transportation to destination. The loading of Carrier's trailer at shipper's premises, signing of the bill of lading, other alleged acts of constructive delivery are not sufficient to initiate Carrier's cargo liability, provided however, that Carrier shall be liable for cargo damage resulting from collision accidents solely caused by the negligent driving of Carrier's drivers, employees or agents, even if such collision occurs on the shipper's or customer's premises.</p> <p>(Provisions shown in this item were previously shown in Item 408-10)</p>	<p>400</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>CARGO LIABILITY - STANDARD MAXIMUM</u></p> <p>A. Except as provided in Item 180-20, and absent full and strict compliance with said item, Carrier's maximum liability per truckload for cargo damage, loss, injury or delay shall not exceed the <u>least</u> of the following (and less any reasonable salvage value in any case):</p> <ol style="list-style-type: none"> 1. Shipper's cost of damaged cargo, or the damaged cargo's fair market value, whichever is less, <u>or</u> 2. Customer's declared value on the bill of lading or other shipping documentation (or the value declared to customs officials for international shipments, if less), <u>or</u> 3. For new cargo: One Hundred Thousand U.S. Dollars (\$100,000 USD), unless another limit is stated in the customer's Con-way Truckload Inc's-generated rate tariff, or unless another limit is applicable under Item 408-5 below, <u>or</u> 4. For "used" (Including rebuilt, reconditioned, remanufactured or refurbished) cargo; The <u>lesser</u> of five US cents per pound (\$0.05/lb.) <u>or</u> an amount equal to Carrier's linehaul charges for such load (See Item 408-10 below), <u>or</u> 5. For loss or damage in Mexico: NO CARGO LIABILITY (see Item 408-15 below), <u>or</u> 6. @ Service Failures, Chargebacks, Service Guarantees: Carrier makes no guarantees as to on-time pickup or delivery and assumes no liability whatsoever for any damages, penalties, costs, expenses or other punitive amounts of any kind due to late pickup or delivery, unless additional charges or surcharges are paid for guaranteed services and acceptance of such potential penalty/risk is obtained in writing from Carrier's President or Manager of Contract Compliance prior to the date of load tender. <p>B. In addition, shipments also are subject to the cargo liability provisions of Item 408-20, which may further limit Carrier's liability for any given shipment below these maximum values.</p> <p>C. Carrier will not accept corrected or substitute bills of lading or other shipping documentation, which purports to change the cargo's released or actual values, unless expressly agreed to in writing by Carrier's President or Contract Manager.</p> <p>D. Title 49 cargo liability rights and remedies which are contrary to this Item or to this Rules Tariff's other cargo liability provisions, are hereby waived to the fullest extent legally permitted.</p>	<p>@ 408</p>
<p><u>CARGO LIABILITY – HIGH VALUE LOADS</u></p> <p>Upon customer request, and with respect to Item 408 above (new cargo, USA/Canadian damages only), Carrier may increase its \$100,000 liability cap up to an absolute maximum of One Million U.S. Dollars (\$1,000,000 USD), but to do so, it shall first be customer's responsibility to properly obtain Carrier's prior signed consent under Item 180-20 hereof and pay excess valuation charges of ten cents per loaded mile (\$0.10/mile) for each \$50,000 or fraction thereof of declared excess valuation between \$100,000 and \$1,000,000 per truckload (unless different charges are agreed to in the Item 180-20 agreement, in which case those charges shall control). The sole effect of such excess valuation charges and written consent shall be to change Carrier's \$100,000 liability cap under Item 408, above, and shall not negate, affect or override any other applicable liability limitations under this Rules Tariff (e.g., Mexican losses). Title 49 cargo liability rights and remedies which are contrary to this Item or to this Rules Tariff's other cargo liability provisions, are hereby waived to the fullest extent legally permitted.</p>	<p>408-5</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: May 6, 2010 EFFECTIVE: May 6, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>CARGO LIABILITY – USED OR RECONDITIONED CARGO</u></p> <p>(A) Carrier usually declines to transport “used” cargo, which for these purposes also means and includes commodities that have been rebuilt, reconditioned, remanufactured, or refurbished. Therefore, shipments of used cargo must be properly disclosed as such, and expressly and specifically approved in writing by Carrier, when the order is booked and prior to pickup by Carrier.</p> <p>(B) Except as provided in Item 180-20, and absent full and strict compliance with said item, Carrier’s maximum liability for used or reconditioned cargo will never exceed the <u>lesser</u> of five U.S. cents per pound (\$0.05/lb.) <u>or</u> an amount equal to Carrier’s linehaul charges for such load, regardless of the circumstances, rate charged or Carrier’s knowledge of the nature of the cargo.</p> <p>(C) Shipper will assure proper packaging, loading and securement of used cargo prior to transportation, and will be fully responsible for and indemnify Carrier from all expense relating to fluid leakage, spillage, see page, etc. or any other contamination caused by such cargo.</p> <p>(D) Failure of the customer or shipper to disclose or declare cargo as “used” will not alter the application of this item.</p> <p>(E) Title 49 cargo liability rights and remedies which are contrary to this Item or to this Rules Tariff’s other cargo liability provisions are hereby waived to the fullest extent legally permitted.</p>	<p>408-10</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010</p>	<p>EFFECTIVE: March 15, 2010</p>

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p style="text-align: center;"><u>CARGO LIABILITY – NO LIABILITY FOR MEXICAN LOSSES</u></p> <p>(A) Carrier's liability is limited to loss or damage occurring within the USA and/or Canada. Carrier shall not be liable for any cargo damage, loss, injury or delay occurring in Mexico or otherwise outside the USA and/or Canada, under a through and/or international bill of lading or otherwise. If this geographical liability limitation is judicially or otherwise determined to be ineffective for any reason whatsoever, then Carrier's liability for loss or damage in Mexico shall be limited to the lesser of (1) five U.S. cents per pound (\$0.05/lb.) or (2) the current standard liability limitation under Mexican law for uninsured goods for which no higher valuation has been declared (approximately \$0.03/lb. in 2001), with claims for such Mexican losses to be asserted within the time limits provided under Mexican law. In any event, any damage, loss, theft or injury to cargo being shipped to or from Mexico shall be presumed to have occurred in Mexico, and therefore will be subject to this item's limitations, absent clear and convincing proof to the contrary.</p> <p>(B) Any transportation or billing arrangements made by Carrier regarding freight transportation within, into or out of Mexico (including but limited to arranging for Mexican motor Carriers, quoting through rates, billing for and/or remitting payment to Mexican Carriers, and/or issuing through bills of lading for transportation into or out of Mexico) are done by Carrier solely as an accommodation and convenience to the shipper or customer, but shall not create or impose upon Carrier any liability or responsibility for any Mexican claim or loss under any agency subcontractor, joint venture or similar theory, or otherwise.</p> <p>(C) Title 49 cargo liability rights and remedies which are contrary to this Item or to this Rules Tariff's other cargo liability provisions are hereby waived to the fullest extent legally permitted</p>	408-15
<p style="text-align: center;"><u>CARGO LIABILITY – OTHER LIMITATIONS</u></p> <p>Carrier shall not be liable for claims excluded from Carrier liability under the Uniform Straight Bill of Lading, nor for other losses, damages, delays or failures of performance which are the result of or caused by circumstances or occurrences beyond Carrier's reasonable control, including but not limited to acts of God, the public enemy, the authority of law, inherent vice or nature of the cargo, acts of terrorism and/or terrorist attacks or any shipper's, consignee's or customer's own negligence, fault or failure to comply with applicable law or the terms of any applicable agreement. Carrier shall not be responsible for the acts or omissions of lumpers, cartage agents, customs brokers, Mexican interline Carriers or other third parties who may be involved in the handling or transportation of cargo, even if Carrier arranged or assisted in arranging such services as an accommodation or service to customer. In any event, Carrier shall not be liable for incidental, consequential, indirect or similar special damages (including but not limited to lost profits, lost business, opportunity costs, fines, attorney fees or legal expenses), even if Carrier was aware of the possibility of such damages. The limitations provided by this Item are in addition to, and not in substitution for, the other provisions of this Rules Tariff. Title 49 cargo liability rights and remedies which are contrary to this Item or to this Rules Tariff's other cargo liability provisions, are hereby waived to the fullest extent legally permitted.</p>	408-20
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p style="text-align: center;"><u>CLAIM PROCEDURES - APPLICABILITY OF REGULATIONS</u></p> <p>Procedurally, all freight and cargo claims shall be handled in accordance with the freight and cargo claim procedures of the Uniform Straight Bill of Lading and the Interstate Commerce Act, and re-codifications thereof, applicable to motor Carriers (49 CFR 370) and shall be governed by the time limitations thereunder. NOTE: The terms 'evidence of freight charges' and / or ' original invoice' in 49 CFR 370.7(b) shall be interpreted as 'paid freight charges' and / or 'paid invoices'.</p>	410
<p style="text-align: center;"><u>OVERCHARGE CLAIM PROCEDURES</u></p> <p>Overcharge claims shall be handled in accordance with the Interstate Commerce Act, and re-codifications thereof, applicable to motor Carriers (49 CFR 378), and shall be governed by the time limitations thereunder.</p>	420
<p style="text-align: center;"><u>FORUM SELECTION</u></p> <p>Unless prohibited by law or unless expressly agreed otherwise by this Carrier in a signed writing with specific negative reference hereto, the Carrier and any and all shippers, consignees, customers and/or other parties irrevocably agree that Jasper County, Missouri shall be the exclusive venue for litigation of any dispute between or among said parties, specifically including but not limited to claims for cargo insurance, undercharges, overcharges or unpaid freight bills. The aforesaid parties, and each of them, irrevocably consent and submit all disputes and all carriage or transportation related issues of any kind to the jurisdiction of the Circuit Court of Jasper County, Missouri, and each such party specifically waives all objections to venue and <u>forum non conveniens</u> and any removal rights from said court.</p>	421
<p style="text-align: center;"><u>C.O.D. SHIPMENTS</u></p> <p>C O D shipments will not be accepted by Carrier. If for any reason shipper or consignee presents a bill of lading, or other shipping documentation, containing unauthorized COD instructions, and Carrier's driver inadvertently accepts such, Carrier will not be responsible for the collection or remittance of the COD amount to the shipper, consignor, owner of the goods and/or other parties of interest.</p>	430
<p style="text-align: center;"><u>CONSECUTIVE NUMBERS</u></p> <p>Where consecutive numbers are represented in this tariff, or in tariffs governed by this tariff, by the first and last numbers connected by the word "to" or a dash "-", they will be understood to include both of the numbers shown, and the intervening numbers.</p>	455
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>CONTROL AND EXCLUSIVE USE OF VEHICLE</u></p> <p><u>SECTION 1:</u> CONTROL OF VEHICLE</p> <p>Except as provided in Section 2 of this item, no shipment is entitled to the exclusive use of the vehicle in which it is to be transported. The Carrier has control of the vehicle and the unrestricted right to:</p> <p>(A) Select the vehicle or vehicles for the transportation of a shipment, (B) Transfer the shipment to other vehicles, and (C) To load other freight in the same vehicle with any such shipment.</p> <p><u>SECTION 2:</u> EXCLUSIVE USE OF VEHICLE</p> <p>(A) When exclusive use of Carrier's equipment is requested or demanded by the shipper or consignee, Carrier may furnish a vehicle exclusively for use by the shipper. The Carrier will not transfer the shipment to other vehicles or load any additional freight on the same vehicle. "Exclusive use of the vehicle" does not mean expedited service unless the bill of lading has a required delivery date in addition to the words exclusive use.</p> <p>(B) When a shipment tendered under the terms and conditions of this item is in excess of the amount that can be transported in or on one vehicle, either due to the weight or cubical carrying capacity of the vehicle, or to state weight limitations, each vehicle carrying all or any part of the shipment will be subject to Paragraph (B) above.</p> <p>(C) Subject to availability of equipment, exclusive use of the vehicle shall be provided when the bill of lading or other written instructions bear the statement that exclusive use is required or requested and such service will not be provided unless the bill of lading is so annotated or other written instructions are provided.</p>	<p>470</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>CUSTOMS OR IN-BOND FREIGHT</u></p> <p>IN-BOND shipments are subject to the following provisions and charges:</p> <p>(A) The words "IN-BOND" must be stamped, typed, or written on all such bills of lading and shipping orders immediately before the name of the consignee. The words "IN-BOND" must be stamped, typed, or written in the body of such bills of lading and shipping order.</p> <p>(B) Each package must be plainly marked, labeled, or tagged by consignor to show "IN-BOND".</p> <p>(C) Shipments moving under Con-way Truckload Inc. United States Customs Bond will be subject to a charge of \$50.00 per vehicle used to transport the shipment. The charge is to cover special handling, which charge will be in addition to all other lawful charges.</p> <p>(D) Line-haul charges on shipments requiring United States customs clearance at a point other than the final destination will be assessed on the basis of the following:</p> <ol style="list-style-type: none"> 1. DISTANCE RATES -- The rate to apply when distance commodity rates are used is the rate applicable for the total distance from origin to final destination via the clearance point. 2. RATES OTHER THAN DISTANCE RATES -- The rate to apply when rates other than distance rates are used is the rate from the point of origin to destination, or from or to a point at which the shipment is stopped for customs clearance, whichever produces the greatest charge. In addition, if the distance from origin to final destination via the customs clearance point exceeds 105% of the short-line mileage, the distance rate will apply. 	<p>480</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>DETERMINATION OF CHARGES - MEXICAN CARRIER</u> (For Import traffic from or to Mexico) (See Notes A & B)</p> <p>The following provisions of this Item are applicable only when specific reference is made hereto;</p> <p>Refer to Memorandum Freight Tariff CTRQ 4002 ▲Series, Section 10, for published rates for Mexican Carrier transportation services applicable between specifically named points.</p> <p>NOTE A - Provisions of this Item are subject to General Carriage Rules CTRQ 1000 ▲Series, Item 408.</p> <p>NOTE B - Provisions of this Item are subject to General Carriage Rules CTRQ 1000 ▲Series, Item 180-20.</p>	<p>▲</p> <p>490</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: November 1, 2010</p>	<p>EFFECTIVE: November 1, 2010</p>

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>DETENTION -- VEHICLES WITH POWER UNITS</u></p> <p>Shipper and consignee shall make reasonable provision for immediate loading and/or unloading of Carrier's vehicles. This item applies when Carrier's vehicle(s) with power units are delayed or detained on the premises of shipper, consigner, receiver or consignee, or on other premises designated by therein or as close thereto as conditions will permit, subject to the following provisions:</p> <ol style="list-style-type: none"> Free time for loading or unloading shall be two (2) hours to load or unload, two (2) hours per stop in transit. Any time in excess to the two (2) hours consumed in the process of loading or unloading or two (2) hours per stop in transit, will be charged as follows: <p>Charges will be assessed at the rate of \$77.50 per hour. Any portion, fraction or segment of an hour will be charged the full hourly rate of \$77.50 per hour. Charges stated in this paragraph shall be subject to a maximum charge of \$800.00 per 24 hour period.</p> <ol style="list-style-type: none"> Loading and/or unloading time shall be deemed to run from the time Carrier's vehicle arrives at the place of loading or unloading or the appointment time whichever comes later, ready to load or unload, to the time when all shipping documents have been signed and the Carrier's vehicle is ready to move. <p>Shipments tendered by shipper or consignor, or shipments to be delivered to receiver or consignee, for which Carrier requires payment by cashier's check or money order 'prior' to the actual loading of cargo at origin or unloading of cargo at destination, if detained beyond the 2 hours free time for loading or unloading, will be subject to detention until payment of total charges is received, loading or unloading of cargo is completed, shipping documents have been signed and Carrier's vehicle is ready to move.</p> <p>Beginning and completion times ('Times') shall be recorded on the shipment's bill of lading or documentation by shipper, consignor, receiver, consignee or representative thereof (hereafter referred to as 'Signor'). In the event Signor refuses to record such Times, then Carrier's employee shall record such Times and such Times shall be binding.</p> <p style="text-align: right;">(continued)</p>	<p>500</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>DETENTION -- VEHICLES WITH POWER UNITS</u></p> <p>3. Place of loading or unloading is defined to mean when Carrier's equipment arrives at the plant gate or at the confines of any plant, facility or area surrounding the limits of shipper's, consignor's, receiver's or consignee's property limits which is a part of the plant or facility location, or area considered as an integral part of such plan, facility or area.</p> <p>4. Charges will also apply when Carrier assists in loading, unloading, counts or checks the freight whether the power unit remains attached to Carrier's trailer or not.</p> <p>5. Detention charges due Carrier will be assessed against the payor of the freight charges. When detention charges are attributable to others who are not parties to the bill of lading, the party responsible for the payment of the freight charges will be held responsible.</p> <p style="text-align: right;">(concluded)</p>	<p>500 cont'd</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
SECTION 1: RULES AND OTHER PROVISIONS WHICH GOVERN THIS TARIFF	
APPLICATION	ITEM
<p style="text-align: center;"><u>DETENTION -- VEHICLES WITHOUT POWER UNITS</u></p> <p><u>APPLICATION</u></p> <p>DETENTION OF VEHICLES -- The following item applies to all shipments transported by Carrier.</p> <p>DETENTION -- VEHICLES WITHOUT POWER UNITS, SPOTTING OR DROPPING OF TRAILERS (See Note A) -- This item applies when Carrier's vehicles without power units are delayed or detained on the premises of consignor, consignee, or on other premises designated by them, or as close thereto as conditions will permit, subject to the following provisions:</p> <p>Note A: For the purposes of this item, the terms "spotting" and "dropping" are considered to be synonymous and are used interchangeably.</p> <p><u>SECTION 1: GENERAL PROVISIONS</u></p> <p>A. Subject to the availability of equipment, Carrier will spot empty or loaded trailers for loading or unloading on the premises of consignor, consignee, or on other premises designated by them, or as close thereto as conditions will permit.</p> <p>B. Loading or unloading will be performed by consignor, consignee, or other party designated by them. When Carrier's employee assists in loading, unloading, or checking the freight, the detention provisions governing vehicles with power units will apply. In the case of spotting for loading, the bill of lading must show "Shipper Load and Count".</p> <p>C. Carrier responsibility for safeguarding shipments loaded into trailers spotted under the provisions of this item shall begin when loading has been completed and possession thereof is taken by the Carrier.</p> <p>D. Carrier responsibility for safeguarding shipments unloaded from trailers spotted under the provisions of this item shall cease when the trailer is spotted at or on the site designated by consignee. Where trailer is stored at Carrier's terminal at consignee's request, Carrier responsibility will continue until shipment is delivered to consignee.</p> <p>E. Free time for each vehicle will be as provided in Section 3. After the expiration of free time, charges will be assessed as provided in Section 4.</p> <p>F. Unless other wise agreed to, the detention charges due the Carrier will be assessed against the payor of the freight charges when detention charges are attributed to others who are not party to the bill of lading, the party responsible for payment of the freight charges will be held responsible for any accrued detention charges.</p> <p>G. Nothing in this item shall require a Carrier to pick up or deliver spotted trailers at hours other than Carrier's normal business hours. This shall not be construed as a restriction on Carrier's ability to pick up or deliver spotted trailers at hours other than its normal business hours.</p>	<p>501</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>DETENTION -- VEHICLES WITHOUT POWER UNITS</u>	
<u>SECTION 2: DEFINITIONS</u>	
The following general definitions will apply when the below terms are used in this item:	
<p>A. "Vehicle" means tractor-trailer combinations used for the transportation of property where:</p> <ol style="list-style-type: none"> 1. "Trailer" means mobile units with wheels used to transport property, and 2. "Tractor" means a mechanically powered unit used to propel or draw a trailer upon the highways. <p>B. "Loading" includes:</p> <ol style="list-style-type: none"> 1. Furnishing of the bill of lading, forwarding directions, or other documents necessary for forwarding the shipment to the Carrier, and 2. Notification to the Carrier that the vehicle is loaded and ready for forwarding. <p>C. "Unloading" includes:</p> <ol style="list-style-type: none"> 1. Payment of lawful charges to the Carrier when required prior to delivery of the shipment, 2. Notification to the Carrier that vehicle is unloaded and ready for forwarding, and 2. Signing of the delivery receipt. <p>D. "Premises" means the entire property at or near the physical facilities of consignor, consignee, or other designated party.</p> <p>E. "Site" means a specific location at or on the premises of consignor, consignee, or other designated party.</p> <p>F. The following general definitions will apply when the below terms are used in this item:</p> <p>G. "Spotting" means the placing of a trailer at a specific site designated by consignor, consignee, or other party designated by them, detaching the trailer, and leaving the trailer in full possession of consignor, consignee, or other designated party unattended by Carrier's employee and unaccompanied by power unit. Carrier will not move the trailer until such time as it has received notification pursuant to Section 3, that the trailer is ready for pickup at any site or premises. Consignor, consignee, or other designated party may shift the spotted trailer with its own power units at its own expense and risk for the purpose of loading or unloading. Empty trailers placed at the premises of consignor without specific request are not spotted until the Carrier receives a consignor's request and places a trailer for spotting. Movement of the trailer from the consignor's premises to the specific site for spotting shall be the obligation of the Carrier, and free time shall accrue as provided in Section 3.</p>	<p>501 cont'd</p>
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

IF PRINTED THIS IS AN UNCONTROLLED DOCUMENT

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>DETENTION -- VEHICLES WITHOUT POWER UNITS</u></p> <p><u>SECTION 3: COMPUTATION OF FREE TIME</u></p> <p>(A) Commencement of spotting and free time:</p> <ol style="list-style-type: none"> 1. Spotted trailers will be allowed twenty-four (24) consecutive hours of free time for loading or unloading. For trailers spotted for unloading, such time shall commence at the time of placement of the trailer at the site designated by consignee, or other party designated by consignee. For trailers spotted for loading, such time shall commence when the trailer is spotted at the site specifically designated by the consignor or a party designated by consignor. 2. When a trailer is both unloaded and reloaded, each transaction will be treated independently of the other, except that when unloading is completed, free time for loading shall not begin until free time for unloading has elapsed. <p>(B) Termination of spotting and notification:</p> <ol style="list-style-type: none"> 1. Consignor, consignee, or other party designated by them shall notify Carrier when loading or unloading has been completed and the trailer is available for pickup. The trailer will be deemed to be spotted and detention charges will accrue until such time as the Carrier receives notification. Notification by telephone if convenient and practical, otherwise by telephone or mail, shall be given to consignor, consignee, or other party designated by them, at their own expense, to Carrier or other party that the spotted trailer has been loaded or unloaded and is ready for pickup. If notification is by telephone, Carrier may require written confirmation. 2. When spotted trailer is changed to a vehicle with power at the request of consignor, consignee, or other party designated by them, the free time and detention charges will be applied as follows: <ol style="list-style-type: none"> 1. If the change is requested and made before the expiration of free time for a spotted trailer, free time will cease immediately at the time the request is made, and detention charges for vehicles with power will immediately commence with no further free time allowed. 2. If the change is requested and made after the expiration of free time for a spotted trailer, free time and detention charges will be computed on the basis of a spotted trailer up to the time and date Carrier's power unit is connected to trailer in response to the change was requested. In addition thereto, the vehicle will immediately be charged detention for a vehicle with power with no further free time allowed. 	<p>501 cont'd</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>DETENTION -- VEHICLES WITHOUT POWER UNITS</u>	
SECTION 3: COMPUTATION OF FREE TIME	
(A)Prearranged scheduling:	
<ol style="list-style-type: none"> 1) Subject to the provision of Item 647, and upon reasonable request of consignor, consignee, or others designated by them, Carrier will, without additional charge, enter into a prearranged schedule for the arrival of trailer for spotting. 2) If Carrier's vehicle arrives later than the scheduled time, time shall begin to run from actual time spotting commences. 3) If Carrier's vehicle arrives prior to scheduled time, time shall begin to run from the scheduled time or actual time spotting commences, whichever is earlier. 	
SECTION 4: CHARGES	
(A) General detention charges: After the expiration of free time as provided in Section 3(A) of this item, charges for detaining a trailer will be assessed as follows:	
Charge	501 cont'd
For each 24-hour period or fraction thereof.....	
\$60.00	
(B) Delay in trailer pickup charge: No additional charge will be made for picking up trailers spotted under this item when such pickup can be performed within thirty (30) minutes after arrival of driver and power unit at premises of consignor, consignee, or other party designated by them. When a delay of more than thirty (30) minutes is encountered, detention charges for vehicles with power will commence from the time of arrival as specified in Item 500.	
(C) Strike interference charge: When, because of a strike of its employees, it is impossible for consignor, consignee, or other party designated by them to make available for movement by Carrier any partially loaded, or empty trailers detained on their premises, a detention charge of \$60.00 per 24 hour period or fraction thereof, per trailer, will be made following expiration of free time.	
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	
EFFECTIVE: March 15, 2010	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>DETENTION -- VEHICLES WITHOUT POWER UNITS</u>	
<p><u>SECTION 5: RECORDS</u></p> <p>A written record of the following information must be maintained by the Carrier on all spotted trailers, and such record must be kept available at all times:</p> <ul style="list-style-type: none"> (A) Name and address of consignor, consignee, or other party at whose premises freight is spotted; (B) Identification of spotted trailer; (C) Date and time of arrival of the trailer for spotting; (D) Date and time notification was received by the Carrier that the spotted trailer is ready for pickup; (E) Date and time of arrival and departure of power unit for pickup; (F) The duration of any strike induced delay on the premises of consignor, consignee, or other designated party which resulted in Carrier's inability to obtain the release of any trailers, and any actions taken to hasten the release; (G) When trailers are spotted under a prearranged schedule, the date and time specified therefore. 	501 concluded
<p style="text-align: center;"><u>DETENTION – VEHICLES WITHOUT POWER UNITS:</u> <u>EL PASO, TX / CIUDAD JUAREZ, MEXICO</u></p> <ol style="list-style-type: none"> 1. The provisions of this Item when invoked by Carrier in accordance with the use of its trailer(s) by consignee, consignor or any third party designated by them, shall take precedence over the provision of Item 501, CTRQ 1000 Tariff Series, 2. This Item applies in the event Carrier's trailer(s), without power unit, is detained on the premises of consignee, consignor or on any other premises designated by them, subject to the following provisions: <p>NOTE A: For the purposes of the Items, the terms "spotting" and "dropping" are considered to be synonymous and are used interchangeably.</p>	501-10
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>DETENTION – VEHICLES WITHOUT POWER UNITS: EL PASO, TX / CIUDAD JUAREZ, MEXICO (CONT'D)</u></p> <p><u>SECTION 1: GENERAL PROVISIONS</u></p> <p>A. EL PASO, TX.</p> <ol style="list-style-type: none"> 1) Carrier, or Mexican Carrier or drayage or cartage agent acting on behalf of consignee, consignor or owner of the goods instructions, will spot the loaded or empty trailer for unloading or loading on the premises of the consignee, consignor or an other premises as may be designated by same parties, located within the El Paso, TX commercial zone. 2) Unloading or loading will be performed by the consignee or consignor, or other designated parties representative of the consignee or consignor. In the event of spotting for loading, the bill of lading must show "Shipper Load and Count". 3) Carrier's responsibility for safeguarding shipments unloaded from trailer spotted under the provisions of this Item cease when the trailer is spotted by the Carrier at or on the site designated by consignee. In the event a Mexican Carrier or drayage or cartage agent is used by the consignee or owner of the goods, to spot the trailer and shipment therein, Carrier's liability for the shipment ceases whenever Carrier relinquishes physical possession of its trailer and shipment therein to the Mexican Carrier, drayage or cartage agent. 4) Carrier's responsibility for safeguarding shipments loaded onto a trailer spotted under the provisions of this Item shall begin when loading has been completed and Carrier has taken possession and signed receipt therefore accordingly at consignor's facility. In the event a Mexican Carrier, or drayage or cartage agent is used by the consignor or owner of the goods, to pick up trailer and shipment therein, at consignor's site or other designated location and deliver same to Carrier's facility, Carrier's responsibility for safeguarding the shipment begins upon Carrier's possession of shipment and receipt signed therefore, from Mexican Carrier, drayage or cartage agent. <p style="text-align: center;">3. CIUDAD JUAREZ, MEXICO.</p> <ol style="list-style-type: none"> 1) Carrier's trailer(s) may be transported from the original drop location, as identified in Section 1 (A), by consignee, consignor other parties designated by them, to a site in Ciudad Juarez, Mexico for spotting for furtherance of unloading and/or loading. 2) Liability for Carrier's equipment, and any property therein, is the responsibility of the consignee, consignor or other parties designated as representatives or agents of same. <ol style="list-style-type: none"> 4. Free time for each vehicle will be as provided in Section 2. After the expiration of free time, charges will be assessed as provided in Section 3. 5. The detention charges due the Carrier will be assessed against the consignee in the case of spotting or unloading, and against the consignor in the case of spotting or loading, irrespective of whether charges are prepaid or collect. 	
	<p>501-10 continued</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803									
APPLICATION	ITEM								
<p style="text-align: center;"><u>DETENTION – VEHICLES WITHOUT POWER UNITS: EL PASO, TX / CIUDAD JUAREZ, MEXICO (CONT'D)</u></p> <p><u>SECTION 2: COMPUTATION OF FREE TIME</u></p> <p>(A) COMMENCEMENT OF SPOTTING AND FREE TIME</p> <ol style="list-style-type: none"> 1) Trailer(s) spotted at a site within the El Paso, TX commercial zone will be allowed 5 days free time for unloading and/or loading. 2) The 5 days free time commences at the time the trailer is dropped or spotted by Carrier, at the site for the purposes of unloading and/or loading. 3) The 5 days free time period will be extended by the occurrence of (1) the first weekend following the drop date; and, (2) any legal US and/or Mexican holiday that may occur within the initial 5 day free time period. 4) The 5 days free time originally allowed, shall be continuous and non-renewable in application for any trailer which has been further transported by consignee, consignor or designated parties thereof, from El Paso, TX site to Ciudad Juarez, Mexico and back to El Paso, TX for the purpose of unloading and/or loading of cargo. <p>(B) TERMINATION OF SPOTTING AND NOTIFICATION</p> <ol style="list-style-type: none"> 1) Consignee, consignor or designated parties thereof, shall notify Carrier when unloading and/or loading has been completed and the trailer (or trailers) is available for pick up at El Paso site. The trailer(s) will be deemed to be spotted and detention charges shall accrue until such time as Carrier receives notification by telephone and/or facsimile, or as Carrier may require. <p><u>SECTION 3: COMPUTATION OF CHARGES</u></p> <p>(A) GENERAL DETENTION CHARGES</p> <p>After expiration of free time in Section 2 of this Item, charges for detaining a trailer (or trailers) begins on the 6th day and will be assessed as follows:</p> <table style="margin-left: 40px;"> <tr> <td>1st – 5th day:</td> <td>Free time per trailer.</td> </tr> <tr> <td>6th – 7th day:</td> <td>\$26.00 per day per trailer.</td> </tr> <tr> <td>8th – 9th day:</td> <td>\$36.00 per day per trailer.</td> </tr> <tr> <td>10th day or more:</td> <td>\$52.00 per day per trailer.</td> </tr> </table>	1 st – 5 th day:	Free time per trailer.	6 th – 7 th day:	\$26.00 per day per trailer.	8 th – 9 th day:	\$36.00 per day per trailer.	10 th day or more:	\$52.00 per day per trailer.	<p>501-10 concluded</p>
1 st – 5 th day:	Free time per trailer.								
6 th – 7 th day:	\$26.00 per day per trailer.								
8 th – 9 th day:	\$36.00 per day per trailer.								
10 th day or more:	\$52.00 per day per trailer.								
<p style="text-align: center;"><u>BASIS FOR ARRIVING AT RATES DISTANCES IN EXCESS OF THAT SHOWN IN RATE SCALES</u></p> <p>In the application of rates or charges based on either mileage or rate basis numbers, where the rate making distance exceeds the greatest distance provided in the column of rates or charges under which the commodity is to be transported, through rates or charges will be determined as follows:</p> <p>To the rate or charge applicable for the greatest distance shown in the column of rates or charges under which the commodity is to be transported, add the rate or charge for the distance in excess of the greatest distance shown in such column; the sum of the two rates or charges thus determined will constitute the through rate or charge from origin to destination.</p>	<p>510</p>								
<p>For explanation of abbreviations and reference marks, see last page.</p>									
<p>:tanna</p>									
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>									

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>IRREGULAR ROUTES, DISTANCES</u> (SEE NOTES 1 & 2)</p> <p>Irregular routes and/or distances incurred as a result of application of Paragraph A or B below, mileage(s) will be determined by the most recent version of Household Goods Bureau Mileage Guide as defined in Rand McNally Milemaker TM "Practical Miles".</p> <p>A. Where the shipper or consignee requests transportation of the shipment over a particular route longer than the mileage determined in specific customers tariff or contract publication, the distance over the longer route will be used.</p> <p>B. When, due to act of God, public enemy, riots or insurrections, highways are impassable and/or when bridges, ferries, tunnels, or roads are closed by governmental authorities for rebuilding, repair, or for other reasons requiring Carrier and/or its equipment to detour, the distance over the route determined by Practical Miles that Carrier's equipment must be moved, origin to destination, will be used to determine the route.</p> <p>(1) <u>FLAT CHARGE, PER VEHICLE CHARGE:</u></p> <p>(a) When the applicable line-haul rate is a flat charge, or per vehicle charge, any excess mileage will be billed at whatever rate per mile reflected by dividing the existing flat rate charge or per vehicle charge by the applicable mileage plus the applicable fuel surcharge(s).</p> <p>(2) <u>MILEAGE RATES (Rate Per Mile)</u></p> <p>(a) When the applicable line-haul rate is determined by a per mile charge, the rate making distance shall be the distance from origin to final destination <u>via</u> the irregular route.</p> <p>(b) If there is not an applicable published line-haul rate from origin to final destination, the applicable rate per mile shall be \$ 1.50 plus the applicable fuel surcharge(s).</p>	<p>510-10</p>
<p><u>EXPEDITED SERVICE OR TEAM REQUEST</u></p> <p>The charge for "Team Service" or "Expedited Service" shall be fifteen percent (15%) of line-haul charges.</p>	<p>530</p>
<p><u>EXPORT TRAFFIC TO MEXICO, LATIN AND SOUTH AMERICA</u></p> <p>Except as otherwise agreed or provided, shipments originated by the Carrier from points in the United States and/or Canada destined to points in Mexico, Latin America or South America shall be assessed the applicable rate and charges, at the time of shipment, from point of origin to the appropriate Mexico/United States border gateway point only. Any contrary billing arrangement, or any quotation of through rates or other transportation arrangements made by Carrier regarding shipper's freight transportation outside the U.S.A. and/or Canada are made only as an accommodation and convenience to the shipper, and Carrier's cargo liability shall remain limited only to that portion of any transportation directly performed by the Carrier and occurring within the U.S.A. and/or Canada.</p>	<p>550</p>
<p><u>FRACTIONS</u></p> <p>In computing freight charges or distances, all fractions must be retained at their full value until the final result is obtained, and then all remaining fractions will be disposed of in the following manner:</p> <p>Fractions of less than ½ (0.5) -- omit. Fractions of ½ (0.5) or greater -- increase to the next whole unit.</p>	<p>565</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION

ITEM

FUEL SURCHARGE – APPLICATION

(See Notes A, B, & C)

Unless otherwise agreed to by Con-way Truckload Inc. in specific customer tariff items or contracts, all shipments shall be subject to a Fuel Surcharge as computed in Note A. This charge shall also apply on all miles billed under the services defined in Note B. The Fuel Surcharge shall be shown separately on the freight bill.

NOTE A: Using 1.14 per gallon as the base fuel price. The following schedule represents Con-way Truckload Inc's Fuel Surcharge. The fuel price will be based on the Department of Energy (DOE) Fuel Index as updated each Monday at 4:00 PM (EST). DOE updates are available by calling (202)-586-6966 or online at www.eia.doe.gov.

DOE SELF SERVE FUEL PRICE DOLLARS/ GALLON	SURCHARGE CENTS/ MILE	DOE SELF SERVE FUEL PRICE DOLLARS/ GALLON	SURCHARGE CENTS/ MILE	DOE SELF SERVE FUEL PRICE DOLLARS/GALLON	SURCHARGE CENTS/MILE
\$1.140	\$1.179	\$0.01	\$2.540	\$2.579	\$0.36
\$1.180	\$1.219	\$0.02	\$2.580	\$2.619	\$0.37
\$1.220	\$1.259	\$0.03	\$2.620	\$2.659	\$0.38
\$1.260	\$1.299	\$0.04	\$2.660	\$2.699	\$0.39
\$1.300	\$1.339	\$0.05	\$2.700	\$2.739	\$0.40
\$1.340	\$1.379	\$0.06	\$2.740	\$2.779	\$0.41
\$1.380	\$1.419	\$0.07	\$2.780	\$2.819	\$0.42
\$1.420	\$1.459	\$0.08	\$2.820	\$2.859	\$0.43
\$1.460	\$1.499	\$0.09	\$2.860	\$2.899	\$0.44
\$1.500	\$1.539	\$0.10	\$2.900	\$2.939	\$0.45
\$1.540	\$1.579	\$0.11	\$2.940	\$2.979	\$0.46
\$1.580	\$1.619	\$0.12	\$2.980	\$3.019	\$0.47
\$1.620	\$1.659	\$0.13	\$3.020	\$3.059	\$0.48
\$1.660	\$1.699	\$0.14	\$3.060	\$3.099	\$0.49
\$1.700	\$1.739	\$0.15	\$3.100	\$3.139	\$0.50
\$1.740	\$1.779	\$0.16	\$3.140	\$3.179	\$0.51
\$1.780	\$1.819	\$0.17	\$3.180	\$3.219	\$0.52
\$1.820	\$1.859	\$0.18	\$3.220	\$3.259	\$0.53
\$1.860	\$1.899	\$0.19	\$3.260	\$3.299	\$0.54
\$1.900	\$1.939	\$0.20	\$3.300	\$3.339	\$0.55
\$1.940	\$1.979	\$0.21	\$3.340	\$3.379	\$0.56
\$1.980	\$2.019	\$0.22	\$3.380	\$3.419	\$0.57
\$2.020	\$2.059	\$0.23	\$3.420	\$3.459	\$0.58
\$2.060	\$2.099	\$0.24	\$3.460	\$3.499	\$0.59
\$2.100	\$2.139	\$0.25	\$3.500	\$3.539	\$0.60
\$2.140	\$2.179	\$0.26	\$3.540	\$3.579	\$0.61
\$2.180	\$2.219	\$0.27	\$3.580	\$3.619	\$0.62
\$2.220	\$2.259	\$0.28	\$3.620	\$3.659	\$0.63
\$2.260	\$2.299	\$0.29	\$3.660	\$3.699	\$0.64
\$2.300	\$2.339	\$0.30	\$3.700	\$3.739	\$0.65
\$2.340	\$2.379	\$0.31	\$3.740	\$3.779	\$0.66
\$2.380	\$2.419	\$0.32	\$3.780	\$3.819	\$0.67
\$2.420	\$2.459	\$0.33	\$3.820	\$3.859	\$0.68
\$2.460	\$2.499	\$0.34	\$3.860	\$3.899	\$0.69
\$2.500	\$2.539	\$0.35	\$3.900	\$3.939	\$0.70
\$3.940	\$3.979	\$0.71			
\$3.980	\$4.019	\$0.72			
\$4.020	\$4.059	\$0.73			
\$4.060	\$4.099	\$0.74			
\$4.100	\$4.139	\$0.75			
\$4.140	\$4.179	\$0.76			
\$4.180	\$4.219	\$0.77			
\$4.220	\$4.259	\$0.78			
\$4.260	\$4.299	\$0.79			
\$4.300	\$4.339	\$0.80			
\$4.340	\$4.379	\$0.81			
\$4.380	\$4.419	\$0.82			
\$4.420	\$4.459	\$0.83			
\$4.460	\$4.499	\$0.84			
\$4.500	\$4.539	\$0.85			
\$4.540	\$4.579	\$0.86			
\$4.580	\$4.619	\$0.87			
\$4.620	\$4.659	\$0.88			
\$4.660	\$4.699	\$0.89			
\$4.700	\$4.739	\$0.90			
\$4.740	\$4.779	\$0.91			
\$4.780	\$4.819	\$0.92			
\$4.820	\$4.859	\$0.93			
\$4.860	\$4.899	\$0.94			
\$4.900	\$4.939	\$0.95			
\$4.940	\$4.979	\$0.96			
\$4.980	\$5.019	\$0.97			
\$5.020	\$5.059	\$0.98			
\$5.060	\$5.099	\$0.99			
\$5.100	\$5.139	\$1.00			
\$5.140	\$5.179	\$1.01			
\$5.180	\$5.219	\$1.02			
\$5.220	\$5.259	\$1.03			
\$5.260	\$5.299	\$1.04			
\$5.300	\$5.339	\$1.05			

567

When fuel prices exceed \$5.339/gal; the fuel surcharge shall continue to increase .01 cent (one cent) per mile for each .04 cent increase in price of fuel/gal.

NOTE B: The following accessorial services as defined in Con-way Truckload Inc. General Carriage Rules, CTRQ 1000 Series, shall be subject to the Fuel Surcharge:

- | | |
|-----------------------------------|-------------|
| 1. Vehicle Furnished But Not Used | Item 985 |
| 2. Redelivery | Item 750 |
| 3. Requested Deadhead Miles | Item 890-10 |
| 4. Reconsignment or Diversion | Item 820 |
| 5. Special Services – Towing | Item 890 |
| 6. Stopping in Transit | Item 900 |

NOTE C: In the event of natural disaster, act of war, and or catastrophic occurrence, which immediately affects the price of fuel, the above provisions of Item 567 shall be supplemented by the terms and provisions of Con-way Truckload Inc. Emergency Fuel Surcharge, Item 567-10, CTRQ 1000 Rules Tariff.

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803									
APPLICATION	ITEM								
<p><u>EMERGENCY FUEL SURCHARGE – APPLICATION</u> (See Note A)</p> <p>In the event of natural disaster, act of war and/or catastrophic occurrence, which immediately affects the price of fuel, all shipments shall be subject to the terms of Con-way Truckload Inc.'s Emergency Fuel Surcharge provided below.</p> <p>NOTE A.</p> <p>1) Emergency Fuel Surcharge will apply on all shipments originating from and/or destined to points in:</p> <p>a. <u>U.S States</u>: Arizona, California, Nevada, Oregon, Washington</p> <p>b. <u>Canadian Province</u>: British Columbia</p> <p>c. <u>Mexico</u>: Crossing through U.S. gateway in Arizona and California.</p> <p>2) The Emergency Fuel Surcharge shall be determined from the difference between the <u>U.S. Average</u> fuel price average and the <u>West Coast</u> (PADD 5) fuel price average reported each Monday by the Department of Energy Fuel Index. (www.eia.doe.gov)</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Difference Between West Coast Region (PADD 5) And DOE U. S. Average:</td> <td style="text-align: center;">Emergency Fuel Surcharge Applicable</td> </tr> <tr> <td style="text-align: center;">\$0.25 to \$0.65</td> <td style="text-align: center;">\$60.00</td> </tr> <tr> <td style="text-align: center;">\$0.651 to \$0.85</td> <td style="text-align: center;">\$80.00</td> </tr> <tr> <td style="text-align: center;">\$0.851 to \$1.05</td> <td style="text-align: center;">\$100.00</td> </tr> </table> <p>3) The Emergency Fuel Surcharge will continue to apply until such date the difference between the West Coast Region (PADD 5) fuel price average and the U.S. Average fuel price average reported by the DOE in its Monday update, drops below \$0.25. However, in the event fuel prices re-escalate and the difference increases to \$0.25 or above, the Emergency Fuel Surcharge will automatically re-activate accordingly.</p> <p>4) The Emergency Fuel Surcharge shall be applicable <u>in addition</u> to any existing fuel surcharge formula currently in effect between Carrier and customer.</p> <p>5) Emergency Fuel Surcharge shall be shown as a separate line item in the freight bill.</p>	Difference Between West Coast Region (PADD 5) And DOE U. S. Average:	Emergency Fuel Surcharge Applicable	\$0.25 to \$0.65	\$60.00	\$0.651 to \$0.85	\$80.00	\$0.851 to \$1.05	\$100.00	<p>567-10</p>
Difference Between West Coast Region (PADD 5) And DOE U. S. Average:	Emergency Fuel Surcharge Applicable								
\$0.25 to \$0.65	\$60.00								
\$0.651 to \$0.85	\$80.00								
\$0.851 to \$1.05	\$100.00								
For explanation of abbreviations and reference marks, see last page.									
:tanna									
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010								

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION

ITEM

MEXICO FUEL SURCHARGE – APPLICATION

Using MX\$ 5.93 per liter as base fuel price, the following schedule represents Con-way Truckload Inc.'s Mexico Fuel Surcharge. The fuel price will be based on the price established at PEMEX fuel stations in Mexico City DF and updated every Monday. Mexican Diesel Prices are available at: <http://www.amegas.net>. Surcharge per mile will be converted to U.S. Currency every Monday using the official rate exchange reported by the Bank of Mexico in the Mexican Federal Official Gazette (Diario Oficial de la Federacion) available in the following websites: (Website in Spanish): http://www.sat.gob.mx/sitio_internet/asistencia_contribuyente/informacion_frecuente/tipo_cambio/ (Website in English, please select rate exchange located in "Published in DOF" Column) <http://www.banxico.gob.mx/tipcamb/tipCamMIAction.do?idioma=en>. Mexican Fuel Surcharge per mile converted to U.S. Currency, will be billed using three decimal points.

568

Example: Enter Monday's Official Peso/Dollar Rate Exchange: 11.1188

Example: Enter Date of Official Peso/Dollar Rate Exchange entered: 10/06/08

PLEASE UPDATE PESO/DOLLAR RATE EXCHANGE TO LATEST MONDAY.

TO UPDATE PLEASE GO TO:

http://www.sat.gob.mx/sitio_internet/asistencia_contribuyente/informacion_frecuente/tipo_cambio/

PEMEX DIESEL PRICE (MX PESOS/LITER)	SURCHARGE MX PESOS/MILE	SURCHARGE US DOLLAR S/MILE	PEMEX DIESEL PRICE (MX PESOS/LITER)	SURCHARGE MX PESOS/MILE	SURCHARGE US DOLLARS/MILE	PEMEX DIESEL PRICE (MX PESOS/LITER)	SURCHARGE MX PESOS/MILE	SURCHARGE US DOLLARS/MILE
5.930	5.984	0.00	9.395	9.449	2.52	12.860	12.914	5.04
5.985	6.039	0.04	9.450	9.504	2.56	12.915	12.969	5.08
6.040	6.094	0.08	9.505	9.559	2.60	12.970	13.024	5.12
6.095	6.149	0.12	9.560	9.614	2.64	13.025	13.079	5.16
6.150	6.204	0.16	9.615	9.669	2.68	13.080	13.134	5.20
6.205	6.259	0.20	9.670	9.724	2.72	13.135	13.189	5.24
6.260	6.314	0.24	9.725	9.779	2.76	13.190	13.244	5.28
6.315	6.369	0.28	9.780	9.834	2.80	13.245	13.299	5.32
6.370	6.424	0.32	9.835	9.889	2.84	13.300	13.354	5.36
6.425	6.479	0.36	9.890	9.944	2.88	13.355	13.409	5.40
6.480	6.534	0.40	9.945	9.999	2.92	13.410	13.464	5.44
6.535	6.589	0.44	10.000	10.054	2.96	13.465	13.519	5.48
6.590	6.644	0.48	10.055	10.109	3.00	13.520	13.574	5.52
6.645	6.699	0.52	10.110	10.164	3.04	13.575	13.629	5.56
6.700	6.754	0.56	10.165	10.219	3.08	13.630	13.684	5.60
6.755	6.809	0.60	10.220	10.274	3.12	13.685	13.739	5.64
6.810	6.864	0.64	10.275	10.329	3.16	13.740	13.794	5.68
6.865	6.919	0.68	10.330	10.384	3.20	13.795	13.849	5.72
6.920	6.974	0.72	10.385	10.439	3.24	13.850	13.904	5.76
6.975	7.029	0.76	10.440	10.494	3.28	13.905	13.959	5.80
7.030	7.084	0.80	10.495	10.549	3.32	13.960	14.014	5.84
7.085	7.139	0.84	10.550	10.604	3.36	14.015	14.069	5.88
7.140	7.194	0.88	10.605	10.659	3.40	14.070	14.124	5.92
7.195	7.249	0.92	10.660	10.714	3.44	14.125	14.179	5.96
7.250	7.304	0.96	10.715	10.769	3.48	14.180	14.234	6.00
7.305	7.359	1.00	10.770	10.824	3.52	14.235	14.289	6.04
7.360	7.414	1.04	10.825	10.879	3.56	14.290	14.344	6.08
7.415	7.469	1.08	10.880	10.934	3.60	14.345	14.399	6.12
7.470	7.524	1.12	10.935	10.989	3.64	14.400	14.454	6.16
7.525	7.579	1.16	10.990	11.044	3.68	14.455	14.509	6.20
7.580	7.634	1.20	11.045	11.099	3.72	14.510	14.564	6.24
7.635	7.689	1.24	11.100	11.154	3.76	14.565	14.619	6.28
7.690	7.744	1.28	11.155	11.209	3.80	14.620	14.674	6.32
7.745	7.799	1.32	11.210	11.264	3.84	14.675	14.729	6.36
7.800	7.854	1.36	11.265	11.319	3.88	14.730	14.784	6.40
7.855	7.909	1.40	11.320	11.374	3.92	14.785	14.839	6.44
7.910	7.964	1.44	11.375	11.429	3.96	14.840	14.894	6.48
7.965	8.019	1.48	11.430	11.484	4.00	14.895	14.949	6.52
8.020	8.074	1.52	11.485	11.539	4.04	14.950	15.004	6.56

Each column is continued on Page 36

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION

ITEM

MEXICO FUEL SURCHARGE – APPLICATION

(Continued)

PEMEX DIESEL PRICE (MX PESOS/LITER)	SURCHARGE MX PESOS/MILE	SURCHARGE US DOLLAR S/MILE	PEMEX DIESEL PRICE (MX PESOS/LITER)	SURCHARGE MX PESOS/MILE	SURCHARGE US DOLLARS/MILE	PEMEX DIESEL PRICE (MX PESOS/LITER)	SURCHARGE MX PESOS/MILE	SURCHARGE US DOLLARS/MILE			
8.075	8.129	1.56	0.140	11.540	11.594	4.08	0.367	15.005	15.059	6.60	0.594
8.130	8.184	1.60	0.144	11.595	11.649	4.12	0.371	15.060	15.114	6.64	0.597
8.185	8.239	1.64	0.147	11.650	11.704	4.16	0.374	15.115	15.169	6.68	0.601
8.240	8.294	1.68	0.151	11.705	11.759	4.20	0.378	15.170	15.224	6.72	0.604
8.295	8.349	1.72	0.155	11.760	11.814	4.24	0.381	15.225	15.279	6.76	0.608
8.350	8.404	1.76	0.158	11.815	11.869	4.28	0.385	15.280	15.334	6.80	0.612
8.405	8.459	1.80	0.162	11.870	11.924	4.32	0.389	15.335	15.389	6.84	0.615
8.460	8.514	1.84	0.165	11.925	11.979	4.36	0.392	15.390	15.444	6.88	0.619
8.515	8.569	1.88	0.169	11.980	12.034	4.40	0.396	15.445	15.499	6.92	0.622
8.570	8.624	1.92	0.173	12.035	12.089	4.44	0.399	15.500	15.554	6.96	0.626
8.625	8.679	1.96	0.176	12.090	12.144	4.48	0.403	15.555	15.609	7.00	0.630
8.680	8.734	2.00	0.180	12.145	12.199	4.52	0.407	15.610	15.664	7.04	0.633
8.735	8.789	2.04	0.183	12.200	12.254	4.56	0.410	15.665	15.719	7.08	0.637
8.790	8.844	2.08	0.187	12.255	12.309	4.60	0.414	15.720	15.774	7.12	0.640
8.845	8.899	2.12	0.191	12.310	12.364	4.64	0.417	15.775	15.829	7.16	0.644
8.900	8.954	2.16	0.194	12.365	12.419	4.68	0.421	15.830	15.884	7.20	0.648
8.955	9.009	2.20	0.198	12.420	12.474	4.72	0.425	15.885	15.939	7.24	0.651
9.010	9.064	2.24	0.201	12.475	12.529	4.76	0.428	15.940	15.994	7.28	0.655
9.065	9.119	2.28	0.205	12.530	12.584	4.80	0.432	15.995	16.049	7.32	0.658
9.120	9.174	2.32	0.209	12.585	12.639	4.84	0.435	16.050	16.104	7.36	0.662
9.175	9.229	2.36	0.212	12.640	12.694	4.88	0.439	16.105	16.159	7.40	0.666
9.230	9.284	2.40	0.216	12.695	12.749	4.92	0.442	16.160	16.214	7.44	0.669
9.285	9.339	2.44	0.219	12.750	12.804	4.96	0.446	16.215	16.269	7.48	0.673
9.340	9.394	2.48	0.223	12.805	12.859	5.00	0.450	16.270	16.324	7.52	0.676

568

When fuel prices exceed \$16.324 MX Pesos per liter; the fuel surcharge shall continue to increase \$0.04 MX Pesos (4 MX Cents) per mile for each \$0.055 MX Pesos (5.5 MX Cents) increase in the price of fuel per liter in Mexico

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>HAZARDOUS MATERIALS</u> (See Notes 1 through 7)</p> <p>Carrier may, based upon the availability of Carrier drivers with proper "Hazardous Materials" certification and license, accept shipments of hazardous materials or hazardous substances subject to all requirements of the U.S. Department of Transportation and the Environmental Protective Agency governing transportation of such commodities. Shipper shall comply with all governmental requirements including but not limited to any special labeling and packaging requirements. When tendered by Shipper and accepted by Carrier, such shipments shall also be subject to the following provisions:</p> <ul style="list-style-type: none"> • Applicable Commodities under this item – Any shipment containing commodities that are classified as hazardous by the Department of Transportation as published in the Code Federal Regulations (CFR), Title 49. • Per Shipment Charge: \$100.00 (See Notes 1 through 7) For shipments requiring placards. <p>NOTE 1: Unless otherwise approved in writing by Carrier's Vice-President of Safety, <u>Item 180-30: Application of Rates-Hazardous and/or Radioactive Commodities</u>, will govern what commodities will be accepted and not accepted by Carrier for transportation.</p> <p>NOTE 2: When Carrier is requested to provide transportation services of which require the Carrier's driver to be properly certified and currently licensed with a Hazardous Materials Endorsed CDL, and such authorized driver is not readily available via normal transit to a designated point, Carrier shall provide the appropriate driver and equipment subject to the following charges:</p> <p style="padding-left: 40px;">a) A charge of \$1.40 per mile per vehicle plus applicable fuel surcharge(s) shall be assessed as follows: the charge begins at the location which Carrier and driver and equipment is dispatched from upon receipt of shipper's request and continues to the requested point of origin. This charge is for the furnishing of Carrier's driver with proper Hazmat certification and license, and equipment. This charge is an addition to any applicable linehaul charges and/or accessorial fees incurred.</p> <p>NOTE 3: In the event shipper tenders, whether unknowingly or in error, a shipment that is not designated as containing hazardous materials, and upon arrival at shipper's location, Carrier's driver is informed or discovers that the shipper intends to load hazardous materials for which requires a properly certified and licensed driver, Carrier shall have the option to:</p> <p style="padding-left: 40px;">a) Reject tender of the shipment due to the unavailability of an authorized driver. In such instances, charges due the Carrier shall be \$1.40 per mile subject to a minimum of \$325.00 per occurrence plus applicable fuel surcharge(s); or,</p> <p style="padding-left: 40px;">b) Upon mutual written agreement by Shipper and Carrier, Carrier shall provide a properly certified and licensed driver and equipment. In such instances, charges, including fuel surcharge(s), shall be assessed according to the provisions of NOTE 2.1 above, plus the charges resulting from the provisions of NOTE 3.(1) above. These charges are in addition to any applicable linehaul charges and/or accessorial fees incurred.</p> <p>(continued on the following page)</p>	<p>569</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>HAZARDOUS MATERIALS</u> (See Notes 1 through 7)</p> <p>NOTE 4: Any fines or penalties imposed on Carrier as a result of Shipper's failure to meet regulatory requirements will be charged back to Shipper.</p> <p>NOTE 5: All charges accruing under this Item will be collected from the Shipper or party requesting movement of the shipment.</p> <p>NOTE 6: Nothing in this item shall obligate the Carrier to handle any commodity not packaged properly for transportation or from transporting shipments beyond the scope of Carrier's operating certificates. No shipments of hazardous waste (defined by 49 CFR section 171 will be accepted for transportation).</p> <p>NOTE 7: <u>Hazardous Materials – Mexico:</u> Hazardous materials requiring further processing, re-packaging, refinement, or used for in the processing of other materials or which are restricted for movement to and from Mexico due to governmental regulations will not be accepted by Carrier. It is the Shipper's responsibility to be familiar with those rules and laws governing the export or import of hazardous materials to and from Mexico. In the event a shipment is advertently picked up or handled by Carrier and can not cross the border due to hazardous restrictions, the freight will become undeliverable and handled in accordance with Items 820 and 910. Charges applicable to such shipments will be the charge to the point the shipment was stopped and the charge for the return or the new destination if reconsigned, plus storage charges and any other fees or charges applicable.</p> <p>(concluded)</p>	<p>569</p>
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p style="text-align: center;"><u>IMPRACTICABLE OPERATIONS / FORCE MAJEURE</u></p> <p>Nothing in this tariff shall be construed as binding on the part of the Carrier to accept shipments for delivery at destination to which, because of conditions of roadways, streets, alleys, or premises, it is impracticable to operate Carrier's vehicles or to require delivery to locations at destinations where it is impracticable to operate Carrier's vehicles. In such cases, delivery will be made at the nearest point or location to the billed destinations to which it is practicable to operate Carrier's vehicle. Carrier will notify consignee of its inability to make delivery at the billed destination and also advise the consignee of the point or location where delivery has been made.</p> <p>Any failure of performance by the Carrier shall be excused, and the Carrier's obligations shall be temporarily suspended, to the extent that the Carrier's performance is prevented, delayed or impaired by reason of acts of God, acts of a public authority, acts of a public enemy, fire, flood, adverse weather or road conditions, labor strike or discord, civil commotion or riot or other disorder (including terrorist attack(s) and/or act(s) of terrorism), closing of the public highways, or other contingencies, whether similar or dissimilar to those named, beyond the Carriers' reasonable control.</p>	<p>570</p>
<p style="text-align: center;"><u>LOADING -- UNLOADING</u></p> <p>(A) Except as otherwise provided, loading of freight shall be performed by the shipper, and unloading of the freight shall be performed by the consignee.</p> <p>(B) When special equipment that is not a part of the trucking equipment operated in the service of the Carrier, such as cranes, hoists, winches, pallet jacks, or forklifts, is necessary to perform the loading or unloading service, it shall be supplied by the consignor or consignee together with personnel for operation thereof.</p> <p>(C) If additional personnel is required for loading or unloading, the additional personnel will be furnished by the consignor or consignee.</p> <p>(D) When Carrier is requested by the shipper or consignee to perform loading or unloading, the Carrier will perform such service as follows:</p> <ol style="list-style-type: none"> 1. Except as otherwise provided, loading of freight shall be performed by the shipper, and unloading of freight shall be performed by the consignee. 2. When special equipment that is not a part of the trucking equipment operated in the service of the Carrier (such as cranes, hoists, winches, pallet jacks, or forklifts) is necessary to perform the loading or unloading service, it shall be supplied by the consignor or consignee together with personnel for operation thereof. 3. If additional personnel is required for loading or unloading, the additional personnel will be furnished by the consignor or consignee. 4. When Carrier is requested by the shipper or consignee to perform and/or assist in loading or unloading, the Carrier will perform and/or assist in such service as follows: <ol style="list-style-type: none"> (a) Carrier Performs or Assists (See Note A): \$35.00 per hour, or fraction thereof subject to a minimum charge of \$150.00 per occurrence. <p><u>NOTE A:</u> Shipments of 2,000 or more units shall also be subject to a charge of \$100.00 per trailer where Carrier performs and/or assists with loading or unloading. This charge shall apply in addition to the hourly charge listed above for Carrier loading or unloading.</p>	<p>578</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p style="text-align: center;">SHIPPER LOAD AND COUNT</p> <p>Except as otherwise provided herein or in individual tariffs making reference to this tariff, the following provisions govern "SHIPPER LOAD AND COUNT".</p> <p>Where shipper or shipper's agent loads Carrier vehicle, shipper or shipper's agent shall affix seal or seals to Carrier's vehicle. Seal number or numbers, along with notation "SHIPPER LOAD AND COUNT", must appear on bill of lading or shipping document. Carrier representative shall refuse to sign for receipt of said vehicle until proper notations have been made on shipper bill of lading or shipping document.</p> <p>Where Carrier vehicle is tendered to consignee or consignee's agent for delivery of a shipment moving under "SHIPPER LOAD AND COUNT", Carrier agent will make delivery only after consignee or consignee's agent has inspected, broken, and removed seals from Carrier vehicle. Consignee's or consignee's agent's signature for receipt of shipment shall (unless otherwise noted) be deemed to represent that seal numbers coincide with seal numbers identified by shipper as the seals placed on Carrier vehicle by shipper, and that seals were intact when Carrier vehicle was tendered to consignee for unloading.</p>	578-10
<p style="text-align: center;">MINIMUM CHARGE PER SHIPMENT</p> <p>Except as otherwise provided, all provisions, rates, charges, tariffs and contracts governed by the provisions of this tariff will be subject to the following Minimum Charge application:</p> <ol style="list-style-type: none"> 1. Specific Minimum charges, if published for the account of a named customer, shall take precedence over (2) and (3) below. 2. Shipments governed by the provisions of CTRQ 4002 Series Tariff, shall be subject to CTRQ 4002 Series, Item 150-10: Minimum Charges per Shipment. Application of (2) precedes (3) below. 3. All other shipments are subject to a minimum charge of \$550.00. 	610
<p style="text-align: center;">MINIMUM CHARGE EXEMPTION</p> <p>Rates and charges governed by this Item shall not be subject to the provision of item 610: Minimum charge per shipment of the CTRQ 1000 Rules Tariff series.</p>	610-10
<p style="text-align: center;">CONTRACT CARRIAGE – MINIMUM TENDER</p> <p>In case of contract carriage, if the shipper fails to tender to Carrier the minimum number of shipments required under its contract during any annual period, the shipper shall pay to the Carrier, as liquidated damages, the sum of One Hundred U.S. Dollars (\$100.00 U.S.) for each deficit shipment. If the parties' contract is terminated or canceled before the end of an annual period, the minimum required number of shipments thereunder shall be proportionately reduced.</p>	620
<p style="text-align: center;">PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING</p> <p>Upon reasonable request of consignor, consignee, or others designated by them and subject to the provisions contained herein, Carriers will, without additional charge, prearrange schedules for arrival of vehicles for loading or unloading shipments governed by Item 820 or 848.</p> <p>Section 1. Request for prearranged scheduling may be oral or in writing.</p> <p>Section 2. Prearranged schedules for arrival of vehicle for loading or unloading may be on a one-time or continuous basis mutually agreeable to all parties. Continuous prearranged scheduling agreements may be terminated by any party to the agreement on not less than 24 hours' notice prior to the effective date of such cancellation.</p> <p>Section 3. The scheduled time for arrival of vehicle for unloading should be prior to the time storage charges would begin to accrue. If arrival for unloading is not so scheduled, storage charges will be assessed as provided in applicable tariff.</p>	647
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>TOLLS -- EXPRESS MAIL CHARGES</u>	
<p>Tolls on telegrams, teletype, or telephone messages sent at the request of shippers or consignees, or their agent or representative, relative to shipments in transit or disposition of freight on hand at destination, will not be assumed by Carrier; except when such toll is upon answer to shipper or consignee, it will be assumed by the Carrier.</p>	647-10
<u>PACKING</u> (Note 1)	
<p>(A) All articles tendered for shipment must be prepared and packed by the shipper in such a manner as to insure the safe transportation of such articles by the Carrier through the exercise of reasonable care. Shipper must pack, mark, label and placard hazardous materials shipments in strict accordance with applicable D.O.T. regulations or other legal requirements. Carrier reserves the right to refuse the tender of shipments which, in its opinion, are not prepared or packaged as required by law or are prepared or packaged in such a manner that they cannot, through the exercise of reasonable care, be transported from origin to destination of the shipment without damage.</p> <p>(B) The rates in tariffs governed hereby do not include the costs for any materials used as temporary blocking, flooring or lining, racks, standards, strips, stakes, or similar bracing, 'dunnage', or supports <u>not</u> constituting a shipping Carrier, container or package, or a part of the transporting vehicle, when required to protect and make shipments secure for transportation.</p> <p>(C) At the request of shipper, Carrier will, based upon availability, arrange to purchase wooden timbers for bracing, blocking, or other loading requirements and will pay the cost thereof as an advance charge to be paid by the shipper or consignee plus a service charge of \$27.00 in addition to all other applicable tariff charges.</p> <p>Note 1: In the event of <u>The Return of Non-Compliant Wood Packing Materials</u>, refer to Item 995 herein for specific applications.</p>	680
<u>PAYMENT/COLLECTION OF CHARGES</u>	
<p>Unless proper and satisfactory credit arrangements have been made, all transportation and other lawful charges shall be due and payable before surrender and delivery of property to the consignee or owner thereof. All charges must be paid within fifteen (15) days from the receipt of Carrier's invoice. (See Note A)</p> <p>In the event that the shipper, consignor, consignee, or any other third party involved in the movement fails to pay for any property transported by the Carrier for the shipper within thirty (30) days of the date of billing, the Carrier may deem it necessary to retain the services of a collection agency and/or legal counsel to collect any outstanding indebtedness. In the event of such, the liable party (i.e. shipper, consignor, consignee, or third party) will be responsible for payment of all collection expenses and legal fees incurred by the Carrier in attempting to collect the outstanding indebtedness.</p> <p>NOTE A – Date of receipt of Carrier's invoice by customer is deemed to be three (3) business days from the invoice's accompanying postmark.</p>	720
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>CHARGES FOR DOCUMENTS, FORMS OR COPIES</u>	
<p>Except as otherwise provided, when the payer of the freight or other lawful charges requests, as a prerequisite to payment:</p> <ol style="list-style-type: none"> 1. <u>Original</u> Bill of Lading, manifest, receipt or other documentation received at time of shipment tender, such document(s) shall be provided by the Carrier. A charge of \$25.00 per truckload shall be applicable. 2. <u>Copies or Reproductions</u>: In the event Carrier does not receive, or is not allowed to retain, original shipping documents (i.e. Bill of Lading, manifest, receipt, etc.), Carrier shall provide from its records, the best copy or reproduction available at no charge. 	720-10
<u>PICKUP OR RE-DELIVERY</u>	
<p>When a shipment is tendered for pickup or delivery, and through no fault of Carrier such pick up or delivery cannot be accomplished, no further tender in either instance will be made except upon request. Additional tenders and final delivery will be subject to the following provisions. (See Notes A, B, C and D)</p> <ol style="list-style-type: none"> 1. <u>Tender For Pickup</u>: If Shipper and/or consignor elects to tender for pickup the shipment located at the first attempted pickup address, Carrier's final pickup will be subject to an additional charge of \$64.00. 2. <u>Re-Delivery</u>: If consignee elects to receive delivery of shipment located at the first attempted delivery address, Carrier's final delivery will be subject to an additional charge of \$64.00. 3. If final pickup or re-delivery is performed by Carrier at an address other than the original address of the first attempted pickup or delivery, then the provisions of Item 820 (Reconsignment or Diversion) will apply. 4. All charges accruing under the provisions of this rule must be paid or guaranteed by the party or parties requesting re-delivery before the shipment is redelivered. <p>Note A: Subject to the provisions of Item 910 (Storage). Note B: In connection with shipments from or to private residences, apartments, churches, schools, camps, or other such locations, the provisions of this item will only apply after Carrier has reached agreement with consignee regarding the date and time (morning or afternoon) of pickup or delivery of the shipment and the Carrier, through the fault of the consignee, is unable to effect pickup or delivery as scheduled. Note C: Subject to Driver Lay-over Charges (Item 500-10). Note D: Subject to the provisions of Item 500 (Detention-Vehicles With Power Units)</p>	750
<u>MULTIPLE DELIVERIES</u>	
<p>Where two (2) or more trailer loads are tendered with a stipulation that each trailer load is to arrive at a single destination on the same day, Carrier will attempt to meet such delivery schedule as required, limited by safety rules, hours of service as prescribed by law, and other conditions; however, nothing in this item shall be construed to require the Carrier(s) to meet such requirements, and under no circumstances shall the Carrier be liable for costs incurred by parties to the bill of lading contract for delays contrary to Part 1, Paragraph 3(a) of the appropriate bill of lading.</p>	750-10
<u>DELIVERY SERVICE -- WITHOUT RECEIPT</u>	
<p>When the bill of lading provides for delivery at field locations, the bill of lading shall be so endorsed. If there is no one present to sign the delivery receipt, the Carrier shall complete delivery at designated location and Carrier's responsibility ceases upon delivery being made.</p>	751
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803																			
APPLICATION	ITEM																		
<u>ALTERNATION -- RATES AND WEIGHTS</u>																			
<p>(A) Where different rates on the same articles, based on different minimum weights are provided, the lowest charge obtainable under different rates, and minimum weight applicable thereto (or actual if greater) will be applied.</p> <p>(B) In no case shall the charge for any shipment be greater than the charge for a greater weight of the same commodity, from and to the same points via the same routes.</p>	765																		
<u>ALTERNATION -- RATES AND DISTANCES</u>																			
When rates are named in cents per loaded mile and a lower charge can be obtained by applying a rate to a greater than actual distance, such lower charge shall apply.	765-10																		
<u>RATE PRECEDENCE</u> (Subject to Notes A & B)																			
Rate precedence will be in the following order even when such precedence results in a higher charge																			
<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left; width: 50%;">ORIGIN</th> <th style="text-align: left; width: 50%;">DESTINATION</th> </tr> </thead> <tbody> <tr> <td>1.) City to City rates that specify intermediate stops</td> <td>(via point rates)</td> </tr> <tr> <td>2.) City, State/Province**</td> <td>City, State/Province**</td> </tr> <tr> <td>3.) City, State/Province**</td> <td>State or portion of State/Province**</td> </tr> <tr> <td>4.) State or portion of a State/Province**</td> <td>City, State/Province**</td> </tr> <tr> <td>5.) Portion of a State/Province**</td> <td>Portion of a State/Province**</td> </tr> <tr> <td>6.) Portion of a State/Province**</td> <td>State/Province**</td> </tr> <tr> <td>7.) State/Province**</td> <td>Portion of a State/Province**</td> </tr> <tr> <td>8.) State/Province**</td> <td>State/Province**</td> </tr> </tbody> </table>	ORIGIN	DESTINATION	1.) City to City rates that specify intermediate stops	(via point rates)	2.) City, State/Province**	City, State/Province**	3.) City, State/Province**	State or portion of State/Province**	4.) State or portion of a State/Province**	City, State/Province**	5.) Portion of a State/Province**	Portion of a State/Province**	6.) Portion of a State/Province**	State/Province**	7.) State/Province**	Portion of a State/Province**	8.) State/Province**	State/Province**	765-20
ORIGIN	DESTINATION																		
1.) City to City rates that specify intermediate stops	(via point rates)																		
2.) City, State/Province**	City, State/Province**																		
3.) City, State/Province**	State or portion of State/Province**																		
4.) State or portion of a State/Province**	City, State/Province**																		
5.) Portion of a State/Province**	Portion of a State/Province**																		
6.) Portion of a State/Province**	State/Province**																		
7.) State/Province**	Portion of a State/Province**																		
8.) State/Province**	State/Province**																		
<p>**A portion of a State/Province may be specified as: a county, group of counties, postal codes/zones, a group of postal codes/zones or commercial zones.</p> <p>NOTE A: This item and other rate items herein are subject to Item 816.</p> <p>NOTE B: The provisions of this Item do not apply to Canadian Province to Canadian Province movements.</p>																			
<u>NON-ALTERNATING PRICING</u>																			
<p>In the event the payer has no applicable pricing or, the payer's pricing is excepted or made non-applicable through other effective provisions published by Con-way Truckload Inc., such exceptions or non-application provisions will apply for the purpose of applying this rule and will prohibit the use of alternative pricing application on behalf of non-payer of the freight charges.</p> <p>Examples:</p> <ol style="list-style-type: none"> Consignee or payer pricing is restricted but shipper or third party pricing is not restricted. Consignee or payer has no pricing exceptions that may be applicable, but shipper or third party does. <p>Terms, conditions and provisions are part of the negotiated rates and/or charges and they will not alternate with any other rates and/or charges.</p>	765-30																		
For explanation of abbreviations and reference marks, see last page.																			
:tanna																			
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010																		

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p style="text-align: center;"><u>PREPAYMENT OR GUARANTEE OF CHARGES</u></p> <p>All charges must be prepaid or guaranteed on any shipment which, in the judgment of the Carrier, at point of origin or diversion would not, at forced sale, realize the total amount of charges due at destination.</p> <p>Freight on which prepayment is required may, on approval of the Carrier, be forwarded on a collect basis on the guarantee of the shipper that all charges will be paid. Notation must be made on shipping order and bill of lading that shipper guarantees charges.</p>	770
<p style="text-align: center;"><u>PROTECTIVE SERVICE</u></p> <p>(A) Protection of shipments against heat or cold will not be furnished by the Carrier. Carrier will not accept shipments that require it to provide controlled temperature equipment.</p> <p>(B) Provisions of paragraph (A) herein will apply regardless of whether or not shipper indicates on the bill of lading that protective service is requested or required.</p>	810
<p style="text-align: center;"><u>QUOTES</u></p> <p>Quotes are for informational purposes only. The correct and applicable rates and charges for a movement shall be those rates and charges individually determined or contractually established in writing prior to the shipment.</p> <p>In cases of contract carriage, if the shipper tenders or causes to be tendered to Carrier, and Carrier accepts and transports, any shipment subject to a contract without the rates or charges therefore having first properly been made a part of the contract, the rates and charges for such shipment shall be reasonable and shall reflect the contemporaneously prevailing level of common Carrier rates and charges for similar services provided by Carrier.</p>	815
<p style="text-align: center;"><u>PRIMACY OF CONTRACT OR INDIVIDUALLY DETERMINED RATE</u></p> <p>Line-haul, ancillary and other rates which have been individually determined in writing between this Carrier and a shipper or other customer, under contract or otherwise, shall prevail over any conflicting method provided by this tariff for determining such rates. This tariff's provisions for determining line-haul rates and other charges shall be determinative only in the absence of an individually determined rate for such transportation or service.</p>	816
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>RECONSIGNMENT OR DIVERSION</u></p> <p>Shipment transported under the provisions of this tariff may be re-consigned or diverted subject to the following conditions:</p> <p>(A) The term "re-consignment or diversion" means any one of the following:</p> <ol style="list-style-type: none"> (1) A change in the name or address of consignor or consignee. (2) A change in the destination. (3) Any other instructions given by consignor, consignee, or owner necessary to effect change in delivery. <p>(B) A request for re-consignment or diversion must be made or confirmed in writing, and proof of ownership must be established by surrender of the original bill of lading or by other means.</p> <p>(C) When a re-consignment or diversion order is received by Carrier, a diligent effort will be made to locate the shipment and to effect the requested change. However, Carrier will not be responsible for failure to effect such a change.</p> <p>(D) A charge of \$100.00 will be made for each vehicle re-consigned or diverted under these rules in addition to all other applicable charges.</p> <p>(E) When the rate to be applied on shipment's agreed re-consignment or diversion point is higher than the rate from <u>origin</u> to <u>final</u> destination, the <u>higher</u> rate shall be the applicable rate. Reconsignment or diversion charges determined in Paragraphs (1) or (2) hereto shall be subject to the (1) provisions of the preceding Paragraph (D); and (2), any other additional charges that might apply.</p> <p>(1) <u>FLAT CHARGE, PER VEHICLE CHARGE:</u></p> <ol style="list-style-type: none"> (1) When the applicable rate is a flat charge, or per vehicle charge, any excess mileage will be billed at whatever rate per mile reflected by dividing the existing flat rate charge or per vehicle charge by the applicable mileage plus the applicable fuel surcharge(s). <p>(2) <u>MILEAGE RATES (Rate Per Mile)</u></p> <ol style="list-style-type: none"> (1) When the applicable rate is determined by a per mile charge, the rate making distance shall be the distance from origin to final destination <u>via</u> the reconsignment or diversion points. (2) If there is not an applicable published rate from origin to final destination, the applicable rate per mile shall be \$ 1.50 plus the applicable fuel surcharge(s). 	<p>820</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p> <p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>BLIND SHIPMENTS</u>	840
<ol style="list-style-type: none"> 1. Blind Shipments shall be defined as a shipment for which the actual shipper and/or consignee has intentionally not been identified correctly on the shipment's original shipping documentation given to Carrier at time of the shipment's pickup. 2. Carrier reserves the option to accept or not to accept offer and/or tender of any "blind" shipment. 3. Blind shipments shall be subject to the following procedures: <ol style="list-style-type: none"> a. The requestor must complete and fax to Carrier written authorization describing the desired change. Written authorization may be in the form of a revised bill of lading, customer letter with revised addresses by an authorized individual, verifiable e-mail from customer authorizing a revised address, or Carrier's reconsignment form completed by a person representing the party to make the reconsignment. b. Carrier must be satisfied that the requestor has the legal authority to divert the shipment. c. Charges published in Item 820: Reconsignment or Diversion of CTRQ 1000 Series General Carriage Rules, will apply on shipments subject to this Item. d. Actual origin city, state, and zip code and ultimate destination city, state and zip code will be shown on Carrier's freight bill. e. Blind shipment service must be requested prior to the actual pickup of the related shipment. 	
<u>REFERENCE TO TARIFFS, ITEMS, NOTES, RULES, OR OTHER PROVISIONS</u>	845
Where reference is made to a tariff, item, note, rule, or other provision, such reference will include all supplemental corrections or successive issues of said tariffs, items, notes, rules, or other provisions.	
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>RELEASED VALUE</u>	
<p>(A) Except as provided in Item 180-20, and absent full and strict compliance with said item, all shipments are deemed released – and Carrier’s maximum liability is limited – to a maximum value not exceeding \$100,000 USD per truckload (or five U.S. cents per pound for used or reconditioned cargo), unless a lesser value is declared on the bill of lading or other shipping documentation, in which case Carrier’s liability shall not exceed said lesser value declared by the shipper.</p> <p>(B) In any event, all shipments also shall remain and be subject to the cargo liability provisions of Item 180-20 and Items 408 through 408-20 inclusive, the effect of which may be to further limit Carrier’s liability for any given shipment.</p> <p>(C) Title 49 cargo liability rights and remedies which are contrary to this Item or to this Rules Tariff’s other cargo liability provisions, are hereby waived to the fullest extent legally permitted.</p>	848
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>RETURNED OR UNDELIVERABLE SHIPMENT</u>	
Shipments which have been tendered for delivery at the point designated on the bill of lading which are refused or rejected, through no fault of the Carrier, and are ordered returned by consignee or consignor, shall be rated and charged at the applicable rate from the point of refusal to origin, in addition to the charges from origin to point of refusal. (Subject to Minimum Truckload Charge – Item 610; and Detention – Item 500.)	860
<u>SPECIAL SERVICES – SECURITY CHECK BY CUSTOMS</u>	
<p>This item applies when at the request of Mexican Customs, Canadian Customs, and/or United States Customs, a loaded Conway Truckload Inc's vehicle is required to be unloaded, inspected, audited and reloaded. In each such event, Customer shall reimburse Con-way Truckload Inc in full for all charges incurred for unloading, inspection, audit, and/or reloading. Such charges shall apply in addition to all other charges accruing to the shipment, including but not limited to detention as outlined in Sections 500, 501, and 501-10 herein, and for shipments with a Canadian origin or destination, a \$100.00 per trailer surcharge shall also apply, Detention charges shall begin accruing at the time that a shipment is detained for unloading, inspection, and/or audit, and shall continue to accrue until such time as the shipment is reloaded and released for dispatch by the appropriate authorities.</p> <p>Where a shipment is required to be unloaded, inspected, audited and/or reloaded, Con-way Truckload Inc shall not be responsible for any subsequent claims for overage, shortage, and/or damage which may be filed by the customer, shipper, or consignee.</p>	880
<u>SEIZURE AND IMPOUNDMENT BY CUSTOMS (NOTES A & B)</u>	
<p>In the event Carrier's equipment, and goods therein, are seized and impounded by United States Customs, Mexican Customs and/or Canadian Customs for any reason whatsoever, a charge of \$200.00 per vehicle per day shall apply beginning the date of seizure and continuing through to, and including the date that such equipment and goods are released by the appropriate authorities. Con-way Truckload Inc will have no liability or responsibility for any such goods during and/or after such seizure and impoundment. Charges listed herein will apply in addition to all other charges accruing to the goods.</p> <p>NOTE A: The provisions of this item apply only in instances where the equipment and goods have been physically seized and impounded by United States Customs, Canadian Customs, and/or Mexican Customs. This item will take precedence over Item 890-01 of CTRQ 1000 Rules Tariff.</p> <p>NOTE B: In THE Event of <u>The Return of Non-Compliant Wood Packing Materials</u>, refer to Item 995 herein for application.</p>	880-10
<u>U.S. – Canada Border Crossing Fee</u>	
<p>Export or import shipments crossing U.S. – Canadian Border in Ontario and Quebec shall be subject to a fee of \$ 100.00 (USD) per shipment.</p> <p>In the event of an inspection by U.S. and/or Canadian Customs, each shipment shall be allowed <u>two</u> (2) hours free time to clear the border crossing point. Upon expiration of said free time, a fee of \$77.50 per hour, or fraction thereof, shall apply in addition to the Border Crossing Fee.</p>	880-20
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>SPECIAL SERVICES -- TOWING</u> (Refer to Note A)</p> <p>Carrier will perform tow-away service subject to the following:</p> <p>(A) Charges for freight handled in tow-away service shall be \$1.40 per running mile, subject to Item 610 (Minimum Charge) plus the applicable fuel surcharge.</p> <p>(B) The distance shall be computed from point of origin to final destination and then from destination to the next specified origin. In cases where Carrier is required to drop the tow-away equipment at the shipment's destination, the distance will then be computed from point of origin to destination and then from destination to Carrier's nearest point of available equipment.</p> <p>(C) Any maintenance or servicing of such tow-away equipment during transportation necessary for its preservation of operation shall be at the expense of the shipper, owner, or consignee.</p> <p>(D) Time lost in transit, when due to mechanical or tire failure on the part of the tow-away equipment and through no fault of the Carrier, will be subject to a charge of \$77.50 per hour or fraction thereof, subject to a maximum of 12 hours in any 24 hour period.</p> <p>(E) When due to mechanical or tire failure on the part of the tow-away equipment and through no fault of the Carrier an accident causes equipment damage, property damage, or loss of life occurs, the shipper, owner, or consignee shall assume full liability for such accident.</p> <p>(F) The Carrier will perform a pre-trip inspection in accordance with the Federal Motor Carrier Safety Regulation as prescribed by the U.S. Department of Transportation of the Federal Highway Administration in Part 396. Should tow-away equipment fail to pass such inspection, the Carrier maintains the option of refusing to transport the tow-away equipment and will bill the shipper, owner, or consignee of such tow-away equipment in accordance with the provision of Item 985 (Vehicle Furnished But Not Used) of this tariff.</p> <p>(G) The Carrier shall advance charges for collection from shipper, owner, or consignee in addition to all other applicable charges as published in this tariff.</p> <p>NOTE A – "Tow-Away" Service applies to Carrier's pulling, transport or towing of trailer equipment owned/leased by Shipper, Owner, Customer and/or Consignee.</p>	<p>890</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803							
APPLICATION	ITEM						
<p><u>TRAILER DELAY - IMPORT OR EXPORT SHIPMENTS</u> (NOTE A)</p> <p>All trailers delayed, prior to or after crossing Mexico - US gateway points, for any purpose of the consignee, consignor or owner, or for customs clearance or inspection, or other designated party, or through no fault of the Carrier, are subject to the following:</p> <p>A. FREE TIME ALLOWED: Twenty-four (24) hours of free time will be allowed on Carrier's trailers delayed either on or off the Carriers premises; such time shall be computed from the first 7:00 a.m. after notice of arrival has been given to the consignee, or party entitled to receive arrival information on delivery.</p> <p>B. COMPUTATION OF FREE TIME: In computing time, any fractional part of 24 hours will be computed as one day. Sundays and Legal Holidays (Mexico and/or US), but not half holidays, will be excluded. When a Legal Holiday falls on a Sunday, the following Monday will be excluded.</p> <p>C. DELAY CHARGES: Carrier's trailers delayed, on or off the Carrier's premises in excess of free time allowed, will be subject to the following delay charges, or at the option of the Carrier, the trailer's cargo may be sent to a public warehouse at the cargo owner's expense.</p> <p>1. Charges defined below are per 24 hours or fraction thereof, per trailer, excluding Sundays and Legal Holidays.</p> <table style="margin-left: 40px;"> <tr> <td>1st - 2nd 24 hour periods</td> <td style="text-align: right;">\$ 26.00 each</td> </tr> <tr> <td>3rd - 4th 24 hour periods</td> <td style="text-align: right;">\$ 36.00 each</td> </tr> <tr> <td>5th +</td> <td style="text-align: right;">\$ 52.00 each</td> </tr> </table> <p>2. Trailer delay charges will end at 7:00 AM on the day which:</p> <p>a. Action is taken by the consignor, consignee, owner or other designated party, which enables the Carrier to continue transit of the trailer and its contents to the designated delivery point; or</p> <p>b. The Carrier exercises the right to send the trailer's cargo to a public warehouse as provided in the bill of lading contract.</p> <p>NOTE A - The provisions of this item apply only on trailers transporting cargo from points in Mexico destined to points in the US and/or Canada, or trailers transporting cargo from points in the US and/or Canada, destined to points in Mexico. Unless otherwise excepted, rules and charges of this Item will take precedence over any otherwise applicable storage and/or detention provisions. For security check by Customs, see Item 880 of this CTRQ 1000 Rules Tariff.</p>	1st - 2nd 24 hour periods	\$ 26.00 each	3rd - 4th 24 hour periods	\$ 36.00 each	5th +	\$ 52.00 each	<p>890-01</p>
1st - 2nd 24 hour periods	\$ 26.00 each						
3rd - 4th 24 hour periods	\$ 36.00 each						
5th +	\$ 52.00 each						
<p>For explanation of abbreviations and reference marks, see last page.</p>							
<p>:tanna</p>							
<p>ISSUED: March 15, 2010</p>	<p>EFFECTIVE: March 15, 2010</p>						

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>TRAILER POOL – RESPONSIBILITY</u></p> <p>If the Carrier establishes or participates in a trailer pool at the request or for the benefit of a shipper or other customer, such customer shall be responsible for all damages or losses relating to the Carrier's equipment or cargo while in the trailer pool or otherwise on such customer's property or in such customer's custody or control, except for accidents caused by the negligent driving of Carrier's drivers, employees or agents.</p>	<p>890-5</p>
<p style="text-align: center;"><u>REQUESTED DEADHEAD MILES</u></p> <p>▲ When requested by the customer, either by notation on bill of lading and/or shipping documentation, or by verbal/written instruction, to deadhead Carrier's truck to a loading location, a fee of \$1.40 per mile plus the applicable fuel surcharge shall be charged from the specified point of dispatch to the loading location.</p>	<p>▲ 890-10</p>
<p style="text-align: center;"><u>TRAILER CLEANING CHARGES</u></p> <p>If, upon completion of unloading, a van trailer requires cleaning prior to the pickup of the next shipment, an additional charge of \$75.00, subject to the minimum charge of the shipment, shall be determined in the following manner:</p> <ol style="list-style-type: none"> 1. In the event a commodity of which, due to its natural state at the time of shipment, leaves any residual waste and/or odor which requires cleanup and disposal prior to the pickup of the next shipment, the payor of the original line-haul charges shall be responsible for the trailer cleaning charges. Shipper will be responsible for all decontamination costs of Carrier's equipment 2. However, upon the completion of unloading, if a van trailer contains discarded waste (i.e. wooden bracing, blocking, bracing, shipping, fiber board, etc.) which must be removed and disposed of prior to the loading of the next shipment, the party receiving the original shipment shall be responsible for the trailer cleaning charges. 	<p>890-20</p>
<p style="text-align: center;"><u>TRAILER USE FEE</u></p> <p>Unless otherwise provided, trailer use fees shall be determined in the following Manner:</p> <ol style="list-style-type: none"> 1. Use of Carrier's trailer for which the original line haul rate and/or charge did not include for such services, a \$300.00 trailer use shall be applicable. (See Note A) 2. If Carrier's trailer, en route from a Mexico origin, is requested to be unloaded at the Mexico-U. S. gateway, such services shall be subject to a \$300.00 trailer use fee. (See Note A) <p style="padding-left: 40px;">Note A: Assessment of a trailer use fee shall be in addition to any other applicable transportation charges and shall be payable by the party making such request.</p>	<p>890-30</p>

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: June 3, 2010

EFFECTIVE: June 3, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<p><u>TRAILER RETURN</u></p> <p>Trailers transported by transborder Carriers to consignees in Mexico located within the 20 kilometer border zone are subject to the following return provisions.</p> <ol style="list-style-type: none"> 1. <u>Free Time:</u> Three (3) days free time will be allowed for transport, unloading and return of Carrier's trailer to Carrier, or Carrier's agent, at the U. S. gateway point. 2. <u>Computation of Free Time:</u> Free time shall be computed from the first 7:00 A.M. after the trailer has cleared customs. Sunday's and Legal Holidays (Mexico and/or U.S.), but not half holidays, will be excluded. When a Legal Holiday falls on a Sunday, the following Monday will be excluded. 3. <u>Return Charges:</u> Carrier's trailers delayed and not returned within the free time allowed, shall be subject to the following charges: <ol style="list-style-type: none"> A. Charges defined below are per day (24 hours) or fraction thereof, per trailer, excluding Sundays and Legal Holidays. <ul style="list-style-type: none"> • \$50.00 per day 	<p>890-40</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p align="center">STOPPING IN TRANSIT TO PARTIALLY LOAD OR UNLOAD</p> <p>Except as otherwise provided in individual tariffs making reference to this tariff, shipments subject to truckload rates at truckload minimum weights, or actual weight if greater, or subject to truckload rates at maximum truckload weights, may be stopped in transit at origin, intermediate points, or destination, subject to the following conditions, further subject to the provisions of either Part A or Part B herein.</p> <p>(A) The bill of lading and shipping order shall show in the space provided therefore, the name of only one consignee and one delivery address.</p> <p>(B) The names of places or addresses at which vehicles are to be stopped for completion of loading or partial unloading shall be shown either in the body of the bill of lading and shipping order or in a separate paper which shall be issued with and be considered as part of the shipping documents.</p> <p>(C) Except as otherwise provided in individual rate items or individual tariffs making reference to this tariff, the charge for each additional stop, exclusive of initial pickup or final delivery, shall be \$90.00 for the first stop, \$150.00 for the second stop, \$250.00 for the third stop and \$400.00 for the fourth and each additional stop thereafter, in addition to all other applicable charges.</p> <p>(D) All charges on shipments subject to this rule must be prepaid, or paid by only one consignee, if collect. Where shipper requests Carrier to collect charges from more than one consignee on a multiple stop shipment, an additional charge of \$50.00 will be assessed for each additional consignee billed, exclusive of the final consignee.</p> <p>(E) The substitution of other property for that originally loaded or the exchange of contents of the load in any manner is prohibited. Partial unloading will be permitted only at points beyond that at which the last stop for loading is made, and partial or completion of loading of a shipment will not be permitted after it has been partially unloaded.</p> <p>(F) Stopping in transit for partial unloading will not be permitted on shipments consigned "C.O.D.".</p> <p>(G) Mileages are to be determined from the Mileage Guide referred to in Item 100.</p> <p>PART A: APPLICABLE WHERE RATES ARE PROVIDED IN CENTS PER LOADED MILE</p> <ol style="list-style-type: none"> On shipments stopped for partial loading or unloading, charges shall be determined on the basis of the truckload maximum weight at the rate per loaded mile applicable from point of origin of shipment to point of final destination of shipment, via stop off point or points. "Via stop off point" means via the actual route of movement of Carrier's vehicle, subject to shipping instructions issued by shipper on the bill of lading or shipping document tendered to Carrier with shipment. <p>PART B: APPLICABLE WHERE RATES ARE PROVIDED IN DOLLARS AND CENTS PER VEHICLE USED</p> <p>On shipments stopped for partial loading or unloading, charges shall be determined on the basis of the truckload maximum weight at the rate per vehicle applicable from point of origin of shipment to point of final destination of shipments, via stop off point or points. Also shipments stopped at points not directly intermediate between origin and destination shall be subject to an additional charge of \$1.50 per mile plus the applicable fuel surcharge(s) for all distance exceeding the shortest route from origin direct to destination.</p>	<p align="center">900</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p> <p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;">STORAGE (See Notes A, B, & C)</p> <p>When by reason of an act or an omissions of consignor, consignee, or owner of the shipment, and through no fault of Carrier, a shipment must await transportation or delivery instructions and is held at the Carrier's facility, storage shall be assessed and billed by the following procedures:</p> <p>A. <u>Storage at Carrier facility located at sites other than along U.S. – Mexico Border</u></p> <ol style="list-style-type: none"> 1. Shipments will be allowed 24 hours free time beginning on the shipment's arrival at Carrier's facility with notice given. First weekend and holidays shall be exempt from storage charges. 2. When a shipment is held in the Carrier's possession, a charge of \$60.00 per 24 hour period per trailer used. Any fraction of the 24 hour period will be counted as a 24 hour period. 3. Storage charges for such shipments will begin upon expiration of free time, and conclude whenever: <ol style="list-style-type: none"> (a) Action is taken by the consignor, consignee or owner of the shipment which enables the Carrier to transport or deliver the shipment, or (b) The Carrier exercises its right to send the shipment to a public warehouse as provided in Section 4(a) of the Uniform Straight Bill of Lading Contract Terms and Conditions. 4. Shipments loaded on a trailer of which detention without power charges are being incurred, will not be subject to storage provisions. 5. Request for Storage: <ol style="list-style-type: none"> (a) In the event consignee requests, after shipment arrives at destination, that the shipment be held in storage at Carrier's facilities, a charge of \$1.30 per mile will be assessed from the original destination to the Carrier's storage site and back to the final destination point, subject to a minimum charge of \$125.00 for total miles traveled per vehicle required. (b) If consignee requests that a shipment, which is currently en-route, be held in storage at Carrier's nearest facility, and Carrier is able to accomplish such without incurring additional out of route miles, shipment will be subject to the provisions of Paragraph 1 & 2 above upon arrival at Carrier's facility. (c) The charges provided in 5(a)(b)(c) are in addition to charges applicable in Paragraph 2 above. <p style="text-align: right;">(continued on following page)</p>	<p>910</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p>	
<p>ISSUED: March 15, 2010</p>	<p>EFFECTIVE: March 15, 2010</p>

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;">STORAGE (See Notes A, B, & C)</p> <p>B. <u>Storage at Carrier's facility located along U.S. – Mexico Border:</u> As an exception to the otherwise applicable storage rules in Item 910 section A above, provisions of this section apply on:</p> <p>1. <u>Laredo, TX Facility:</u> When by reason of an act or omission of consignor, consignee, owner of the shipment or any third party representative thereof (including cartage or drayage agents, customs brokers, freight forwarders, Mexican Carriers), and through no fault of the Carrier, a shipment must await further transportation and/or delivery and shipment is held at Carrier's terminal, the following applies:</p> <p>(a) Shipments destined <u>southbound</u> to points in Mexico:</p> <p>(1) Each shipment, following the shipments date of arrival at Carrier's facility and notice given thereof, will be allowed 3 days free time. The 3 days free time period may be extended by the occurrence of the first weekend that may occur immediately prior to the start of or during the term of the 3 days free time period, and/or any legal US and/or Mexico holiday that may occur within the initial 3 day free time period.</p> <p>(2) Storage charges for such shipments will begin upon expiration of free time, and conclude whenever;</p> <p>(i) Action is taken by the consignor, consignee, owner of the shipment and/or any third party representative thereof (including cartage or drayage agents, customs brokers, freight forwarder, Mexican Carriers) which enables the Carrier to arrange for further transport and/or delivery of the shipment; or,</p> <p>(ii) The Carrier exercises its right to send the shipment to a public warehouse as provided in Section 4(a) of the Bill of Lading Contract Terms and Conditions.</p> <p>(3) <u>Computation of Storage charges:</u> After expiration of free time, storage charges will be assessed as follows:</p> <p>(i) 1st – 3rd day: Free time per trailer (which may be extended by the occurrence of the first weekend that may occur immediately prior to or during the 3 day free time period; and/or any legal US and/or Mexico holiday that may occur in the initial 3 day free time period.)</p> <p>(ii) For each of the 1st & 2nd 24 hour period or fraction thereof beyond the 3 day free time period: \$36.00 per 24 hour period per trailer.</p> <p>(iii) For the 3rd and each succeeding 24 hour period or fraction thereof beyond the 3 day free time period: \$52.00 per 24 hour period per trailer.</p> <p style="text-align: center;">Provisions not brought forward are shown on page 40-B.</p> <p style="text-align: right;">(continued on following page)</p>	<p>910 (cont'd)</p>

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>STORAGE</u> (See Notes A, B, & C)</p> <p>(b) Shipments arriving at Carrier's facility, which are <u>northbound</u> from points in Mexico:</p> <ol style="list-style-type: none"> 1. Each shipment will be allowed 24 hours free time following the shipment's arrival date at Carrier's terminal 2. Upon expiration of the 24 hours free time, storage charges of \$60.00 per 24 hour period or fraction thereof, will be assessed per trailer. <p>(c) Mexico Destined Shipments <u>Reconsigned</u> to U.S. Site.</p> <ol style="list-style-type: none"> 1. Shipments Will be allowed 24 hours free time beginning on the shipment's arrival date at Carrier's facility with notice given. First weekend and holidays shall be exempt from storage charges. 2. When a shipment is held in the Carrier's possession, a charge of <u>\$60.00</u> per 24 hour period per trailer used. Any fraction of the 24 hour period will be counted as a 24 hour period. 3. Storage charges for such shipments will begin upon expiration of free time, and conclude whenever: <ol style="list-style-type: none"> (i) Action is taken by the consignor, consignee or owner of the shipment which enables the Carrier to transport or deliver the shipment, or (ii) The Carrier exercises its right to send the shipments to a public warehouse as provided in Section 4 (a) of the Uniform Straight Bill of Lading "Contract Terms and Conditions". 4. Shipments loaded in a trailer of which detention without power charges are being incurred will not be subject to storage provisions. 5. Request for Storage: <ol style="list-style-type: none"> (i) In the event consignee requests, after shipment arrives at destination, that the shipment be held in storage at Carrier's facility, a charge of <u>\$1.30</u> per mile rate plus applicable fuel surcharge. (ii) Shipments reconsigned while in storage to a new destination within a 50 mile radius of Carrier's facility shall be assessed <u>\$1.30</u> per mile rate plus applicable fuel surcharge. Shipments reconsigned to a point beyond the 50 mile radius of Carrier's facility shall be subject to the provisions of Item 820 hereto. (iii) The charges provided in 5 (a) (b) are in addition to charges applicable in paragraph 2, above. <p style="text-align: right;">(continued on following pages)</p>	<p>910 (cont'd)</p>

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;">STORAGE (See Notes A, B, & C)</p> <p>(1) Computation of Storage charges: After expiration of free time, storage charges will be assessed as follows:</p> <ul style="list-style-type: none"> • Storage time begins upon the expiration of free time and concludes on the date Carrier receives written notice from consignee or third party representative thereof (including cartage or drayage agents, customs brokers, freight forwarders, Mexican Carriers) of confirmed delivery appointment; or, • Storage time begins upon expiration of free time and concludes on the date Carrier receives written instructions from consignor or owner of the shipment which enables Carrier to further transport and/or deliver the shipment; or, • In the event Carrier is requested by consignee, consignor, owner of the shipment (including cartage or drayage agents, customs brokers, freight forwarders, Mexican Carriers), to continue storage to a pre-determined date, storage time will begin upon expiration time and conclude on the pre-determined date. • Computation of storage will include (1) the revised date that Carrier dispatches trailer and shipment; and, (2) normal transit time required to move shipment from storage site to final destination. <p>2. <u>All Carrier facilities other than Laredo, TX:</u> When by reason of an act or omission of an act or omission of consignor, consignee, owner of the shipment (including cartage or drayage agents, customs brokers, freight forwarders, Mexican Carriers), and through no fault of the Carrier, a shipment must await further transportation and/or delivery, and shipment is detained in storage at Carrier's facility, the following applies:</p> <p>(a) Shipments destined <u>southbound</u> to points in Mexico:</p> <p>(1) Each shipment following the shipment's date of arrival at 3 days free time. The 3 days free time period may be extended by the occurrence of the first weekend that may occur immediately prior to the start of or during the term of the 3 day free time period, and/or any legal US and/or Mexico holiday that may occur within the initial 3 day free time period.</p> <p>(2) Storage charges for such shipments will begin upon expiration of free time, and conclude whenever:</p> <ul style="list-style-type: none"> (i) Action is taken by the consignor, consignee, owner of the shipment and/or any third party representative thereof (including cartage or drayage agents, customs brokers, freight forwarders, Mexican Carriers) which enables the Carrier to arrange for further transport and/or delivery of the shipment; or, (ii) The Carrier exercises its right to send the shipment to a public warehouse as provided in Section 4(A) of the Bill of Lading Contract Terms and Conditions. <p style="text-align: right;">(continued on following page)</p>	<p>910 (cont'd)</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p> <p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;">STORAGE (See Notes A, B, & C)</p> <p>(4) Computation of Storage Charges: after expiration of free time, storage charges will be assessed as follows:</p> <ul style="list-style-type: none"> i. 1st – 3rd day: Free time per trailer (which may be extended by the occurrence of the first weekend that may occur immediately prior to or during the 3 day free time period, and/or any legal US and/or Mexico holiday that may occur within the initial 3 day free time period.) ii. For each of 1st and 2nd 24 hour iii. periods or fraction thereof beyond the 3 day free time period: \$26.00 per 24 hour period per trailer. iv. For each of the 3rd and 4th 24 v. hour periods or fraction thereof beyond the 3 day free time period: \$36.00 per 24 hour period per trailer. vi. For the 5th and each succeeding vii. 24 hour period or fraction thereof beyond the 3 day free time period: \$52.00 per 24 hour period per trailer. <p>(5) Shipments arriving at Carrier's facility, which are northbound from points in</p> <ul style="list-style-type: none"> viii. Mexico: <p style="text-align: center;">[RESERVED FOR FUTURE PUBLICATION.]</p> <p style="text-align: right;">(continued on following page)</p>	<p>910 (cont'd)</p>

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>STORAGE</u> (See Notes A, B, & C)</p> <p><u>NOTE A:</u> Carrier's liability shall be that of a warehouseman during the period, which a shipment is detained in storage at Carrier's facilities, subject to the provisions of this General Carriage Rules CTRQ Tariff Series, in effect the date(s) such storage is provided by Carrier. During storage, Carrier shall not be liable for rust or other deterioration due to natural causes inherent to the shipment.</p> <p><u>NOTE B:</u> Carrier's liability and responsibility for safeguarding a shipment shall apply only when such shipment is detained in storage at Carrier's facilities. Carrier shall not be responsible for the acts or omissions of cartage or drayage agents, customs broker, freight forwarder, Mexican Carrier employed by, acting on behalf of or taking directions from any consignor, consignee, owner of shipment or any representative thereof having possession, custody or control of such shipment.</p> <p><u>NOTE C:</u> Storage charges, when computed, will not include the Carrier's standard transit time that would have otherwise been utilized in transporting the shipment from storage site to destination under normal dispatch governed by hours of service regulations.</p> <p style="text-align: right;">(concluded)</p>	<p style="text-align: center;">910 (concluded))</p>

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803	
APPLICATION	ITEM
<u>TERMINAL CHARGES AT PORTS</u>	
<p>Rates do not include the costs of loading, unloading, handling, wharfage, or other terminal charges at ports of entry as assessed by steamship, barge, or wharf companies. When such charges are assessed, they will be paid by the Carrier and shown on the freight bill as advance charges which are to be collected in addition to all other applicable charges. Except as otherwise provided, if such loading, unloading, or other special handling service is performed by Carrier, apply the charges as provided in Item 578 (Loading - Unloading) of this tariff.</p>	950
<u>FERRY CHARGES</u>	
<p>Carrier will add the actual round-trip ferry charge to the line-haul charge and other applicable Accessorial charges. For application, please refer to Rule #7 of ICC HGB 100-D (Household Goods Carrier's Bureau Mileage Guide #15 and any subsequent reissues thereof). If applicable, the National Six-Digit Canadian Postal Code Directory will be used in determination of applicable charges.</p>	957
For explanation of abbreviations and reference marks, see last page.	
:tanna	
ISSUED: March 15, 2010	EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION		ITEM																										
<p style="text-align: center;">COMMERCIAL ZONES (CMZ) (Applies only where specific reference is made hereto) The commercial zone of each base municipality is as defined below:</p>		980 Concluded																										
Base Municipality	Commercial Zone Cities																											
Saltillo, CU, Mexico	Arteaga, CU, Mexico Ramos Arizpe, CU, Mexico Saltillo, CU, Mexico																											
Toluca, EM, Mexico	Lerma, EM, Mexico Meteppec, EM, Mexico Ocoyoacac, EM, Mexico Toluca, EM, Mexico San Mateo Atenco, EM, Mexico																											
Torreon, CU, Mexico	Ciudad Lerdo, DG, Mexico Gomez Palacio, DG, Mexico Matamoros, CU, Mexico Torreon, CU, Mexico																											
<p><u>COMMERCIAL ZONES</u> (CMZ) (Applicable Only Where Reference is Made Hereto)</p> <p>Except where a specific rate is published, rates named in tariffs making reference to this item will also apply from or to as the case may be, all points in the commercial zone of that point. The municipalities and unincorporated areas within a points commercial zone shall be dependent upon the population of the base point as follows:</p>		980-10																										
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">POPULATION</th> <th style="text-align: center; border-bottom: 1px solid black;">RATE WILL ALSO APPLY TO POINTS WITHIN THE FOLLOWING AIR-MILES OF THE BASE POINT</th> </tr> <tr> <th style="text-align: center; border-bottom: 1px solid black;">OVER</th> <th style="text-align: center; border-bottom: 1px solid black;">NOT OVER</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2,500</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="text-align: center;">2,500</td> <td style="text-align: center;">25,000</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="text-align: center;">25,000</td> <td style="text-align: center;">100,000</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="text-align: center;">100,000</td> <td style="text-align: center;">200,000</td> <td style="text-align: center;">8</td> </tr> <tr> <td style="text-align: center;">200,000</td> <td style="text-align: center;">500,000</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">500,000</td> <td style="text-align: center;">1,000,000</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="text-align: center;">1,000,000</td> <td style="text-align: center;">-----</td> <td style="text-align: center;">20</td> </tr> </tbody> </table>			POPULATION		RATE WILL ALSO APPLY TO POINTS WITHIN THE FOLLOWING AIR-MILES OF THE BASE POINT	OVER	NOT OVER		0	2,500	3	2,500	25,000	4	25,000	100,000	6	100,000	200,000	8	200,000	500,000	10	500,000	1,000,000	15	1,000,000	-----
POPULATION		RATE WILL ALSO APPLY TO POINTS WITHIN THE FOLLOWING AIR-MILES OF THE BASE POINT																										
OVER	NOT OVER																											
0	2,500	3																										
2,500	25,000	4																										
25,000	100,000	6																										
100,000	200,000	8																										
200,000	500,000	10																										
500,000	1,000,000	15																										
1,000,000	-----	20																										
For explanation of abbreviations and reference marks, see last page.																												
:tanna																												
ISSUED: March 15, 2010		EFFECTIVE: March 15, 2010																										

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>VEHICLE FURNISHED</u></p> <p>A. When Carrier is requested to furnish motor Carrier equipment, which is not readily available via normal transit, to a designated point and such equipment is furnished, charges will be determined as follows:</p> <ol style="list-style-type: none"> 1. A charge of \$1.40 per mile per vehicle furnished, plus the applicable fuel surcharge will be assessed as follows: The charge begins at the locations which the Carrier's equipment is dispatched upon receipt of customer's request and continues to the requested point of origin. This charge is for the furnishing of Carrier equipment only (i.e., does not include linehaul charges once the shipment has departed the shipping origin). 2. This item's application precedes the issuance of any bill of lading (Item 890-10 hereof) 	984
<p style="text-align: center;"><u>EQUIPMENT ORDERED BUT NOT USED</u></p> <p>Except as otherwise specifically provided, equipment ordered but not used provisions will as apply as follows:</p> <ol style="list-style-type: none"> A. When Carrier is requested to furnish motor Carrier equipment at a designated point and such equipment is furnished but not used, through no fault of the Carrier, or if, after arrival of Carrier's equipment at the point of loading designated by the shipper, shipper fails to tender a shipment for transportation or informs the Carrier that the shipment will not be tendered, a charge will be made as provided in paragraph (C) for each unit of motor Carrier equipment ordered. B. Charges for detention as provided in Item 500 shall be applicable in connection with equipment ordered, but not used. C. Charges: \$1.40 per mile, plus the applicable fuel surcharge, to apply on all miles traveled by Carrier's equipment, from origin point of dispatch to requested loading point, or to the location that empty equipment was terminated. In either event, the \$1.40 per mile charge will be subject to a minimum charge of \$325.00, plus the determined fuel surcharge. 	985
<p style="text-align: center;"><u>EQUIPMENT DROP AND NO HOOK</u></p> <p>A. In the event Carrier delivers trailer, and shipment therein, to designated destination, and through no fault of Carrier's, an empty trailer is not available for pick up by Carrier, Carrier, will assess a drop and no hook charge of \$1.40 per mile, subject to a minimum of \$325.00 plus applicable fuel surcharge and any detention charges incurred. Mileage shall be computed from the point of drop and no hook to the Carrier's vehicle's next scheduled point of loading or empty trailer pick up.</p>	986
<p>For explanation of abbreviations and reference marks, see last page.</p>	
<p>:tanna</p> <p>ISSUED: March 15, 2010 EFFECTIVE: March 15, 2010</p>	

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;"><u>WEIGHT VERIFICATION</u></p> <p>A. When a truck is weighed or re-weighed, either empty or loaded, at the request of either consignor or consignee, the charges will be Twenty-Five Dollars (\$25.00) for each time so weighed.</p> <p>B. In each instance where Carrier is required or requested to return to shipper or consignee's facility, a \$1.40 per mile charge, subject to a \$50.00 minimum charge, plus the applicable fuel surcharge, will apply on all return miles traveled by Carrier's driver and equipment, plus any applicable detention with power charges as provided below:</p> <p style="padding-left: 40px;">(1) \$77.50 per hour or fraction thereof, for detainment of Carrier's driver and equipment while shipment is being unloaded and re-worked. There shall be no allowance for free time hours in such instances.</p> <p>C. Shipments loaded prior to Carrier's arrival at shipper's or consignee's site (IE; preloaded, or shipper load and count) of which when weighed off-site are found to be in non-compliance with applicable Department of Transportation weight and/or dimension regulations, shall be returned to shipper's or consignor's site for unloading and re-working in order to comply to safety regulations. Such occurrences shall be subject to the following:</p> <p style="padding-left: 40px;">(1) \$1.40 per mile, subject to a minimum charge of \$50.00 plus the applicable fuel surcharge, per B. above.</p> <p style="padding-left: 40px;">(2) \$77.50 per hour or fraction thereof, for detainment of Carrier's driver and equipment while shipment is being unloaded and re-worked. There will be no allowance for free time hours in such instances.</p>	<p>992</p>
<p>For explanation of abbreviations and reference marks, see last page.</p>	

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

APPLICATION	ITEM
<p style="text-align: center;">Wood Packing Materials— Return of Non-Compliant Wood Packing Materials.</p> <p>A. <i>Effective February 1, 2006 all shipments moving northbound from Mexico ports of export, or southbound from Canada ports of export, through U.S. Customs and Border Protection (“CBP”) import facilities containing non-compliant wood packing materials (pallets and crates) will be returned to Mexico under bond through the CBP Cargo Export Facility. If a shipment contains pallets and/or crates that are not marked in accordance with 7 CFR 319.40-3, the entire shipment, including the imported commodity, will be refused entry. No manipulation or substitution of the non-compliant wood packing materials will be permitted in the U.S. Customs and Border Protection’s (CBP’s) docks or elsewhere in the United States. No fumigation or teat treatment alternatives will be available for non-compliant materials arriving at the port. Shipments found to contain pests will be immediately returned utilizing existing procedures rather than the in-bound system.</i></p> <p>B. <i>In accordance with 19 CFR 18.25, direct exportation (also known as immediate exportation or I.E.) of non-compliant shipments will be required. No diversions or other manipulation of the shipments will be permitted. Rejected shipments, regardless of type (consumption, in-bound, informal, etc.) arriving at the CBP Cargo Import Facility will require exportation at the CBP Cargo Facility and must remain in tact while in transit. These I.E.’s must be presented for exportation at the CBP Cargo Export Facility in Compliance with 19 CFR 4.37(B)</i></p> <p>C. <i>When a shipment is found to be non-compliant, the broker (if any) will receive telephone notification and the importer or the importer’s agent will produce the following documents: (1.) A letter requesting cancellation of the importation or arriving in-bound movement (per CBP Directive No. 3240-036 A). (2.) A properly executed CBP-7512 as specified in 19 CFR 18.25.</i></p> <p>D. <i>After receipt of these documents (No later than 90 minutes prior to closing) CBP will cancel the arrival transaction, initiate the I.E. and seal the truck or container (if possible), noting the seal number on the CBP-7512. (If cancellation requests and I.E.’s are presented less than 90 minutes prior to closing, the shipment will be held until the next day.) Rejected shipments will be transported under bond via the I.E. to the CBP Cargo Export Facility in accordance with the pertinent regulations and presented to CBP for verification of the seal and close out of the I.E. Penalties for irregular deliveries or breaking of seals, if any, will be determined and assessed at the time.</i></p> <p>E. <i>In the event Carrier’s equipment, and goods therein, are seized and impounded by United States Customs for non-compliant wood packaging materials (pallets and crates) as described above, a charge of \$200.00 per vehicle per day shall apply beginning the date of seizure and continuing through to, and including the date Carrier’s equipment is released by the appropriate authorities. Carrier shall have no liability or responsibility for any such goods during and/or after such seizure or impoundment.</i></p> <p>F. <i>The Mexican or Canadian shipper, importer, importer’s agent, owner of the goods or any party designated by them, shall be deemed responsible and liable for any and all damages, claims, liabilities, costs, expenses and fees (including but not limited to the costs of cleaning of Carrier’s equipment in compliance to Carrier’s requirements), related to or arising from the return of non-compliant wood packaging materials.</i></p>	<p>995</p>

For explanation of abbreviations and reference marks, see last page.

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

EXPLANATION OF ABBREVIATIONS OF CANADIAN PROVINCES FOR STANDARD USE THROUGHOUT THE TARIFF

AB	Alberta
BC	British Columbia
MB	Manitoba
NB	New Brunswick
NS	Nova Scotia
ON	Ontario
QC	Quebec
SK	Saskatchewan

EXPLANATION OF ABBREVIATIONS OF MEXICAN STATES FOR STANDARD USE THROUGHOUT THE TARIFF

AG	Aguascalientes	MR	Morelos
BJ	Baja California	NA	Nayarit
BS	Baja California Sur	NL	Nuevo Leon
CH	Chiapas	OA	Oaxaca
CI	Chihuahua	PU	Puebla
CL	Colima	QA	Queretaro
CP	Campeche	QR	Quintana Roo
CU	Coahuila	SI	Sinaloa
DF	Distrito Federal	SL	San Luis Potosi
DG	Durango	SO	Sonora
EM	Estado Mexico	TA	Tabasco
GJ	Guanajuato	TL	Tlaxacal
GR	Guerrero	TM	Tamaulipas
HG	Hidalgo	VL	Veracruz
JA	Jalisco	YC	Yucatan
MH	Michoacan	ZT	.Zacatecas

EXPLANATION OF ABBREVIATIONS OF STATES FOR STANDARD USE THROUGHOUT THE TARIFF, AS AMENDED

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
AL.....	Alabama	MT.....	Montana
AK.....	Alaska	NE.....	Nebraska
AZ.....	Arizona	NV.....	Nevada
AR.....	Arkansas	NH.....	New Hampshire
CA.....	California	NJ.....	New Jersey
CO.....	Colorado	NM.....	New Mexico
CT.....	Connecticut	NY.....	New York
DE.....	Delaware	NC.....	North Carolina
DC.....	District of Columbia	ND.....	North Dakota
FL.....	Florida	OH.....	Ohio
GA.....	Georgia	OK.....	Oklahoma
HI.....	Hawaii	OR.....	Oregon
ID.....	Idaho	PA.....	Pennsylvania
IL.....	Illinois	RI.....	Rhode Island
IN.....	Indiana	SC.....	South Carolina
IA.....	Iowa	SD.....	South Dakota
KS.....	Kansas	TN.....	Tennessee
KY.....	Kentucky	TX.....	Texas
LA.....	Louisiana	UT.....	Utah
ME.....	Maine	VT.....	Vermont
MD.....	Maryland	VA.....	Virginia
MA.....	Massachusetts	WA.....	Washington
MI.....	Michigan	WV.....	West Virginia
MN.....	Minnesota	WI.....	Wisconsin
MS.....	Mississippi	WY.....	Wyoming
MO.....	Missouri		

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010

CON-WAY TRUCKLOAD INC., P.O. Box 2547, Joplin, MO 64803

EXPLANATION OF ABBREVIATIONS

CY: County
CMZ: Commercial Zone
CWT: Per 100 Pounds
HGCB: Household Goods Carrier Bureau
ICC: Interstate Commerce Commission
INC: Incorporated
M: Thousand Pounds Per Truckload
MW: Minimum Weight in Pounds
NA: Not Applicable
ST: Saint or Street
US: United States
VIZ: Videlicet; namely

**EXPLANATION OF
REFERENCE MARKS**

◆ Increase
◆ Decrease
▲ Change
@ Addition

:tanna

ISSUED: March 15, 2010

EFFECTIVE: March 15, 2010