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ORIGINAL TITLE PAGE

SEFL 1090C
cancels
SEFL 1090B

TARIFF 1090C

SOUTHEASTERN FREIGHT LINES, INC.

(MC - 111871)

RULES AND REGULATIONS

ALSO

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

Provisions herein apply only in connection with rates, charges
or services making specific reference hereto

RULES TARIFF

For reference to governing classification and other governing
tariffs, see item 100.

ISSUED: APRIL 24, 2007

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Issued by

Southeastern Freight Lines
P. O. Box 1691
Columbia, South Carolina 29202

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For explanation of abbreviations and reference marks not shown, see Items 900 and 960.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

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For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C
RULES - GENERAL

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C
RULES - GENERAL

ITEM 80

APPLICATION OF SECTION

The rules provided in this section apply in connection with tariffs making specific reference to this tariff.

Where a rule is published in Sections 2 and 3, covering the same service as a rule published in this section, such rule published in Sections 2 and 3, to the extent of its application, will apply in lieu of the rule published in this section.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
 TARIFF 1090C
 RULES - GENERAL

ITEM 90

PARTICIPATING CARRIERS

The list of carriers participating in this tariff are as indicated in SEFL Interchange Agreement or Partnership Agreement Concurrences on file at SEFL Support Center.

ITEM 100

LIST OF GOVERNING TARIFFS

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

KIND OF TARIFF	ISSUING AGENT AND TARIFF SERIES	SERIES	FOR SPECIAL PROVISIONS SEE
Classification, governing.....	STB NMF 100	STB NMF 100	...
Class, Southern.....	SMC 500	SMC 500	NOTE A
Class, U.S.A.-Canadian.....	SMC 519	SMC 519	NOTE A
Class, Interterritorial.....	SMC 585	SMC 585	NOTE A
Grouping.....	SMC 115	SMC 115	NOTE A
Hazardous Materials.....	ATA 111	ATA 111	...
Mileage Guide.....	HGB 15	HGB 100	NOTE A
Operating Rights, scope of.....	SMC 185	SMC 185	...
Services, Newark,NJ-New York District Terminal.....	SMC 140	SMC 140	NOTE A

NOTE A--To the extent provisions are specifically made subject thereto.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 110

DEFINITIONS

The terms:

1. "Business day" means each day, Monday thru Friday, excluding Holidays.
2. "Business hours" means that time during which operations are generally conducted by the carrier at the point where the service is performed.
3. "Carrier", "consignor" or "consignee" include the authorized representatives or agents of such "carrier", "consignor" or "consignee".
4. "Consignee to unload the shipment" means that the consignee will perform the complete service of unloading the freight from the position in which it was transported in or on the carrier's vehicle.
5. "Consignor to load the shipment" means the consignor will perform the complete service of loading the freight in or on the carrier's vehicle and the proper stowing and/or stacking thereof to withstand normal hazards of transportation. When blocking or bracing is necessary to insure safe transportation, such blocking or bracing must be furnished and installed by and at the expense of the consignor.
6. "Holiday" means: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, or any other day generally observed as a holiday by the carrier at the point where the service is performed. When holiday falls on Sunday, the following Monday will be considered as a holiday.
7. "Joint-line traffic" means the transportation of a shipment via two or more motor carriers, not including carriers performing pickup service at a point of origin or delivery service at point of destination intermediate interchange point as agent of the originating or delivering carriers.
8. "Place" (See NOTE A), means a particular street address or other designation of a factory, store, warehouse place of business or private residence at a "point".
9. "Point" means a particular city, town, village, community or other area which is treated as a unit for the application of line-haul rates.
10. "Single line traffic" means the transportation of a shipment via one carrier or via two or more motor carriers specifically designated as being considered as one carrier, whether pickup service at point of origin or delivery service at point of destination is performed by the carrier or for its account by another carrier as its agent.
11. "Site" means a particular platform or specific location for loading or unloading at a "place".
12. "Traffic handled direct" means the transportation of a shipment via only one motor carrier (not including carriers specifically designated as being considered as one carrier), whether pickup service at point of origin or delivery service at point of destination is performed by such carrier or for its account by another carrier as its agent.
13. "Truck" means any vehicle or vehicles propelled or drawn by a single mechanical power unit and used on the highways in the transportation of property.
14. "Two-line haul", "three-line haul" or "four-line haul" includes the carrier for whose account the provisions are published. Unless otherwise specifically provided, two or more carriers specifically designated as being considered as one carrier will be considered as only one line.
15. "Any Quantity (AQ)"--An AQ rate or rating is one which is specifically designated AQ in this tariff or in tariffs making reference to this tariff and are those applicable to the articles regardless of the quantity or weight of the shipment.
16. "Converta-Van" means a trailer that can be used as a flatbed by removing side panels.
17. "Less than Truckload (LTL)"--An LTL rate or rating is on which is specifically designated LTL in this tariff or in tariffs making reference to this tariff and are those applicable to a quantity of freight less than the Volume or Truckload Minimum Weight specified.
18. "Volume or Truckload (VOL or TL)"--A VOL or TL rate or rating is one which is specifically designated VOL or TL in this tariff or in tariffs making reference to this tariff and are those for which a VOL or TL Minimum Weight is specifically provided.
19. "TIR CARNET" means a document used to expedite the movement of goods in international trade and it guarantees the custom duties, if any.
20. "VEHICLE" means a single power unit with trailer exceeding 40 feet in length or a single power unit with a combination of two 28 foot trailers.

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NOTE A--The "place" shall include only contiguous property which shall not be deemed separate if intersected by a public street or thoroughfare.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 125

ABBREVIATIONS, UNIFORM EXPLANATION OF

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
AFB.....	Air Force Base.	MX.....	Mexico.
AQ.....	Any Quantity.	N.....	North.
ATA.....	American Trucking Associations, Inc.	NMF or NMFTA	National Motor Freight Traffic Association, Inc.
Auth.....	Authority.	NMFC.....	National Motor Freight Classification
C.....	Denotes hundred pounds.	NO.....	Number.
CDA or CN...	Canada.	NOS.....	Numbers.
c/o.....	Care of.	NOI.....	Not otherwise more specifically described in NMFC.
COD.....	Collect on Delivery	Oz.....	Ounce.
Col.....	Column.	Par.....	Parish.
CR.....	Certificate of Registration.	PCF.....	Per Cubic Foot.
Conc.....	Concluded.	S.....	South.
Cont.....	Continued.	Sec.....	Section.
Cwt.....	Per 100 lbs.	SEFL.....	Southeastern Freight Lines, Inc.
Cy.....	County.	S.I or SI...	Staten Island.
d/b/a.....	Doing business as.	SU.....	Set-Up.
E.....	East	Sup.....	Supplement.
HGB or HGCB.	Household Goods Carriers Bureau	Thru.....	Through.
Hwy.....	Highway	TOFC.....	Trailer-On-Flat-Car.
Jct.....	Junction	TL.....	Truckload.
KD.....	Knocked down	US or USA...	United States of America
KDF.....	Knocked down flat	Viz.....	Namely.
L.I. or LI..	Long Island	VMW.....	Volume Minimum Weight in pounds, except as otherwise provided.
LTL.....	Less than truckload	VOL.....	Volume.
M.....	Denotes thousand pounds	Vol min wt..	Volume minimum weight.
MC.....	Minimum Charge	W.....	West.
M.C.C.....	Motor Common Carrier	Wt.....	Weight.
MF.....	Motor Freight		
Min.....	Minimum		
MT.....	Mount		
MW.....	Volume Minimum Weight in pounds, except as otherwise provided		

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
 TARIFF 1090C
 RULES - GENERAL

ITEM 130

ABBREVIATIONS--UNIFORM EXPLANATION OF
 SECTION 1--UNITED STATES OF AMERICA

Where two-letter abbreviations of states located with the United States of America (US or USA), as set forth by the U.S. Postal Service, are used in this tariff, or tariffs making reference to this tariff as a governing publication, the abbreviations and explanation will be as follows:

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
AK.....	ALASKA	KY.....	KENTUCKY	NY.....	NEW YORK
AL.....	ALABAMA	LA.....	LOUISIANA	OH.....	OHIO
AR.....	ARKANSAS	MA.....	MASSACHUSETTS	OK.....	OKLAHOMA
AZ.....	ARIZONA	MD.....	MARYLAND	OR.....	OREGON
CA.....	CALIFORNIA	ME.....	MAINE	PA.....	PENNSYLVANIA
CO.....	COLORADO	MI.....	MICHIGAN	RI.....	RHODE ISLAND
CT.....	CONNECTICUT	MN.....	MINNESOTA	SC.....	SOUTH CAROLINA
DC.....	DISTRICT OF COLUMBIA	MO.....	MISSOURI	SD.....	SOUTH DAKOTA
DE.....	DELAWARE	MS.....	MISSISSIPPI	TN.....	TENNESSEE
FL.....	FLORIDA	MT.....	MONTANA	TX.....	TEXAS
GA.....	GEORGIA	NC.....	NORTH CAROLINA	UT.....	UTAH
HI.....	HAWAII	ND.....	NORTH DAKOTA	VA.....	VIRGINIA
IA.....	IOWA	NE.....	NEBRASKA	VT.....	VERMONT
ID.....	IDAHO	NH.....	NEW HAMPSHIRE	WA.....	WASHINGTON
IL.....	ILLINOIS	NJ.....	NEW JERSEY	WI.....	WISCONSIN
IN.....	INDIANA	NM.....	NEW MEXICO	WV.....	WEST VIRGINIA
KS.....	KANSAS	NV.....	NEVADA	WY.....	WYOMING

SECTION 2--DOMINION OF CANADA

Where two-letter abbreviations of provinces located with the Dominion of Canada (CDA or CN), as set forth by the Canada Post, are used in this tariff, or tariffs making reference to this tariff as a governing publication, the abbreviations and explanation will be as follows:

ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION	ABBREVIATION	EXPLANATION
AL.....	ALBERTA	NS.....	NOVA SCOTIA	PQ.....	QUEBEC
BC.....	BRITISH COLUMBIA	NT.....	NORTHWEST TERRITORIES	SK.....	SASKATCHEWAN
MB.....	MANITOBA	ON.....	ONTARIO	YT.....	YUKON
NB.....	NEW BRUNSWICK	PE.....	PRINCE EDWARD ISLAND		
NF.....	NEWFOUNDLAND, INCLUDES LABRADOR				

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C
RULES - GENERAL

ITEM 150

APPLICATION OF TARIFF

Except as otherwise specifically provided, provisions named in this Tariff will apply on direct interstate, intrastate and interline shipments for specifically published routings destined to points in AL, AR, FL (except the Keys), LA, MS, NC, OK, TN, TX, VA, KY, @and points served direct in IN and OH.

Reference to Carrier Routes are as follows:

1. INTERSTATE VIA SEFL (See NOTE A)
FROM: AL, AR, FL (except the Keys), GA, KY, LA, MS, NC, NM, OK, SC, TN, TX, VA, WV,
@and points served direct in IN and OH.
TO: AL, AR, FL (except the Keys), GA, KY, LA, MS, NC, NM, OK, SC, TN, TX, VA, WV,
@and points served direct in IN and OH.
2. INTRASTATE VIA SEFL (See NOTE A)
BETWEEN POINTS IN THE SAME STATE: AL, FL (except the Keys), GA, LA, MS, NC, OK, SC, TN, TX,
VA, @and points served direct in IN and OH.
3. INTERNATIONAL VIA SEFL-CNPC OR CNPC-SEFL (See NOTE B)
BETWEEN: SEFL Direct Points
AND: Points in the Canadian provinces of Alberta, British Columbia, Manitoba, New Brunswick,
New Foundland, Nova Scotia, Ontario, Prince Edward Island, Quebec, and Saskatchewan.
4. INTERSTATE VIA SEFL-MWPC OR MWPC-SEFL
BETWEEN: SEFL Direct Points
AND: IA, IL, IN, KS, KY, MI, MN, MO, ND, NE, OH, SD and WI
5. INTERSTATE VIA SEFL-NEPC OR NEPC-SEFL
BETWEEN: SEFL Direct Points
AND: CT, DC, DE, MA, MD, ME, NH, NJ, NY, PA, RI, VT and WV
6. INTERSTATE VIA SEFL-SWPC OR SWPC-SEFL
BETWEEN: SEFL Direct Points
AND: NM
7. INTERSTATE VIA SEFL-WCPC OR WCPC-SEFL
BETWEEN: SEFL Direct Points
AND: AZ, CA, CO, ID, MT, NV, OR, UT, WA, and WY

NOTE A: Applies only on shipments from and to points served direct by SEFL and on non-direct points with participating carriers named in Item 90 as follows:

- INTERSTATE - BETWEEN points served direct by SEFL in AL, AR, FL (except the Keys), GA, KY, LA, MS, NC, NM, OK, SC, TN, TX, VA and WV.
BETWEEN points served direct by SEFL in AL, AR, FL (except the Keys), GA, KY, LA, MS, NC, NM, OK, SC, TN, TX, VA and WV AND non-direct points in AL, AR, FL, LA, MS, NC, OK, TN, TX and VA.
- INTRASTATE - BETWEEN points served direct by SEFL in AL, AR, FL (except the Keys), GA, LA, MS, NC, OK, SC, TN, TX and VA
BETWEEN points served direct by SEFL in AL, AR, FL (except the Keys), LA, NC, MS, OK, TN, TX, VA AND non-direct points in AL, AR, FL, LA, MS, NC, OK, TN, TX and VA

NOTE B: Applies only on Class rated shipments from SMC 519, QXTI 525 or QXTI 625 Series (as the case may be).

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 151

APPLICATION OF INTRASTATE CLASS RATES

Except as otherwise specifically provided and published by this carrier, the applicable intrastate class rates to be used in connection with Intrastate shipments will be as shown in Rate Assist SEFL 550 used by Southeastern Freight Lines, Inc.

(C) ITEM 170

APPLICATION OF CLASSES
(Exceptions to NMFC 100 Series Items 170 and 421)

To insure the correct assessment of freight charges, shipper must use proper commodity descriptions on the bills of lading and shipping orders. Such descriptions must conform to those shown in the National Motor Freight Classification (STB NMF 100 Series). Appropriate abbreviated descriptions are permitted provided the NMFC item and appropriate Sub number thereof are shown. Incomplete or improper commodity descriptions accompanied by a class rating are not acceptable forms of abbreviation and shall not determine the proper classification rating applicable to such commodity. Packaging types are required for classification rating and must also be shown.

If Carrier receives a bill of lading, shipping order, manifest or receipt for goods where an incomplete or improper commodity description is used or where the NMFC item number is not valid or has expired, Carrier will make every effort to classify the freight according to the information shown. In the event Carrier, in its judgment, cannot determine the proper classification rating, such commodity will be assigned a class 150 rating, and rates will be assessed on that basis. (See Notes 1 & 3) When one or more of the articles are not accurately identified on the bill of lading and the actual density of the articles can be determined by the carrier, the shipment will be rated at the applicable class shown in Table 1, based on the actual density of the shipment. For commodities that are subject to class ratings that are dependent on the actual density or density group, shipper must show on bills of lading and shipping orders at time of shipment the actual density or density group. If the actual density or density group is not shown and shipment is inadvertently accepted, charges will initially be assessed on the basis of the density subject to class 150. If there is no density subject to class 150, the next highest class applicable, regardless of density, will apply. Upon submission of satisfactory proof of the actual density, freight charges will be adjusted to the basis of the class applicable to such density. (See Notes 2 & 3) When the actual density of the articles can be determined by the Carrier, the shipment will be rated at the applicable class shown in Table 1, based on the actual density of the shipment. For commodities in the NMFC that are designated with the classification of "0" or listed as "not taken" or "not accepted", these will be assigned a class (C) 150 rating, and rates will be assessed on that basis. When one or more of these items shown on the bill of lading can have the actual class shown in Table 1, based on the actual density of the shipment.

Note 1: Upon submission of satisfactory "proof" of the actual commodity shipped and where a proper description of articles can be determined, charges will be adjusted on the basis of the proper description, NMFC item and class.

Note 2: Upon submission of satisfactory "proof" of actual density, charges will be adjusted to the basis of the class applicable to such density.

Note 3: "Proof" is described as an invoice or packing slip along with a pre-printed specification sheet or catalog page, which lists the commodity description, weight and shipping dimensions. If an invoice and packing slip are not available, then a copy of the specification sheet or catalog page information identifying the freight must correspond to an order/product number, which can also be found on the original Bill of Lading.

Density (PCF)	Class
Less than 1	400
1 but less than 2	300
2 but less than 4	250
4 but less than 6	175
6 but less than 8	125
8 but less than 10	100
10 but less than 12	92.5
12 but less than 15	85
15 but less than 22.5	70
22.5 but less than 30	65
30 or greater	60

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 201

PRECEDENCE OF PRICING PROGRAMS (See NOTES)

1. When on shipments for which specific pricing is applicable for the shipper, consignee and/or third party (See NOTE B), the applicable pricing published specifically for the account of the payor of the freight charges will apply.
2. When on prepaid and collect third party shipments (See NOTE B), if there is no specific pricing published for the account of the third party, the pricing published specifically for the account of the shipper or consignee, based on the terms of the bill of lading, will apply if applicable.
3. When on collect shipments if there is no specific inbound pricing published for the account of the consignee, the pricing published for the account of the shipper will apply if applicable.

NOTE A - As used in this item, "Pricing," "Pricing Program" or "Specific Pricing" means any rates (other than full class rates) or charges, discounts, allowance or other means of determining final charges, published to apply for a specific account or accounts.

NOTE B - If the third party payor is a Logistics Company, Consultant or similar type entity that is paying freight charges for another party, the pricing published specifically for the Logistics Company, Consultant or other entity, or for the party they represent will apply. @In absence of a specific published Pricing Program, the generic Pricing Program for the Logistics Company, Consultant or similar type entity, if any, will apply.

ITEM 202

APPLICATION OF ALLOWANCES, INCENTIVES AND OFF-BILL PROVISIONS

The following provisions will control the application of allowances, incentives and other off-bill provisions in pricing publications governed by this tariff unless more specific provisions are published in such pricing applications.

1. Allowances, Incentives and Off-Bill Provisions will not apply on:
 - Accessorial Charges
 - Fuel Surcharges
 - Minimum Charges
 - Non-direct Traffic
 - Shipments subject to Volume, Truckload, Per Mile, Flat Charge or Rate Per Pallet, Spot Rate or Per Vehicle Rates
 - Shipments subject to a minimum charge for cubic capacity, volume or capacity load or exclusive use of vehicle
 - Shipments rated at the M20M or higher scale of rates
 - Square Yard Rates
 - Hourly Rates
2. a) Except as otherwise provided, an allowance or off-bill provision will only apply when consignor/consignee has agreed to allow the Carrier to generate an automatic end of the month claim. When requested by consignor/consignee, Carrier will generate an automatic end of the month claim which will show the necessary information regarding all qualifying shipments that moved in a specific month with a total allowance amount to be paid. Such automatic claims generated by the carrier will be paid on or before the last day of the month following the month in which the service was performed.

b) When specifically requested by the party performing the service the allowance, incentive or off-bill provision will be paid only upon presentation of a written statement to the Carrier of the amount claimed at the points at which the allowance is applicable. Such statement must contain sufficient information to verify the application of this item. Customer filed claims must be itemized to indicate the date of shipments, carrier's freight bill number or by including with the claim, copies of the shipping order(s) or bill(s) of lading including the Carrier's freight bill number and the weight of each shipment. Claims will only be paid when the claim for such allowance(s) is filed with the carrier on, or before, the last day of the month following the month in which the service was performed. Such claims will be paid within 30 days from receipt of the claim.

(continued on next page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

①ITEM 202 (concluded)

3. Allowances, incentives or other off-bill provisions expressed as percentages will be computed on the net SEFL linehaul revenue after otherwise applicable discount(s) have been deducted and will not apply on accessorial charges. In no case will the net revenue to SEFL, after the allowance or incentive is paid, be less than the published minimum charge for the customer.
4. Amounts to be paid will only apply when the freight charges are billed to and paid by the account receiving the refund. Payments will only be made after Carrier receives full payment for freight charges. (See NOTE A)
5. Unless consignee or consignor tenders sufficient business to generate a minimum of a **(R)**\$20.00 monthly payment, SEFL will make no payment. If after one year, no payments have been made, then the allowance shall be deemed to be cancelled.

NOTE A: Any discrepancies in payment must be presented to the carrier in writing within 180 days of the date of shipment. Any freight bill over this time limit will not be eligible for allowances.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 300

ADVANCING OR PAYING CHARGES (See NOTES C and F)
(Exception to NMFC Item 300)

1. Unless otherwise instructed by shipper or consignee, carriers may advance or pay charges for truck entry fees, or for accrued lawful charges of air or water carriers (See NOTE A). Such advancements or payments together with the charges accruing under this item shall be assessed against the party against whom the freight charges on the shipment involved are assessed. Billing under this item may be made either at the time of billing of the freight charges if the advancements or payments are then known; or by subsequent billing as necessary.

2. The charges of the carrier for advancing or paying monies above described will be:

WHEN THE AMOUNT ADVANCED OR PAID IS:	CHARGE WILL BE:
-----	-----
Not over \$350.00	\$ 22.00
Over \$350.00 not over \$400.00	25.00
Over \$400.00 not over \$450.00	28.00
Over \$450.00 not over \$500.00	30.00
Over \$500.00 not over \$550.00	33.00
Over \$550.00 not over \$600.00	35.00
Over \$600.00 not over \$650.00	38.00
Over \$650.00 not over \$700.00	40.00
Over \$700.00 not over \$750.00	43.00
Over \$750.00 not over \$800.00	45.00
Over \$800.00 not over \$850.00	47.00
Over \$850.00 not over \$900.00	50.00
Over \$900.00 not over \$950.00	53.00
Over \$950.00 not over \$1000.00	55.00
Over \$1000.00	(See NOTE B)

- NOTE A--Charges specified in this rule must be entered on billing in such manner as to accurately describe their exact character.
- NOTE B--Charges for amounts in excess of \$ 1000.00 should be computed at the ratio that the charge for \$ 1000.00 bears to \$ 100.00. (EXAMPLE: \$ 55.00 divided by 1000 = .055 cents per 1 cent or 5.50 cents per 1 dollar)
- NOTE C--Except as provided in NOTE D, this item will not apply on wharfage, handling, usage, loading or unloading at piers, wharves, dockside terminals or warehouses.
- NOTE D--This item will apply on wharfage, handling, usage, loading or unloading at piers wharves, dockside terminals or warehouses at points in CT,DE,DC,ME,MD,MA,NH,NJ,NY,PA,RI,VT and WV published in Tariff ICC SMC 115 series, except (NA) to the extent the provisions of Items 550-11, 550-12 and 550-13, herein, are applicable.
- NOTE F--Provisions of this item do not include the advancing of broker's fees or in bond shipments moving from a place in a foreign country to another place in a foreign country and transported through the United States.

For Explanation of abbreviations and reference mark, See Item 125.

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 310

ADVERTISING OR PREMIUMS (See NOTE A)
(Exception to NMFC Item 310)

PART A (See NOTE B)

Advertising matter or store display racks or stands may be shipped with the commodity advertised or to be displayed, in the same or separate packages at the rate applicable to the commodity with which shipped, providing that the weight of such advertising matter, store display racks or stands, does not exceed 10 per cent of the gross weight of the shipment.

If the weight of such advertising matter, store display racks or stands exceeds 10 percent of the gross weight of the shipment, apply to the gross weight of the shipment 110 percent of the rate applicable to the same commodity packed in the same manner without advertising matter, store display racks or stands.

PART B (See NOTE C)

Store display racks or stands, KD, folded flat or nested, may be shipped with the commodity advertised or to be displayed, in the same or separate packages at the rate applicable to the commodity with which shipped, providing that the weight of such store display racks or stands does not exceed 10 percent of the gross weight of the shipment.

If the weight of such store display racks or stands exceeds 10 percent of the gross weight of the shipment, apply to the gross weight of the shipment 110 percent of the rate applicable to the same commodity packed in the same manner without store display racks or stands.

PART C (See NOTE D)

Advertising matter or store display racks or stands, KD, folded flat or nested, may be shipped with the commodity advertised or to be displayed, in the same or separate packages at the rate applicable to the commodity with which shipped, providing that the weight of such advertising matter, store display racks or stands does not exceed 10 percent of the gross weight of the shipment.

If the weight of such advertising matter, store display racks or stands exceeds 10 percent of the gross weight of the shipment, apply to the gross weight of the shipment 110 percent of the rate applicable to the same commodity packed in the same manner without advertising matter, store display racks or stands.

PART D (See NOTE E)

Advertising matter or store display racks or stands made of paper or pulpboard, flat, KD, or folded flat, may be shipped with the commodity advertised or to be displayed, in the same or separate packages at the rate applicable to the commodity with which shipped, providing that the weight of such advertising matter, store display racks or stands does not exceed 10 percent of the gross weight of the shipment. If the weight of such advertising matter, store display racks or stands exceeds 10 percent of the gross weight of the shipment, apply to the gross weight of the shipment 110 percent of the rate applicable to the same commodity packed in the same manner without advertising matter, store display racks or stands.

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NOTE A--Applies only when the advertising matter and display racks or stands are shipped with Bakery Goods; Beverage Preparations, dry; Candy; Nuts, edible, shelled or not shelled; Peanuts, roasted, in shells; and Peanuts, salted.

NOTE B--Applies only from Columbus, GA, to AL, AR(Southern), FL, GA, KY, LA (East of the Mississippi River), MS, NC, SC, TN, and VA, and only on Class rates.

NOTE C--Applies only from Columbus, GA, to CO, IA, KS, MN, MO, NE, ND, SD, WI and WY, and only on Class rates.

NOTE D--Applies only from Columbus, GA, to AR (Southwestern), LA (West of the Mississippi River), NM, OK and TX, and only on Class rates.

NOTE E--Applies only from Montgomery, AL, and Nashville, TN, to AL, AR, CO, FL, GA, IA, KY, KS, LA, MN, MS, MO, NC, NE, NM, ND, OK, SC, SD, TN, TX, VA, WV, WI and WY, and only on Class rates.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 345

ARRIVAL NOTICE AND UNDELIVERED FREIGHT

ARRIVAL NOTICE:

1. Actual tender of delivery at consignee's place constitutes the notice of the arrival of a shipment.
2. If the shipment is not actually tendered for delivery, notice of arrival will be given to the consignee not later than the next business day following the arrival of the shipment:
 - (a) The notice will be given by the telephone, if convenient and practicable; or otherwise by mail. The notice, however transmitted, will specify the point of origin, the consignor and commodity and weight of shipment.
 - (b) If the consignee's address is unknown to the carrier, the notice will be mailed to the consignee at the post office serving the point of destination shown on the Bill of Lading.
 - (c) In the case of notification by mail, the notice will be deemed to have been given (that is, received by the addressee) at 8:00 A.M. on the first business day after it was mailed.

UNDELIVERED FREIGHT: (See NOTES A and B)

1. If freight cannot be delivered because of the consignee's refusal or inability to accept it, or because the carrier cannot locate the consignee or if freight cannot be transported because of an error, or omission on the part of the consignor, the carrier will make a diligent effort to notify the consignor promptly that the freight is in storage and the reason therefor.
2. Undelivered shipments will be subject to applicable storage or detention charges.
3. On undelivered shipments, disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label or Container or disposition instructions issued prior to tender of delivery will not be accepted as an authority to reship, return or reconsign a shipment or to limit storage liability
4. Undelivered shipments of Export, Coastwise or Intercoastal Freight at Baton Rouge, LA, Gulfport, MS, Mobile, AL, New Orleans, LA, Pascagoula, MS and Pensacola, FL, will be subject to Storage as provided in Item 910-3, at 7:00 A.M. of the second business day following the day on which the notice of arrival is given.

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NOTE A--(NA) on storage provisions for export at U.S.-Mexico border points of Brownsville, Del Rio, Eagle Pass, Hidalgo and Laredo, TX.

NOTE B--When a shipment is undeliverable, including non-acceptance by the consignee, the carrier will issue a written freight on-hand notice by certified mail, return receipt requested, to consignor and consignee. A charge of \$10.00 per shipment will be assessed for this service in addition to all other lawfully applicable rates and charges.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 359 (Continued)

CHARGES FOR DOCUMENTS, FORMS OR COPIES

(Exception of NMFC Item 360)

When payor of freight or other lawful charges requires or requests, as a prerequisite to payment:
(See NOTES A, B, C and D)

1. The return of any part of Bill of Lading sets or copies thereof, other than one shipper furnished copy (See NOTE A), a charge of \$ 2.00 for each such document or copy will be made; OR
2. Copies of Freight Bills or statements of transportation charges in excess of the original invoice and document a charge of \$ 2.00 for each such document or copy will be made; OR
3. The preparation by the carrier of any forms requiring itemization, listing or description of single or multiple Freight Bills, for submittal with Freight Bills or statements of charges, subject to a minimum charge of \$ 2.00 per document, will be made.
4. Any forms or copies of forms, other than those described in Paragraphs 1 or 2 above, to be submitted with Freight Bills or statements of charges, a charge of \$ 2.00 for each such form or copy will be made.
5. In addition to the \$2.00 per document charge, an administrative fee of \$25.00 will apply.

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NOTE A--When as a prerequisite to payment, the shipper furnished copy of Bill of Lading is to be returned, it must be clearly and prominently marked by the shipper with specific instructions directing its return with Freight Bill.

NOTE B--The charges set forth in this item will not apply to:

(1) Bank Payment Plans when documentation is limited to (a) deposit ticket(s) supplied by the bank.

NOTE C--The provisions set forth in this item will not apply to shipments moving on United States Government Bills of Lading.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 360 BILLS OF LADING, FREIGHT BILLS AND STATEMENTS OF CHARGES
(Exception of NMFC Item 360)

1. When an Export shipment is tendered to the carrier, a notation "FOR EXPORT" must be entered on the Bill of Lading.
2. When validation of a Freight Bill is required as a prerequisite for payment of the freight charges and consignee fails to validate the Freight Bill at time of delivery thus requiring the carrier to resubmit the Freight Bill for validation, a charge of \$13.00 will be assessed for that service. (See NOTE A)

NOTE A--(NA) on shipments moving on U.S. Government Bills of Lading.

ITEM 360-5 BILLS OF LADING - CORRECTED (See NOTE A)

1. Corrected Bills of Lading or other instructions to change the freight charge collection status from PREPAID to COLLECT will not be accepted after the shipment has been delivered, unless an authorized representative of the party requesting the change provides carrier with a signed document indicating their agreement to pay all charges detailed on the freight bill. Any change in collection status will not be permitted after payment has been received.
2. A corrected Bill of Lading to change the original transportation contract from PREPAID to COLLECT will not be accepted if Section 7 (non-recourse clause) of the corrected Bill of Lading has been signed by the consignor. If the corrected bill of lading is inadvertently accepted and Section 7 has been signed, the signature will be considered invalid. The party requesting a change in collection status will guarantee payment of freight charges should the new debtor fail to pay within the prescribed credit guidelines.
3. A request to change the original freight charge collection status from collect to prepaid will require a corrected bill of lading from the shipper and the shipper must have established credit with SEFL. A request to change the collection status may be submitted by the shipper on the shipper's letterhead in lieu of a corrected bill of lading, subject to all other provisions of this item.
4. When the carrier is instructed after the shipment has been picked up, to bill the freight charges to a third party and such information is not shown on the bill of lading at time of shipment, a corrected bill of lading must be received from the responsible party to guarantee payment of charges.
5. Corrected bills of lading changing the description, density or weight of commodities, released, declared or actual value will not be accepted without submission of documentary proof that the description (original invoice, descriptive literature), density or weight is as claimed on the corrected bill of lading.
- @6. A request to add and apply a Spot Quote Number to a freight bill that was not provided on the original bill of lading.

NOTE A: A charge of \$30.00 in addition to all other applicable charges will be assessed against the payor of freight charges for processing such corrected bills of lading.

ITEM 360-10

BILLS OF LADING - ORDER NOTIFY SHIPMENTS

1. Shipments moving under Order Notify Bills of Lading will be tendered for delivery promptly upon arrival at destination or terminal point. Tender of delivery will be considered as delivery for the purpose of applying this rule. If a shipment moving under Order Notify Bills of Lading is tendered for delivery to consignee at billed destination, and the consignee or party entitled to receive the shipment is unable to present the necessary Bill of Lading, the shipment will be treated as refused or unclaimed freight and will be handled in accordance with the rules and charges provided for in Item 830 (Redelivery).
2. Order Notify shipments will be subject to a charge of \$ 31.00 per shipment, which charge will be in addition to all other lawful transportation charges.
3. The charge for handling Order Notify shipments will be collected from the party paying all other lawful transportation charges.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 360-100

BILLS OF LADING, STRAIGHT - CONTRACT TERMS AND CONDITIONS

Unless otherwise agreed to in writing in advance of carriage, Contract Terms shall be those as indicated in the carrier's Bill of Lading or in the National Motor Freight Classification 100 Item 365 "Uniform Bill of Lading" in effect on the date the shipment was tendered to the carrier. ONLY carrier officials or personnel authorized to do so by the carrier are empowered to agree to alternate contract terms and conditions and the use of an alternate Bill of Lading referencing such terms and conditions. Drivers employed or hired by the carrier are among those excluded from the category of authorized carrier personnel. Where a Bill of Lading other than the Uniform Bill of Lading or the carrier's Bill of Lading, issued by the shipper, is signed for by the carrier's driver or other unauthorized person(s), that signature ONLY acknowledges receipt of the freight and identifies the entity to deliver. It is NOT a contract for the carriage of freight. Continued use of an unauthorized Bill of Lading by the shipper will NOT constitute an implied acceptance by the carrier.

Reference made to Tariffs or "Tariffs on file" means Tariffs contained in the carrier's files. Such Tariffs shall be available to shipper on request to the extent that they apply to the shipper.

ITEM 365

BLIND SHIPMENT AND SHIPMENT COORDINATION

A blind shipment is when a third party controls the movement of the freight but does not want the shipper or consignee to know the name of the other. The following conditions will apply to blind shipments:

1. Only requests prior to pick up will be considered for this service. If the request is not made prior to pick up, the request will be handled as a reconsignment subject to the provisions of Item 820 herein.
2. Carrier must receive shipping instructions from the Third Party and be satisfied that the Third Party has the legal authority to control the shipment.
3. Two bills of lading are required.
4. The original bill of lading from the shipper must show the actual shipper name, address, city, state and zip code and be consigned to the third party in care of carrier's terminal serving the consignee.
5. The corrected bill of lading will identify the Third Party as the shipper with the shipper's city, state and zip code and the actual consignee name and address.
6. Charges for this service and applicable line-haul charges must be paid by the party requesting the service.
7. The party requesting the service must have established credit.
8. Section 7 of the Bill of Lading cannot be signed.
9. The invoice will be generated from the corrected bill of lading.
10. A charge of **(A)**\$100.00 will apply in conjunction with all other applicable charges.
11. Charges as found in Item 580 (Marking or Tagging Freight) will not apply on shipments subject to this item.
12. Carrier will make a diligent effort to execute a request for Blind Shipment service. However, carrier cannot ensure the confidentiality of the transaction or that such service will be provided.

ITEM 381

CANCELLATION OF ITEMS

As this tariff is supplemented, numbered items with letter suffixes cancel, except as otherwise specifically indicated, correspondingly numbered items in the original tariff or in a prior supplement. Letter suffixes will be used in alphabetical sequence starting with A. Example: Item 445-A cancels Item 445, and 365-B cancels Item 365-A, in a prior supplement, which in turn cancelled Item 365. (If Item 365 had not been cancelled, for some reason, Item 365-B would cancel it as well). If the new item provides a specific cancellation of a prior issue or issues, this rule is not applicable.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 390

CAPACITY LOADS AND OVERFLOW (See NOTES)

1. (a) Straight or mixed shipments of different articles subject to LTL, TL or VOL rates each and every vehicle or doubles trailer loaded to capacity will be subject to a minimum charge as follows:
 - (1) Each vehicle loaded to capacity will be subject to a minimum charge per vehicle computed as follows:
 - EXCEPT WHEN TO POINTS IN FL:
Class 100 (M10M line) at 12,000 lbs. (See NOTE I), but not less than \$1109.00.
 - WHEN TO POINTS IN FL:
Class 100 (M10M line) at 16,000 lbs. (See NOTE I), but not less than \$1331.00.
 - (2) Each doubles trailer loaded to capacity will be subject to a minimum charge per doubles trailer computed as follows:
 - EXCEPT WHEN TO POINTS IN FL:
Class 100 (M10M line) at 12,000 lbs. (See NOTE I), but not less than \$584.00.
 - WHEN TO POINTS IN FL:
Class 100 (M10M line) at 16,000 lbs. (See NOTE I), but not less than \$701.00.
 - (b) The actual or authorized estimated weight of each article in the vehicle or doubles trailer shall be subject to the applicable TL or VOL rate provided for each article.
 - (c) Each vehicle or doubles trailer loaded to capacity will be subject to a minimum weight which shall be that which is the highest provided for any article in the shipment.
 - (d) If the total weight determined in Paragraph (b) is less than the minimum weight provided in Paragraph (c), the deficit shall be subject to the lowest TL or VOL rate provided for any article in the shipment.
2. When the aggregate charge on the vehicle or doubles trailer is less on basis of the TL or VOL rate and TL or VOL minimum weight (actual or authorized estimated weight to be charged for if in excess of the minimum weight), for one or more of the articles and on the basis of actual or authorized estimated weight at LTL rate or rates for the other article or articles, the vehicle or doubles trailer will be charged for accordingly.
 3. (a) Each and every vehicle or doubles trailer, except one, must be loaded to capacity and the excess or overflow portion, if any, that does not require that another vehicle or doubles trailer be loaded to capacity will be charged for, except as provided in NOTE B, at the actual weight of each article in the excess and at the TL or VOL rate provided for each article, subject to a minimum charge based on 5,000 lbs., at the highest TL or VOL rate provided for any article in the excess, except that when the charge on basis of the actual weight of each article at the applicable LTL rate or rates is lower, such lower charge will apply.

(Cont. on following page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 390 (Cont.)

CAPACITY LOADS AND OVERFLOW (See NOTES)

CONDITIONS

4. Billing Instructions - The originating carrier shall indicate on the Bill of Lading, Freight Bill, or other papers accompanying the shipment, the number of vehicles or doubles trailers loaded to capacity, used by the originating carrier to transport the shipment, and shall also indicate if any additional vehicle or doubles trailer carrying less than capacity was furnished. In the event an additional vehicle or doubles trailer carrying less than capacity was furnished, the originating carrier shall indicate the weight of the portion of the shipment loaded into such vehicle or doubles trailer.
5. Joint Traffic:
- (a) On shipments moving via two or more carriers and subject to joint rates, the carrier shall furnish to the connecting carriers to whom they deliver the shipment, a copy of the document containing the information required in Paragraph 4.
- (b) The charge provided in this item will be based on the vehicles or doubles trailers furnished by the originating carrier. These charges will apply to the continuous through movement, regardless of the vehicles or doubles trailers furnished by connecting carriers at interchange points.
6. (a) The provisions of this item are minimum charges and in no case may be used to reduce rates, minimum weights or total charges otherwise provided in this tariff, and as amended, or in tariffs governed by this tariff.
- (b) In no event is the charge determined for a doubles trailer and overflow to exceed the charge for a vehicle.
7. The term "loaded to capacity" or "capacity load", refers to the extent to which a vehicle or doubles trailer is loaded with the freight, each term meaning:
- (a) The quantity of freight which because of unusual shape or dimensions or because of necessity for segregation from other freight requires the entire capacity of a vehicle or doubles trailer; or
- (b) That quantity of freight which, in the manner loaded so fills a vehicle or doubles trailer that no additional article in that shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle or doubles trailer. (See NOTE C); or
- (c) That quantity of freight that can be legally loaded in or on a vehicle or doubles trailer because of the weight or size limitations of State or regulatory bodies (See NOTE F).

DEFINITIONS

8. (a) The term "vehicle" or "vehicles" refers to a single load carrying unit of not less than 35 feet in length propelled or drawn by mechanical power and used upon the highway in the transportation of property. When the vehicle or vehicles consist of a power unit and two or more trailers or containers the combined length of the trailers or containers must not exceed 60 feet measured along the center longitudinal line of each trailer or container floor.
- (b) The term "doubles trailer" or "doubles trailers" refers to a single trailer of 30 feet or less in length.
- (c) Upon request of the shipper, the carrier shall endeavor to furnish the largest vehicle or doubles trailer available. The shipper will have the right to refuse the vehicle or doubles trailer offered but once loading has begun, the provisions of this item will apply.
- (d) When carrier furnishes, at the request of the shipper, doubles trailers in tandem, to transport freight in line-haul movement, to be drawn by a single power unit, each trailer of the combination will be considered a separate vehicle in the application of this item regardless of length or size.

NOTE A--Where two or more TL or VOL minimum weights are provided for the same article, the lowest of such minimum weight and the rate applicable in connection with such lowest minimum weight will apply for that article.

NOTE B--The charges for the excess from the fully loaded vehicle or vehicles, or doubles trailer or doubles trailers, will be considered as a separate shipment and so rated when on: (See NOTE H)

1. TL or VOL shipments subject to a minimum weight of 20,000 lbs., or less.
2. TL or VOL shipments where two or more minimum weights of 20,000 lbs., or less are provided for the save article.

(Cont. on following page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 390 (Concluded)

CAPACITY LOADS AND OVERFLOW (See NOTES)

NOTE C--The provisions of this Paragraph referring to this NOTE, will apply regardless of whether there is another article tendered for loading as part of the same shipment.

NOTE D--When a single mixed shipment consists of articles subject to both TL or VOL and AQ rates the portion subject to TL or VOL rates will be charged for at the applicable TL or VOL rate and its accompanying TL or VOL minimum weight, or actual weight if greater, and the portion subject to AQ rates will be charged for as a separate shipment.

NOTE E--The provisions of this item apply only as follows:

On shipments of Class rated traffic.

On mixed shipments of Class rated traffic and:

- (a) Commodity rated traffic;
- (b) Column Commodity rated traffic; or
- (c) Column Commodity and Commodity rated traffic.

NOTE F--No vehicle or doubles trailer may be loaded in excess of that quantity of freight which can be transported from origin to destination in or on such vehicle or doubles trailer because of weight or size limitations of Federal, State or Municipal laws or regulations.

NOTE G--Each and every vehicle or doubles trailer loaded to capacity or requiring more than one vehicle or doubles trailer to transport a single shipment and also requiring protective service against heat will be subject to a minimum charge based on actual weight or TL or VOL minimum weight, whichever is greater, at the applicable rate. The provisions of this NOTE will not apply to the overflow portion of a shipment where the overflow portion does not require protection against heat, provided the shipper certifies on the bill of lading at time of shipment that overflow portion does not require such protective service.

NOTE H--The provisions of NOTE B will not apply when 40,000 lbs. or more is loaded on or into each vehicle loaded to capacity, or when 30,000 lbs. or more is loaded on or into each doubles trailer loaded to capacity.

NOTE I--The minimum charge referring hereto shall be subject to a 50% discount on shipments rated from SEFL 550 series. In no case shall the net freight charge be less than the absolute minimum charge named in this item.

@NOTE J--Same day multiple shipment pick-up from the same shipper, having the same consignee, will be considered as one shipment for provisions of item 390 to apply.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 430

COLLECT ON DELIVERY (COD) SHIPMENTS (See NOTE B)

(Exceptions completely replacing NMFC Item 430)

Collect on delivery (COD) shipments may be accepted subject to the following provisions and charges:
SECTION 1: Shipments must be tendered on "Uniform Straight", "Straight Bill of Lading--Short Form", or "Straight" bill of lading forms as shown in the current NMFC.

The letters "COD" must be stamped, typed, or written on all such Bills of Lading and Shipping Orders immediately before name of consignee; OR, "COD" in red letters at least one inch in height with thickness of stroke 1/4 inch thick or greater must be stamped or printed across the face of all Bills of Lading and Shipping Orders. Only one COD amount may be shown and may not be subject to change dependent upon time or conditions of payment. The name and street and post office address of consignor and consignee must be shown on Bill of Lading and Shipping Order. On straight Bills of Lading--Short Form there must be shown in the space provided for this purpose or in the lower left hand corner space provided for description of articles, special marks and exceptions, the following information:

Collect on Delivery, \$ _____ and remit to:
 _____ Street
 _____ City
 _____ State _____ Zip

COD Charge to be paid by: _____ Shipper _____ Consignee

SECTION 2: Each package must be plainly marked, labeled, or tagged by consignor showing letters COD, and the name and address of consignor and consignee in accordance with Item 580 of the NMFC.

SECTION 3: COD packages will not be accepted on the same Bill of Lading with packages other than COD and only packages covered by one COD bill may be tendered on one Bill of Lading.

SECTION 4: On Collect on Delivery shipments, shipper must state name and telephone number of consignee on the Bill of Lading.

SECTION 5: If consignor desires to forward invoice or collection papers, they must be securely attached to the shipping order copy of the Bill of Lading and the shipping order must show the following information:

"Attached invoice (or invoices) to accompany shipment to destination."

SECTION 6: COD shipments will not be accepted or receipted for when billed to one firm or person, with instructions to collect charges from another firm or person.

SECTION 7: COD shipments will not be accepted for transportation subject to inspection or trial by consignee or when bearing instructions to make partial delivery. Carriers are responsible to deliver the shipment in accordance with Bill of Lading contract, except carrier may accept written instructions from the consignee to deliver to another location provided all other conditions of Item 430 are met by the consignee and shipper is not responsible for additional freight charges. If, for any reason, upon presentation for delivery, COD payment is refused by the consignee, carriers are responsible for the disposition of the shipment only in accordance with the Bill of Lading contract and tariff provisions as applicable. Carriers are not responsible, in such circumstances, to seek or remit the COD amount to the consignor or owner of goods.

SECTION 8: Intoxicating beverages may be handled COD only under the provisions provided by State Laws of the State in which the point of destination is located. (See Section 389 of Title 18 of the United States Code Annotated.)

SECTION 9: The amount of COD bills for COD shipments must be collected at the time such shipments are delivered to the consignee, except carrier reserves the right to require consignee, or his agent, to pay the COD amount in cash at carrier's terminal prior to delivery. Reasons for this may include, but not be limited to, the following:

1. If the consignee wants the freight delivered to an unusual location, such as meeting the driver in a parking lot;
2. The delivery location is not an established business or an established residence;
3. Carrier's personnel suspects dishonesty on the part of the consignee;
4. If the check, money order or cash appears to be unusual, wrong, obliterated, fake or has any other questionable features;
5. The consignee wants the freight brought to an alternate location, left on the sidewalk or put in a vehicle;
6. The delivery location does not appear to be what is shown on the bill of lading, e.g. there is no sign showing the name of the company, the type of building does not look correct for the freight or the site is not open for business yet;
7. The delivery is in an unsafe area where trucks do not normally make deliveries.

(Cont. on following page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 430 (concluded)

COLLECT ON DELIVERY (COD) SHIPMENTS (See NOTE B)

(Exceptions completely replacing NMFC Item 430)

Collect on delivery (COD) shipments may be accepted subject to the following provisions and charges:
SECTION 10: Only the following forms of payment will be accepted in payment of COD amounts: (1) cash, in denominations not to exceed \$20.00, subject to a maximum COD amount \$250.00. Limit on amount of cash that will be accepted does not apply when COD shipments are picked-up by consignee, or his agent, at carrier's terminal; (2) check or money order in the amount of the COD made payable to the Consignor. All checks and money orders shall be made payable to the consignor. The carrier will accept checks or money order only and the carrier's sole responsibility to the consignor is limited to forwarding such check or money order to the consignor.

SECTION 11: The charge for collecting and remitting the amount of bills for COD shipments will be collected from the consignee, except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the Bill of Lading and Shipping Order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks made payable to the consignor.

SECTION 12--(a) Upon collection of a COD bill, carrier collecting same shall remit each COD collection directly to the consignor or other person designated by the consignor as payee, promptly and within fifteen (15) days after delivery of the COD shipment to the consignee.

SECTION 13--The charges of the destination carrier for collecting and remitting the amount of each COD bill to be collected on shipments consigned COD as prescribed herein will be six percent (6%) of the COD amount, subject to a minimum charge of **(A)**\$85.00.

SECTION 14--COD shipments of explosives designated as "Class A and dangerous explosives" or "Class B less dangerous explosives" referred to in the Hazardous Materials Tariff (HMT) will not be accepted.

SECTION 15--1. Carrier will accept only written instructions from the shipper to return the shipment or to change the Bill of Lading provisions on Collect on Delivery (COD) shipments subject to the provisions of this item by increasing, reducing, or cancelling the COD amount.

(a) A charge of \$50.00 per shipment will be assessed in addition to all other lawful charges.

(b) All charges accrued under this item must be prepaid or guaranteed to the satisfaction of the carrier

2. Carriers do not obligate themselves to accept the changes provided herein but upon request a reasonable effort will be made to do so, subject to the provisions herein.

3. Carrier will, upon written authorization from consignor, change the form of payment of COD amounts to accept consignee's personal check when such form of payment was not originally authorized, subject to an additional charge of \$50.00 per shipment. If request is received after the shipment has been tendered for delivery and refused by consignee, the shipment will also be assessed the applicable redelivery charge as provided in carrier's tariffs, in addition to the charge for changing the form of acceptable payment.

(c) COD cancellation fee will not be applicable on shipments being returned to shipper.

Consignor must guarantee payment of the charge for changing the form of payment and the redelivery charge, if any.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 435-10

COLLECTION OF CHARGES (See NOTES)

1. When a party other than the consignor or consignee on the Bill of Lading and Shipping Order is responsible for paying the freight charges, such party's name and address must appear in the body of the Bill of Lading and Shipping Order at time of original tender. The party responsible for paying the charges must be located in the United States, Canada or Puerto Rico. (See Paragraph 2)
2. Shipments subject to the provisions of this item will be accepted only when the consignor has established credit with the originating carrier and guarantees to pay all lawfully accrued charges if the third party fails to do so within the time allowed under the credit regulations of the ICC. (See Note B)

NOTE A--Shipments subject to the provisions of this item must be billed as "Prepaid".

NOTE B--Such shipments will not be accepted if the consignor executed Section 7 of the Bill of Lading. If the shipment is inadvertently accepted, the shipper will be responsible for all charges.

ITEM 455

CONSECUTIVE NUMBERS

Where numbers are connected by the word "to" or "thru" or by use of hyphen (-), it means that the numbers are consecutive and include both of the numbers shown.

ITEM 465

CONTAINERS - SHIPMENTS TRANSPORTED IN OR ON SHIPPING CARRIERS OR CONTAINERS

(Except marine type or intermodal containers designed for highway use on wheels)

Except as otherwise specifically provided, when shipments are tendered to carrier and transported in or on shipping carriers, containers, pallets, platforms, racks, reels or skids, such carriers, containers, pallets, platforms, racks, reels or skids constitute an integral part of the shipment and are to be delivered to and receipted for by the consignee(s) named on the Bill of Lading covering the loaded movement.

Any request or provisions noted on the Bill of Lading or Shipping Order at the time of movement requesting the return of these shipping devices, forms or packages, shall be deemed to be for informational purposes only, and it will not be binding upon the carrier to accomplish or comply with such request or provision to complete the contract of carriage on the shipment.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 470

CONTROL AND EXCLUSIVE USE OF VEHICLE OR DOUBLES TRAILER

SECTION 1

CONTROL OF VEHICLE OR DOUBLES TRAILER

Except as provided in Section 2 of this item, no shipment is entitled to the Exclusive Use of the vehicle or doubles trailer in which it is to be transported. The carrier has control of the vehicle and the unrestricted right to:

1. Select the vehicle or vehicles or doubles trailer for the transportation of a shipment.
2. Transfer the shipment to other vehicles or doubles trailer.
3. To load other freight in the same vehicles or doubles trailer with any other.
4. Remove locks or seals applied to the vehicle or doubles trailer.

SECTION 2

EXCLUSIVE USE OF VEHICLE OR DOUBLES TRAILER

When the Exclusive Use of a vehicle or doubles trailer is provided by the carrier at request of consignor or consignee, the following provisions will apply: (See NOTE A)

1. Charges will apply to each vehicle or doubles trailer used to transport the shipment.
2. The request must be given in writing or placed on the Bill of Lading and Shipping Order.
3. Except as provided in NOTE D, the vehicle or doubles trailer will be devoted exclusively to the transportation of the shipment, without breaking the seals. (See NOTE B)
4. CHARGES--Charges will be computed at the rates and weights applicable to the shipment without reference to this item subject to a minimum charge as follows:
 - (a) Charge per vehicle will be the Class 50 M20M line computed at 40,000 lbs.;
 - (b) Charge per doubles trailer will be the Class 50 M20M line computed at 20,000 lbs..
5. Charges are to be paid or guaranteed by the party requesting the service and the non-recourse stipulation on the Bill of Lading may not be executed. ((NA) on shipments moving on Government Bills of Lading).
6. When the request for Exclusive Use of vehicle or doubles trailer is made by the consignor or consignee after shipment has been receipted for and is in possession of the carrier, the carrier will, if possible, intercept the shipment and convert it to Exclusive Use of vehicle or doubles trailer service over as much of the route as possible. The party making the request must confirm in writing and must guarantee charges. Such written verification will be preserved by the carrier and be considered as part of the Bill of Lading contract. Charges will be assessed as provided in Paragraph 4 between the point of origin and point of destination.
7. Stopoff for partial loading or partial unloading will not be permitted on shipments transported under the provisions of this Section.
8. Where the terms "vehicle", "vehicles" and "doubles trailers" are used in this item, the definitions for such terms are as follows:
 - (a) The term "vehicle" or "vehicles" refers to a single load carrying unit of not less than 35 feet in length propelled or drawn by mechanical power and used upon the highway in the transportation of property. When the vehicle or vehicles consist of a power unit and two or more trailers or containers the combined length of the trailers or containers must not exceed 60 feet measured along the center longitudinal line of each trailer or container floor.
 - (b) The term "doubles trailer" or "doubles trailers" refers to a single trailer 30 feet or less in length.
 - (c) Upon request of the shipper, the carrier shall endeavor to furnish the larger vehicle or doubles trailer available. The shipper will have the right to refuse the vehicle or doubles trailer offered but once the loading has begun, the provisions of this item will apply.
 - (d) When carrier furnishes, at the request of the shipper, doubles trailers in tandem, to transport freight in line-haul movement, to be drawn by a single power unit, each trailer of the combination will be considered a separate vehicle in the application of this item regardless of the length or size.

NOTE A--When Bill of Lading and/or shipping notations prohibit the breaking of seals or the co-loading of additional freight, the shipments will be handled under provisions of this section.

NOTE B--In the event a lock or seal has been inadvertently removed from a vehicle or doubles trailer the carrier will immediately re-lock or re-seal the vehicle or doubles trailer and will notate the accompanying papers with the new seal number and appropriate reason why it was applied.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 480

CUSTOMS OR IN BOND FREIGHT (See NOTE A)

1. Shipments moving under United States Customs Bond for U.S. Customs clearance at a point in the United States will be assessed a charge of **(A)** \$4.00 per 100 pounds, subject to the minimum charge of **(A)** \$120.00 and a maximum charge of **(A)** \$400.00 per shipment, based on the actual weight or applicable minimum weight whichever is greater. Such charges shall be in addition to all other applicable charges. On shipments requiring the use of more than 1 trailer, each trailer shall be considered as a separate shipment for the purpose of applying the provisions of this item. Not applicable to the extent provided in item 480-1.
2. Line-haul charges on shipments requiring U.S. Customs clearance at a point other than the final destination will be assessed on the basis of rates and charges applicable from the point of origin to the point of U.S. Customs clearance, plus the rates and charges applicable from the point of U.S. Customs clearance to the final destination, except no beyond line-haul charges will apply when the final destination is located within the terminal area (See Item 940) of the point of U.S. Customs clearance.
3. Freight moving IN BOND may not be included in the same shipment on the same Bill of Lading and Shipping Order with freight not moving IN BOND. (See NOTE A)
4. Shipments moving under United States Customs Bond will not be accorded stopping-in-transit or split pickup or split delivery privileges.
5. Detention charges, if any, will be assessed against the party responsible for the line-haul charges. For the purpose of applying storage rules and charges in connection with shipments moving under U.S. Customs Bond, notification to the Deputy Collector of Customs that a shipment is available for Customs Inspection will constitute tender of shipment for delivery.
6. Each I.T. Permit (Immediate Transportation Permit) issued for movement of an IN BOND shipment will be considered as a separate shipment, and must be accompanied by one Bill of Lading and Shipping Order. The provisions of this paragraph will not apply to VOL or TL shipments moving IN BOND between steamship company piers or wharves or when such shipments are delivered to a U.S. Customs Bonded Warehouse.
7. Shipments tendered in a vehicle sealed by or at the instructions of the consignor or as required by competent authority, will be considered as fully loaded or loaded to capacity and subject to the provisions of Item 390 of this tariff. On shipments cleared enroute by U.S. Customs, and movement beyond such clearance does not require a seal, normal rates and charges shall apply to the beyond point.
8. Shipments moving from the United States under a TIR CARNET issued by the originating carrier are subject to a charge of \$84.00 which will be in addition to all other lawfully applicable rates and charges (including the IN BOND charges herein applicable).
9. When carrier is required to pickup shipping documents or U.S. Customs Release Forms from forwarder or broker for validation prior to pickup of a shipment, a charge of \$74.00 per shipment will apply, subject to a maximum charge of \$147.00 for each pickup of such shipping documents or U.S. Customs Release Forms.

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NOTE A--When on traffic moving between points in PART D of Item 955, the provisions of Paragraph 3 will apply on export traffic destined to points in Mexico when on shipments of ALCOHOLIC BEVERAGES or LIQUORS, as described in NMFC Items 111420, 111450, 111490 and 111510 when moving under United States Customs Bond for U.S. Customs clearance.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 480-10 CUSTOMS OR INBOND FREIGHT--HIGH SECURITY RED IN-BOND SEALS

When necessary for carrier to purchase and apply "High Security Red In-Bond Seals" for shipments moving under United States Customs Bond a charge of \$37.00 per seal will be assessed in addition to all other applicable charges. (See NOTE A)

NOTE A--Carrier will not be responsible for equipment or tools necessary for removal of the High Security Red IN-BOND seal(s).

@ITEM 480-15 INLAND CLEARANCE FEE

A fee of \$4.00 per CWT, \$120 Minimum/\$400 Maximum will apply when a shipment fails to clear at the Canadian border.

@ITEM 481 BORDER DETENTION AND CUSTOMS OFF-LOADING

Border Detention- Border delays at the Canadian border including, but not limited to X-Ray, Examination, and Offload. The charge will be \$75.00 per hour, in 15 minute increments of \$18.75.

Customs Off-loading- When Customs examination at the Canadian border require off-loading of freight for inspection, the carrier will not absorb any additional charges. The Carrier will be reimbursed for any expenses, charges or fees assessed by the offload company.

@ITEM 482 CANADIAN RE-MANIFEST FEE

A fee of \$93.50 applies when there is a change of the Canadian destination port code.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 485

CANADA - US BORDER SERVICES FEE

Shipments crossing the Canada - US border will be subject to a Border Services Fee in addition to all other applicable charges as follows:

Charge per shipment (US Currency): **(A)** \$25.00

ITEM 490

DENSITY--METHOD OF DETERMINING

Where rates are applicable, according to the density of articles as tendered for shipment, the word

"density" means "pounds per cubic foot". The cubage of loose articles or pieces, or packaged articles shall be determined by multiplying the greatest straight-line dimensions (not circumferential) of length, width and depth in inches, including all projections, and dividing by 1728 cubic inches (one cubic foot). The density shall be the result of the division of the weight per article, piece or package by the cubage ascertained.

The weight per cubic foot relates to the density of each shipping package or piece and not to the shipment as a whole.

ITEM 495

QUOTATION OF ESTIMATED CHARGES

1. When the carrier furnishes, either orally or in writing, an estimate of published tariff charges, such estimate is given on the basis of the published tariff provisions applicable on the basis of the information about the shipment made known to the carrier at the time of the estimate. Providing an estimate does not obligate carrier to accept the estimated shipment.
2. Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than approximation of the freight charges and are not binding on either the carrier or the shipper. Regardless of the estimate quoted by the carrier, all transportation charges on a shipment will be assessed on the basis of published tariff provisions legally in effect at the time of shipment as applicable to the actual weight and commodity shipped and transportation and related services actually performed in connection therewith.
3. A Volume and/or spot quote does not constitute "exclusive use" of SEFL's equipment and does not obligate carrier to accept tender of the quoted shipment.
4. All volume and/or spot shipments will be loaded by the shipper and unloaded by the consignee unless specifically negotiated otherwise.
5. On spot quote shipments, when the actual weight exceeds the quoted weight provided by the shipper or consignee such shipments will be subject to additional charges based on the weight variance. Excess charges will be in addition to the quoted rate, and applied only to the weight in excess of the quoted weight. This excess charge will be assessed at the same rate per 100 pounds as the original quote.
6. The bill of lading must include the quote number written in order for the quoted rate to apply.
7. SEFL will honor LTL Quotes for 7 business days.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 500 DETENTION--VEHICLES WITH POWER UNITS - (See NOTE A)

This item applies when carrier's vehicles with power units are delayed or detained either on the premises of consignor or consignee or as close thereto as conditions will permit, subject to the following provisions:

SECTION 1 - GENERAL PROVISIONS:

1. (C) The detention charges due the carrier will be assessed against the payor of the freight charges unless payment has been guaranteed to the satisfaction of carrier by consignor, consignee or third party.
2. When carrier's employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained.
3. Nothing in this item shall require a carrier to pick-up or deliver freight at hours other than such carrier's normal business hours.
4. When vehicle is both unloaded and reloaded, each transaction will be treated independently of the other, except that when loading is begun before unloading is completed, free time for loading shall not begin until free time for unloading has expired.
5. Freight remaining undelivered after the accrual of any detention charges may be placed in storage. Such freight shall be subject to accrued detention charges up to the time freight is placed in storage and shall immediately become subject to storage charges in Item 910. If the freight is later tendered for delivery, the charge for redelivery in Item 830 will apply. In such event, detention charges as provided in Section 5 of this item will immediately become applicable.
6. When through no fault of the carrier, the loading or unloading of a vehicle with power cannot be completed at the end of a normal business day:
 - (a) Consignor or consignee may request that the vehicle without power remain at its premises and the provisions of Section 4, Paragraph 2 will apply.
 - (b) Consignor or consignee may request that the vehicle with power be returned to carrier's premises. At the time, computation of any remaining free time will cease. That portion of the shipment in the carrier's possession is subject to storage as provided in Item 910. When the vehicle is returned to consignor's or consignee's premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges provided in Item 830 series.

SECTION 2 - DEFINITIONS:

"LOADING" - includes the furnishing to the carrier the Bill of Lading or Forwarding Directions or other Documents necessary for forwarding of the shipment.

"UNLOADING" - includes:

- (a) Surrender to the carrier of Bill of Lading on shipments billed "To Order".
- (b) Payment of lawful charges to the carrier when required prior to delivery of the shipment.
- (c) Notification to the carrier that vehicle is unloaded.
- (d) Signing delivery receipt when delivering carrier's agent is present at unloading.

SECTION 3 - COMPUTATION OF TIME:

1. Commencement and termination:

- (a) The time per vehicle shall begin to run upon actual notification by carrier's employee to a responsible representative of consignor, consignee, or other designated party at the premises of pickup or delivery of the arrival of the vehicle for loading or unloading. Upon such notification, the responsible representative of consignor, consignee, or other designated party may enter the time of arrival onto the carrier's detention record. If the representative refuses to enter the time, then carrier's employee will enter the time and it will be binding upon each party.
- (b) Time shall end upon completion of loading or unloading. Upon such completion, a responsible representative of consignor, consignee, or other designated party may enter the time of completion on to the carrier's detention record. If the representative refuses to enter the time, then carrier's employee will enter the time and it will be binding.

2. Computations of time are subject to and are to be made within the normal business day at the designated premises at place of pickup or delivery, except:

- (a) When loading or unloading is not completed at the end of such day, time will be resumed upon notification by driver to the responsible representative of the consignor or consignee that he is ready to resume loading or unloading.
- (b) When loading or unloading is interrupted for a normal meal period, meal time not to exceed one hour will be excluded from computation of time. (Cont. on following page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

(C) ITEM 500 (Concluded)

DETENTION--VEHICLES WITH POWER UNITS (See NOTE A)

This item applies when carrier's vehicles with power units are delayed or detained either on the premises of consignor or consignee or as close thereto as conditions will permit, subject to the following provisions:

SECTION 3 - COMPUTATION OF TIME:

3. When carrier is permitted to work before or after the normal business day, such working time shall also be included.
4. Free time will be computed on the total number of shipments and their combined weight on the vehicle, regardless of origin or destination. Where any shipment on the vehicle is subject to a similar rule providing greater total free time for the vehicle than here provided, such greater free time will apply. When free time is exceeded, detention charges on the vehicle will be determined by the application of the lowest detention charges governing any shipment on the vehicle.
5. Where there is more than one payor, charges will be prorated on the basis of the weight of each individual shipment. Where single or multiple LTL or AQ shipments subject to LTL or AQ rates exceed the carrying capacity of one vehicle free time for each vehicle shall be computed separately.

SECTION 4 - FREE TIME:

1. Free time shall be as follows:

ACTUAL WEIGHT IN POUNDS PER VEHICLE STOP	FREE TIME IN MINUTES PER VEHICLE STOP
Less than 2,500.....	30
2,500 but less than 5,000.....	60
5,000 but less than 7,500.....	90
7,500 but less than 10,000.....	120
10,000 but less than 20,000.....	180
20,000 but less than 28,000.....	240
28,000 but less than 36,000.....	300
36,000 but less than 44,000.....	360
44,000 or more.....	420

2. Once a vehicle with power is placed for loading or unloading and then changed to a vehicle without power at the request of consignor or consignee, the free time and detention charges will be applied as follows:
 - (a) If the change is requested and made within free time allowed for a vehicle with power, free time will cease immediately at the time request is made and detention charges for vehicle without power will be applied immediately with no further free time allowed.
 - (b) If the change is requested and made after expiration of free time for a vehicle with power, free time and detention charges will be computed on the basis of a vehicle with power up to the time the change was requested. In addition thereto, vehicle will immediately be placed on detention for vehicle with no further free time allowed.

SECTION 5 - CHARGES:

1. When the loading or unloading is delayed the charge per vehicle for each 15 minutes, or fraction therefore, beyond free time will be \$23.00.
2. The detention charges due the carrier will be assessed against the consignor in the case of loading and against the consignee in the case of unloading, irrespective of whether line-haul charges are prepaid or collect. 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 for any accrued detention charges.

NOTE A--Not applicable on shipments subject to Item 390(Capacity Load) or Item 470(Exclusive Use of Vehicle).

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

(C) ITEM 501

DETENTION--VEHICLES WITHOUT POWER UNITS

DETENTION--Vehicles without power units--spotting or dropping 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:

SECTION 1 - GENERAL PROVISIONS:

- (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.
- (b) Loading or unloading will be performed by consignor, consignee, or other party designated by them. When carrier's employees 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".
- (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.
- (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.
- (e) Free time for each vehicle will be as provided in Section 3 of this item. After the expiration of free time charges will be assessed as provided in Section 4 of this item.
- (f) The detention charges due the carrier will be assessed against the consignor in the case of spotting for loading and against the consignee in the case of spotting for unloading irrespective of whether charges are prepaid or collect.
- (g) Nothing in this item shall require a carrier to pickup 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 of pickup or deliver spotted trailers at hours other than its normal business hours.

SECTION 2 - COMPUTATION OF FREE TIME:

(a) Commencement of spotting and free-time:

- (1) Spotted trailers will be allowed 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 any portion of the 24-hour free time extends into a Saturday, Sunday, or holiday (National, State, or Municipal), the computation of time for such portion shall resume at 12.01 A.M. on the next day which is neither a Saturday, Sunday, or holiday.
- (3) Free time shall not begin on a Saturday, Sunday or holiday (national, State or municipal), but at 8 A.M. on the next day which is neither a Saturday, Sunday or holiday.
- (4) 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.

(continued on next page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 501

(Cont.)

DETENTION--VEHICLES WITHOUT POWER UNITS

SECTION 2 - DEFINITIONS:

The following general definitions will apply when the below terms are used in this item:

- (a) "Vehicle" means tractor-trailer combinations used for the transportation of property where:
 - (1) "Trailer" means mobile units with or without wheels, used to transport property and,
 - (2) "Tractor" means a mechanically power unit used to propel or draw a trailer or trailers upon the highways.
- (b) "Loading" includes:
 - (1) Furnishing 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.
- (c) "Unloading" includes:
 - (1) Surrender of the Bill of Lading to the carrier on shipments billed "To Order".
 - (2) Payment of lawful charges to the carrier when required prior to delivery of the shipment.
 - (3) Notification to the carrier that vehicle is unloaded and ready for forwarding, and
 - (4) Signing of the delivery receipt.
- (d) "Premises" means the entire property at or near the physical facilities of consignor, consignee, or other designated party.
- (e) "Site" means a specific location at or on the premises of consignor, consignee, or other designated party.
- (f) "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 on 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 that 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.

SECTION 3 - COMPUTATION OF FREE TIME:

- (a) Commencement of spotting and free-time:
 - (1) Spotted trailers will be allowed 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 any portion of the 24-hour free time extends into a Saturday, Sunday, or holiday (National, State, or Municipal), the computation of time for such portion shall resume at 12.01 A.M. on the next day which is neither a Saturday, Sunday, or holiday.
 - (3) Free time shall not begin on a Saturday, Sunday or holiday (national, State or municipal), but at 8 A.M. on the next day which is neither a Saturday, Sunday or holiday.
 - (4) 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.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C
RULES - GENERAL

(C) ITEM 501 (Concluded)

DETENTION--VEHICLES WITHOUT POWER UNITS

SECTION 3 - COMPUTATION OF FREE TIME: (Conc.)

(b) Termination of spotting and notification:

- (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 shall be given by consignor, consignee, or other party designated by them at their own expense, to carrier or other party designated by carrier for the purpose of advising such carrier or other party that the spotted trailer has been loaded or unloaded and is ready for pickup.
- (2) When a stopped 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:
 - (a) 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.
 - (b) 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 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.

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:

- 1. For each of the first, second and third 24-hour periods or fraction thereof (Saturdays, Sundays, and holidays excepted)..... \$35.00
- 2. For each of the fourth, fifth and sixth 24-hour periods or fraction thereof (Saturdays, Sundays, and holidays excepted)..... \$47.00
- 3. For the seventh and each succeeding 24-hour period or fraction thereof (Saturdays, Sundays, and holidays included)..... \$58.00

NOTE A--For the purposes of this item the terms "spotting" and "dropping" are considered to be synonymous and are used interchangeably.

@ITEM 501-1

PROOF OF DELIVERY

- 1. When Carrier has dropped a trailer at a consignee's location for unloading, the consignee shall be responsible for returning the delivery receipts to SEFL within 48 hours of spotting equipment or 24 hours of unloading, whichever comes first, unless there is a written agreement extending the time period.
- 2. Failure of the consignee to return the delivery receipts within this time period shall allow Carrier to use any internal records, including manifests, trip cards, and seal records, to prove delivery. Such proof of delivery shall result in SEFL being absolved of any cargo claims for the shipments tendered to the consignee on the trailer that was dropped.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 503

PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

Except as otherwise provided, 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 Items 500 and 501.

SECTION 1. Request for prearranged scheduling may be oral or in writing.

SECTION 2. Prearranged schedules for arrival of vehicle for loading or unloading may be on a one-time continuous basis mutually agreeable to all parties. Continuous prearranged scheduling agreement may be terminated by any party to the agreement on not less than 24 hours notice prior to the effective date of such cancellation.

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.

ITEM 510

DISTANCES - EXCEPTIONS TO METHOD OF DETERMINING IN TARIFF ICC HGB 100 SERIES (MILEAGE GUIDE)

Except as otherwise provided, distances computed by the use of Tariff ICC HGB 100 series (MILEAGE GUIDE) between origin and destination, shall be the shortest route provided therein.

Where the shipper or consignee request transportation of the shipment over a particular route longer than the shortest route, the mileage over the longer route will be used.

If operation over the shortest or specified route is not feasible because of operating hazards, load limitations of the highway or bridges, underpasses, or other highway limitations, the mileage computed over the actual route of movement of the shipment will apply.

When shipments move under special permits, as required by or obtained from a Municipal, State or Federal Regulatory Body or Commission, which specify the route to be traveled by the motor vehicle, the mileage to be used will be the mileage via the route specified in the special permit.

ITEM 515

DIVERSION--MOTOR TO AIR TRANSPORTATION

When instructions are received to divert a shipment at any point from motor to air transportation and when such instructions do not include a change in the destination of the shipment, the following provisions apply:

1. The shipment will be charged for on the basis of the combination of rates or charges applicable from the origin point to the diversion point and the air transportation charges from the diversion point to the destination point.
2. A charge of \$29.75 per hour, per man, subject to a minimum charge of \$51.75 will be made for all time and men required in unloading and reloading the line-haul vehicle to accomplish such diversion.
3. A charge of \$7.25 per 100 pounds, subject to a minimum charge of \$51.75 will be made for delivery service to the air transportation terminal.

ITEM 520

EQUIPMENT

Except as otherwise provided, a carrier's obligation to accept articles for shipments shall be subject to the suitability of his/her equipment and to requirements of ordinances or laws limiting or regulating the transportation of the property or use of equipment.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 520-27

EQUIPMENT-TRAILERS PROVIDED BY OTHER THAN CARRIERS

When a shipment is tendered for transportation on any trailer, semi-trailer, or other non-power vehicle owned by any person, company or corporation other than the carrier transporting the shipment, the following rules shall apply hereto:

1. The shipment will be transported subject to all rules, regulations, rates and charges applicable to a shipment transported on the carriers own vehicle.
2. Carrier will accept and use, in lieu of its own vehicle, a vehicle required or adopted to the transportation of a shipment, and will return the vehicle to the place of origin of the trailer in condition as received, usual wear and tear excepted.
3. Shipper shall equip and provide such vehicle with all required regulations, license plates, identification cards, other authorization necessary to the operation of such vehicles over the routes to be traversed with the shipment. Any additional tax or other charge on such vehicle by a public authority shall be advanced by the carrier and shall be added to all other charges accruing on the shipment.
4. Except for negligence of carrier or carrier personnel, carrier does not accept any responsibility of any damage from collision, fire, theft, or any other repair, replacement, or mechanical changes. At owner's request carrier will make such repair or changes, and all the charges therefor shall be added to all other charges accruing to the shipment.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 545

HAZARDOUS MATERIALS HANDLING CHARGE

A charge of **(A)**\$30.00 will be assessed on any shipment containing Hazardous Materials as defined by Department of Transportation Regulations, including Title 49 Code of Federal Regulations Parts 100 through 180 (applies only to commodities which are assigned an NA or UN number). The Hazardous Material Handling Charge will be in addition to all other applicable charges.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 560

EXTRA LABOR-LOADING OR UNLOADING (See NOTE E)

1. When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge therefor will be:

TIME OF USE OF EXTRA LABOR	CHARGE PER MAN
Fee per hour or fraction thereof.....	\$ 145.00

Time shall be computed from the time the extra labor arrives at the place of pickup or delivery until loading or unloading is completed. This charge will be in addition to all other charges and will be assessed against the consignor (See NOTES A and C) if the extra labor is used for loading and against the consignee (See NOTES B and D) if the extra labor is used for unloading. Extra labor will not be furnished unless requested by consignor or consignee.

2. Carrier's records must be maintained and kept available at all times and must show as to each vehicle containing shipments on which extra labor is used.

(a) Name and address of consignor and consignee at whose place of business freight is loaded or unloaded.

(b) Identification of vehicle tendered for loading or unloading.

(c) Number of extra men used and the number of hours or days each such man was used.

3. The provisions of this item do not obligate the carrier to furnish extra labor, if such labor is not available at the point of loading or unloading.

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NOTE A--Consignor, as used in this item, means the party from whom the carrier received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether he be original consignor, or warehouseman, or a connecting air, motor, rail or water carrier with which the carrier does not maintain joint through rates, or other person to whom the Bill of Lading is issued.

NOTE B--Consignee, as used in this item, means the party to whom the carrier is required by the Bill of Lading or other instructions, to deliver the shipment, or any part thereof, at destination or any stop-off points, whether he be ultimate consignee, or warehouseman, or a connecting air, motor, rail or water carrier with whom the carrier does not maintain joint through rates, or other person designated on the Bill of Lading.

NOTE C--Charges for extra labor for loading shall be assessed against the consignee, if requested by the consignee and so noted on the Bill of Lading.

NOTE D--Charges for extra labor for unloading shall be assessed against the consignor if requested by the consignor and so noted on the Bill of Lading.

NOTE E--The provisions of this item are not applicable on Sundays or Holidays.

ITEM 566

INSIDE DELIVERY - HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE

When requested by consignor or consignee, and carrier's operating conditions permit, the carrier may move shipments or portions of shipments from or to positions beyond the immediate adjacent loading or unloading positions defined in Item 750 (Pickup or Delivery Service).

Service under this item will be provided to floors above or below the level accessible to carrier's vehicle only when elevator or escalator service is available and labor, when necessary to operate same, is provided without cost to the carrier.

Service provided under this item will be assessed additional charges, as follows:

Charge per 100 lbs.....	(A) \$7.15
Minimum charge per shipment.....	(A) \$85.00
Maximum charge per shipment or per vehicle if more than one vehicle is used to transport the shipment.....	\$500.00

When shipments are accorded split pickup, split delivery or stopped-in-transit for partial loading or unloading, the minimum and maximum charges will apply to each stop separately wherever the service is performed.

The charges provided in this item, will be in addition to all other lawful charges unless the Bill of Lading is specifically endorsed to show prepayment of these charges they will be collected from the party requesting such service, except such charge for shipments moving on Government Bills of Lading will be collected from the U.S. Government.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 570

IMPRACTICABLE OPERATIONS

Pickup or delivery service will not be performed by the carrier at any site from or to which it is impracticable to operate vehicles because of:

1. The conditions of roads, streets, driveways, alleys or approaches thereto.
2. Inadequate loading or unloading facilities.
3. Riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbances as tending to create reasonable apprehension of danger to persons or property.
4. Ferries.

ITEM 578

LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE (See NOTE B)

Rates subject to provisions that consignor is to load and/or consignee is to unload the shipment are subject to the following additional provisions:

1. At time of shipment a notation must be made on the Bill of Lading and Shipping Order that consignor is to load and/or consignee is to unload the shipment. (See NOTE A)
2. The complete loading and/or unloading service of the freight including the count thereof, must be performed by the shipper and/or consignee at his expense without any assistance from the carrier. The carrier's employee and power unit are to be released while loading and/or unloading is performed. At carrier's option, the carrier's employee and power unit may remain during loading or unloading but will render no assistance in loading or unloading.
3. (a) The complete loading service includes the counting and loading of the freight into or on the carrier's vehicle and the stowing and arranging thereof. Any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports, not constituting a shipping carrier, container or package, or a part of the vehicle when required to protect and make shipments secure for transportation must be furnished and installed by the shipper.
(b) The complete unloading service means that the consignee must remove the freight from the position in which it is transported in or on the carrier's vehicle.
4. On mixed shipments when any portion of the freight is required to be loaded or unloaded by shipper and/or consignee, as a condition precedent to the application of the rate, the entire shipment must be loaded and/or unloaded and counted by the shipper or consignee, otherwise the rate will not apply and rates otherwise published will be assessed.
5. In the event the shipment is stopped-off for partial loading or partial unloading, the party or parties tendering or receiving any portion of the shipment will be subject to the requirements as to loading or unloading.
6. If the consignor or any party tendering any portion of the shipment refuses to perform the loading or the consignee or any party receiving any portion of the shipment refuses to perform the unloading, the rate will not apply and rates otherwise published will be assessed.

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NOTE A--The requirements that notation must be placed on Bill of Lading and Shipping Order at time of shipment will not apply when entire shipment consists of freight in a single container, or freight secured to pallets, platforms or lift truck skids, or freight in any other authorized form of shipment, each unit weighing 500 lbs., or more as tendered for shipment (loading required by consignor and unloading required by consignee, per NMFC Item 568).

NOTE B--This item will not apply on shipments of Iron or Steel Articles. See Item 578-10.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 579

HAND LOADING OR UNLOADING

When carrier is required or requested to hand load a shipment from the ground to truck, or to hand unload shipment off of the truck in order to accomplish delivery of shipment, an additional charge of \$2.00 CWT with a \$30.00 minimum charge will be assessed.

When the bill of lading is noted to indicate hand unload service, the charge shall be in addition to all other applicable charges. Requests for this service, not noted on the bill of lading, shall be paid by the party for whom the service is performed or guaranteed by the shipper.

ITEM 579-10

LUMPER PROCESSING FEE - METHOD OF DETERMINING

When carrier is required to acquire or utilize any outside service to load and/or unload freight from and/or to the carriers vehicle, the carrier will not absorb any charges or fees accompanied with acquiring or utilizing said outside service. The carrier will be reimbursed for any expenses, charges or fees assessed by said outside services. Such expenses, charges or fees will be prorated by weight and proportional charges will be added to the freight bills involved. In the event the outside service assesses a charge on a per bill basis, said charge will be added to the freight bill.

In addition to all other charges, a \$25.00 fee for administrative purposes will apply.

Such expenses, charges or fees will be in addition to all other lawful charges and will be assessed against the payor of the freight charges unless payment has been guaranteed to the satisfaction of the carrier by the consignor, consignee or third party.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: FEBRUARY 8, 2017

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C
RULES - GENERAL

(A) ITEM 580

MARKING OR TAGGING FREIGHT-LTL or AQ
(Exception to NMFC Item 580)

1. Except as otherwise provided for in this item, when shipments are released to a carrier with instructions to prepare a Bill of Lading, or where Bill of Lading is prepared by the owner of the goods and supplied to the carrier, the carrier will tag the freight to conform with NMFC Item 580, subject to the charges shown in Paragraph 6.

IMPORT FREIGHT MOVING IN BOND (See NOTE A)

2. Import shipments of LTL or AQ freight, when forwarded in bond, which, upon delivery to the carrier at the Port of Entry, bear blind or abbreviated markings, shall be marked with red label or tag of the U.S. Government to show the following information, which will be considered in full compliance with NMFC Item 580.

Transportation Entry No.

From _____ (Station)

To _____ (Destination)

NOTICE - This package is under bond, and must be delivered intact to the Chief Officer of the United State Customs at _____

3. Shipments marked in accordance with Paragraph 2 will be subject to a charge of \$2.50 per label or tag, minimum charge per shipment \$34.00 when prepared and/or applied by the carrier.

4. Any additional marking required by the shipper, if performed by the carrier, will be charged for at the same rate as provided in Paragraph 6.

FREIGHT NOT MOVING IN BOND

5. On Import, Coastwise or Intercoastal traffic and on shipments received at steamship piers, which upon delivery to carrier or its agent at the Ports of Entry, bear blind or abbreviated markings, will, if necessary for proper identification, after completion of Customs' formalities, be marked in conformity with NMFC Item 580. When marking is done by an employee of the carrier or other party acting as agent for the carrier, the charge for such marking will be as provided in Paragraph 6, which charge, unless paid to the carrier or its agent, as above, at the Port of Entry, will follow as an advance charge against the shipment.

CHARGES

(Applies only to the extent authorized in Paragraphs 1, 4 or 5 above)

6. (a) Where the owner of the goods supplies the carrier with prepared labels or tags to be affixed to individual packages or pieces of freight, a charge of \$2.50 per label or tag, minimum charge per shipment of \$34.00 will be assessed for affixing to packages or pieces.

(b) Where the carrier is not supplied with prepared labels or tags to be affixed to individual packages or pieces of freight, carriers will mark, label or tag the freight, and assess a charge of \$2.50 per package or piece so marked, labeled or tagged, minimum charge per shipment of \$34.00.

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NOTE A--The marking or labeling charge will not be applicable when the vehicles are loaded to visible capacity and sealed with a red in-bound customs seal.

(A) ITEM 580-10

MARKING OR TAGGING FREIGHT - CHANGING MARKINGS OR TAGS

The provisions of NMFC Item 580 will apply, however, carrier will at the request of the shipper or consignee, change or alter according to instructions, the markings or tags on any packages or pieces of freight subject to the following charges:

Charge per package or piece of freight on which the marking or tag is changed or altered... \$ 2.50
Minimum charge per shipment..... \$34.00

All charges accruing under the provisions of this item, must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before the service will be performed.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: MAY 14, 2018

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 595

MAXIMUM CHARGE

Except as otherwise provided, in no case shall the charge for any shipment from and to the same points via the same route of movement, be greater than the charge for a greater quantity of the same commodity, subject to the same packing provisions, at the rate and weight applicable to such greater quantity of freight.

ITEM 596

MAXIMUM WEIGHTS--TL OR VOL

Except as specifically provided in individual items, TL or VOL provisions subject to a maximum weight restriction or legal weight limits, will apply only to the extent total weight of the shipment does not exceed maximum weight or legal weight limits. That portion of a shipment in excess of a stated maximum weight or legal weight limits shall be rated as a separate shipment.

ITEM 605

MILEAGE AND ROUTES

(Applies only where specific reference is made hereto)

1. Unless otherwise provided, where rates are based on mileage, mileage will be the distance between the point of origin and point of destination by the shortest regularly traveled available highway routes and shall be ascertained by the compilation of distance in Tariff ICC HGB 100 series (Mileage Guide).
2. Except as otherwise provided, the rates published in this tariff are applicable only over regular United States Inter-State and State Paved Roads and/or Improved Roads, via carrier or carriers handling shipment as authorized the carrier or carriers to travel or pass over in the authority shown in their certificate or compliance order issued them by the Interstate Commerce Commission.
3. When, for any reason, a carrier or carriers transports shipments over an alternate route which is in excess of the shortest route, the rates to apply will be those which would have applied if the shipment had been transported over the shortest route. Rules or other provisions of this tariff providing rates and services from, to or at intermediate points will not apply at points on such alternate routes.
4. When, at the request of the shipper, a longer route than the shortest available regularly traveled highway route is used, the actual mileage over the longer route will apply.
5. Where the rates are not shown for the actual distance, the rates given for the next greater distance will apply.
6. When on shipments subject to stopoffs for partial loading or unloading, mileage will be determined from origin to destination through the stopoff point or points.

ITEM 610

MINIMUM CHARGE

1. Except as otherwise specifically provided, the minimum charge for a single shipment from one consignor to one consignee, on one Bill of Lading shall be as provided in Rate Assist SEFL 550 issued by Southeastern Freight Lines, Inc.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 610-100 MINIMUM CHARGE-CUBIC CAPACITY AND DENSITY-ELIGIBLE SHIPMENTS

Any shipment which is 750 cubic feet or greater and has a density of less than six pounds per cubic foot will be subject to the provisions of this item.

1. RATES AND CHARGES:

Eligible shipments will be subject to a minimum charge to be determined as follows:

- (a) Multiply the total cubic feet by 6 to determine the weight to be applied to the shipment.
- (b) Multiply the weight determined in (a) above, by the class 100 class rate (in lieu of the actual class or any specifically published FAK class) as published in the current SEFL 550 (domestic) or @SEFL 551 (Canadian) series tariff in effect at time of shipment.
- (c) Customer's published discount percentage (including 0% discount) will apply. For customers with no published discount percentage, apply a 60% discount.

2. CONDITIONS:

Density is based on the total cubic feet of all articles or pieces on the shipment. The density will be determined as follows:

A. When a shipment is moved from the pickup trailer to another trailer the density will be determined as follows

1. The cube of loose articles, pieces or packaged articles units (pallets, racks, platforms, etc are considered part of the shipment when determining density) of a rectangular, elliptical or square shape on one plane shall be determined by depth, width and height in inches, including all projections, and dividing the total by 1,728 cubic inches (one cubic foot), the density shall be the result of dividing the weight of the article, piece or palletized unit by the ascertained cubic feet.
2. To determine the density of a cylindrical-shaped article or any article other than a square, elliptical or rectangular shaped article in a single plane, square the greatest dimension on the greatest dimension on the cylindrical or elliptical, or rectangular plane (multiply the dimension by itself) and multiply that result by the height or length. If the result is in cubic inches, divide by 1,728 cubic inches (one cubic foot). The density is the result of the division of the weight of the article by the ascertained cubic feet.

B. When for operational reasons a shipment is not moved from the original pickup trailer (at the origin Service Center) the density will be determined as follow:

1. Determine amount of floor spaced (length) used---When an odd number of articles are shipped $\frac{1}{2}$ of the odd pallet length will be used when determine floor space (length) used.
2. Determine the width of trailer utilized by using actual width of the trailer (96").
3. To determine the height use 96".

C. When two like pieces will not fit side by side on the trailer use 96" as the width when calculating the density.

D. A vertical dimension of 96 inches or actual height which ever is greater will be used to calculate cube when the shipping unit cannot be loaded with like freight due to the following:

1. The nature of the article
2. Packaging or lack of packaging uses; ie, uncrated engine, open topped pallet boxes or crates.
3. Pallets are loaded in a "pyramid", "rounded off", or "topped off" (single box in centers of pallet) fashion.
4. Specific instructions by the shipper on the bill-of-lading, on the actual articles as tendered, or by the consignee to the effect that no other freight is to be loaded on top of the article.
5. The article has measurements of 50" or more in height.

E. Same day multiple shipment pick-up from the same shipper, having the same consignee, will be considered as one shipment for provisions of item 610-100 to apply

F. Freight bill information: When this item is applied the carriers' freight bill will indicate both the actual weight and the calculated weight on which the charges are assessed.

G. Maximum charges: The charges applied under this item shall in no case exceed those charges that would be calculated from item 390 of the tariff.

H. The provisions of this item are not applicable in connection with shipment subject to:

1. Truckload rate or charges
2. Rates which apply per vehicle used
3. Capacity load provisions
4. Exclusive use of vehicle provisions
5. Shipment rated from the SEFL 562 Dimension Rating Tariff

For Explanation of abbreviations and reference mark, See Item 125.

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 645-11

MIXED SHIPMENTS - LTL OR AQ

On a mixed LTL shipment or AQ shipment consisting of 2 or more commodities subject to different rates, the charge for each commodity shall be the respective LTL or AQ rates applicable to the aggregate weight of the shipment on the actual weight of each commodity. Any deficit in weight will be charged at the rate applicable to the lowest rated of such commodities.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 646

NON-APPLICATION OF COMMODITY RATES TO AND FROM RATE GROUPS

Except as otherwise provided, commodity rates in tariffs subject hereto will apply only from or to points specifically named in commodity rate items, and will NOT apply from or to points taking the same rate group.

ITEM 647

NOTIFICATION PRIOR TO DELIVERY

On shipments, upon which charges are based on less than 20,000 lbs., including minimum charges, a charge of **(A)**\$23.00 per shipment will be assessed when carrier receives a verbal or electronically transmitted request or is required, by NOTATION ON THE BILL OF LADING, to give telephone or written notice of arrival. The payment of this charge will be the responsibility of the requesting party.

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NOTE C--(NA) when service in Item 768 is performed.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 670-10

OVER DIMENSION FREIGHT - OVER-LENGTH CHARGE

1. Shipments containing an article(s), with dimensions that equal or exceed eight (8) feet in length but are less than twelve (12) feet in length shall be subject to a charge of \$85.00 per shipment.
2. Shipments containing an article (s), with dimensions that equal or exceed twelve (12) feet in length but are less than twenty (20) feet in length shall be subject to a charge of \$150.00 per shipment.
3. Shipments containing an article (s), with dimensions that equal or exceed twenty (20) feet in length but are less than twenty-eight (28) feet in length shall be subject to a charge of \$250.00 per shipment.
4. When the shipment contains an article (s), equal to or exceeding twenty-eight (28) feet in length, the shipment shall be subject to a charge of \$350.00.
5. **(C)** Not applicable on shipments consisting of rolls of carpet, rugs, vinyl, artificial grass/turf that are rated based on square yard rates contained in the applicable tariffs, contracts or pricing agreements.
6. These charges shall be in addition to all other applicable charges and shall be collected from the party responsible for the payment of the freight invoice.
7. When a shipment contains more than one article that is over length, the fee for the longest article shall be applied to the shipment.

ITEM 680

PACKING OR PACKAGING - REQUIREMENTS

- Where packing requirements are not provided in tariffs governed hereby, the packing requirements of NMFC will apply.
- Where packing requirements are provided in tariffs governed hereby, rates or ratings provided in connection therewith will apply only when the article or articles are packed in accordance with such packing requirements, except that rates or ratings subject to such packing requirements will apply also when the article or articles, so packed as required, are placed on pallets.

ITEM 687

PACKING OR PACKAGING - NON-COMPLIANCE WITH
(Exception to Section 3(a) of NMFC Item 687)

The transportation charge on articles which fail to comply with packing requirements, and failure to comply is discovered after articles have been accepted for transportation, must be determined as follows:

When LTL or AQ classes or ratings are applicable to the articles shipped, the charge shall be 200 percent of the charge determined by applying the highest LTL or AQ class or rating provided for such articles in the same shipping form. (See NOTE A)

NOTE A - Applies only on articles in packages which also serve as display stands or racks and then only when the article or articles and necessary interior packing devices occupy less than 80 percent of the interior cubic capacity of the outer shipping container.

ITEM 710-160

PALLETS - RETURN OF

(Except marine type or intermodal containers designed for highway use on wheels)

Except as specifically provided, carriers will not perform free return of containers, pallets, platforms, racks, reels or skids.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 750

PICKUP OR DELIVERY SERVICE

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading and one delivery and unloading or one tender for delivery of a shipment by the carrier (See Item 570 for Impracticable Operations), during business hours (See Item 754 series for Pickup or Delivery Service - Sundays or Holidays and Item 755 series for Pickup or Delivery Service on Saturdays), at one site, subject to the following provisions: (See NOTES B and C)

1. PLACEMENT OF VEHICLE FOR LOADING:

At the request of the consignor, the carrier will furnish and place a vehicle at the loading site designated by the consignor to pickup a shipment there tendered for transportation.

2. PLACEMENT OF VEHICLE FOR UNLOADING:

The delivery of a shipment by the carrier to the place of delivery specified on the Bill of Lading will include the placing of vehicle at the delivery site designated by the consignee.

3. LOADING BY CARRIER: (See NOTE E)

(a) Freight tendered for loading shall be so situated by the consignor as to be directly accessible to the vehicle, or it shall be immediately adjacent to a parking space suitable for carrier to place its vehicle for loading (See NOTE A) (See Item 566 for Handling Freight at Positions Not Immediately Adjacent to Vehicle).

(b) Carrier will furnish only one man per vehicle for loading, be he the driver, helper or any other carrier employee except as provided in Item 560 (EXTRA LABOR-LOADING).

4. UNLOADING BY CARRIER: (See NOTE E)

(a) Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle (See NOTE A) (See Item 566 for Handling Freight at Positions Not Immediately Adjacent to Vehicle).

(b) Carrier will furnish only one man per vehicle for unloading, be he the driver, helper or any other carrier employee except as provided in Item 560 (Extra Labor-Unloading).

5. RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER: (See NOTE E)

(a) Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight, except as provided in Paragraphs (b), (c) and (d).

(b) Except as provided in Item 890-80, loading or unloading service does not include furnishing by the carrier of rigging or special loading or unloading equipment such as @liftgate equipment (See Item 890-100), platform vehicles (other than two-wheeled hand trucks), winches, cranes, jacks, blocks or falls, chain falls or other special equipment used in hoisting, lowering, handling or placing freight in position. When such equipment is used in loading or unloading, the consignor or the consignee, as the case may be, shall furnish same and the necessary labor to operate such equipment at its expense, and shall also assume responsibility for safe loading or unloading, except carrier's employee may use hand trucks or four-wheeled hand carts and hand or electrically operated pallet jacks (non-riding type).

(c) Unloading service includes sorting or segregating the freight when such sorting or segregating is for the purpose of assuring the carrier that the proper freight is being delivered to the consignee.

(d) Loading or unloading service does not include opening of packages or unitized shipments including shrink wrapped or bonded freight on pallets or skids.

6. LOADING BY CONSIGNOR OR UNLOADING BY CONSIGNEE: (See NOTE E)

The consignor or consignee may elect to waive the loading or unloading of freight by the carrier as provided in this item by performing at his own expense the loading or unloading of the shipment on or from the carrier's vehicle.

7. WAIVER OF DELIVERY RECEIPT:

When consignor or owner has made written arrangements with the carrier, freight consigned to construction sites (or other places where no representative of the consignee is present or available to receipt for the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated. The carrier will unload the shipment providing the otherwise applicable tariff rules or rates do not specifically require the consignee to so perform such service.

(Cont. on following page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 750

(Cont.)

PICKUP OR DELIVERY SERVICE

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading and one delivery and unloading or one tender for delivery of a shipment by the carrier (See Item 570 for Impracticable Operations), during business hours (See Item 754 series for Pickup or Delivery Service Sundays or Holidays and Item 755 series for Pickup or Delivery Service on Saturdays), at one site, subject to the following provisions: (See NOTES B and C)

8. HEAVY OR BULKY FREIGHT--LOADING OR UNLOADING: (See NOTE E)

When freight (per package or piece) in a single container, or secured to pallets, platforms or lift truck skids, or in any other authorized form of shipments:

(a) WEIGHS 110 LBS. OR LESS, the carrier will perform the loading and/or unloading. @If liftgate service is requested or required in order to accomplish pickup and/or delivery, an additional charge for such service will be assessed (See Item 890-100).

(b) WEIGHS MORE THAN 110 LBS., BUT LESS THAN 500 LBS.:

1. The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle. (NA) when the freight exceeds 8 feet in its greatest dimension or exceeds 4 feet in each its greatest and intermediate dimension--See Paragraphs 8(b)2 and 8(d). Where the consignor and/or consignee does not provide a dock, platform or ramp, the truck driver on request will assist the consignor and/or consignee in loading and/or unloading.

2. The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle if such freight (1) exceeds 8 feet but does not exceed 22 feet in its greatest dimension and does not exceed 2 feet in its intermediate dimension, or (2) if it does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed 1 foot in its least dimension.

Where the consignor and/or consignee does not provide a dock, platform or ramp, the truck driver, on request, will assist the consignor and/or consignee in loading and/or unloading.

(c) WEIGHS 500 LBS. OR MORE, the consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading.

(d) EXCEEDS 8 FEET IN ITS GREATEST DIMENSIONS OR EXCEEDS 4 FEET IN EACH ITS GREATEST AND INTERMEDIATE DIMENSION the consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading. The provisions of this paragraph will not apply to the extent provisions are published in Paragraph (b) 2 of this item.

9. Before attempting delivery to a private residence (See NOTE D), apartment, camp (other than military), church, country club, estate, farm, rectory or school, the carrier must reach agreement with the consignee regarding the date and time (approximate) of such delivery. This arrangement for delivery may be accomplished by oral or written arrangement between the carrier and the consignee. In any case, some mutually agreed upon arrangement for delivery must be made before tender of delivery is initially attempted.

(Conc. on following page)

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 750 (Concluded)
PICKUP OR DELIVERY SERVICE
- - - - -

NOTE A--1. Freight shall be deemed to be immediately adjacent to a space suitable for carrier to place his vehicle for loading or unloading if separated there from only by an intervening public sidewalk.

2. If a parking space suitable for carrier to place his vehicle for loading or unloading is occupied or city ordinance prevents its use, the nearest available parking space may be used.

3. When two or more shipments are placed by the shipper as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all of such shipments will be considered as immediately adjacent thereto even though the shipment or shipments that were closest to such parking space were picked up first by the same or different motor carriers.

4. When shipper assigns to two or more carriers designated spaces in its shipping room or loading platform where outgoing freight will be placed by the shipper for pickup by the designated carriers and all of such assigned spaces are as close as practicable to a parking space suitable for carrier to place its vehicle for loading, all such assigned and designated spaces will be considered immediately adjacent to such parking space.

NOTE B--The provisions of this item will not apply to the extent provisions are published in Item 560.

NOTE C--For the purpose of providing pickup or delivery services, carrier will furnish only one (1) vehicle except:

1. Subject to rules covering Capacity Loads, or if freight tendered exceeds the legal or actual loading capacity of the vehicle furnished, where, in either event, the excess may be loaded in a separate vehicle, or
2. When carrier exercises its option under Item 900 (stopoffs for loading or unloading), or
3. Where other tariff provisions specifically provide for the use of more than one vehicle.

NOTE D--The term "private residence" shall apply to the entire premises on which a dwelling for living is located, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of merchandise or services to the walk-in public during normal business hours

NOTE E--1. Loading, by definition in this item, includes stowing and counting of the freight in or on the carrier's vehicle.

2. Unloading, by definition in this item, includes the counting and removing of the freight from the position in which it is transported in or on the carrier's vehicle.

ITEM 750-1
PICKUP OR DELIVERY SERVICE (See NOTE)

Shipments picked up at or delivered to piers or wharves weighing less than 5,000 pounds are subject to a pickup or delivery charge of \$175.00 per shipment in addition to all other lawfully applicable charges.

NOTE: Applies only on shipments interchanged with partner carrier.

ITEM 750-3
PICK UP OR DELIVERY - Dodge Island, Fisher Island And Key Biscayne, FL

Shipments originating from or destined to the following points will be assessed charges as shown below. The charge provided here in will be in addition to all other lawful charges and unless the Bill Of Lading is specifically endorsed to show prepayment of the charge, it will be collected from the party responsible for the freight charges.

Point	State	Charge Per Shipment
-----	-----	-----
Dodge Island	FL	\$ 18.71
Fisher Island	FL	\$ 86.48
Key Biscayne	FL	\$ 18.71

ITEM 750-4 DELIVERY SERVICE-NEW YORK CITY AND WASHINGTON, DC AREAS (See NOTE)
Shipments delivered to Zips 100 through 102, @11201, 11210, 11215, 11217, 11225, 11226, 11234, 11238, 11354, 11355, 11368, 11372, 11373, and Zips 200 through 205 are subject to a delivery charge of \$ 50.00 per shipment in addition to all other lawfully applicable charges.

NOTE: Applies only on shipments interchanged with partner carrier.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 750-5

PICKUP OR DELIVERY SERVICE-MARTHA'S VINEYARD OR NANTUCKET ISLAND (See NOTES)

Shipments transferred to or from Cape Cod Express at points in Massachusetts or Rhode Island for shipments to or from points on Martha's Vineyard or Nantucket Island will be assessed charges as shown below. Rates apply to straight or mixed shipments.

NOTE A: No class is to be rated higher than Class 150.

NOTE B: If normal charges are moving on an FAK that FAK class will be honored in this instance.

NOTE C: For the purpose of billing the weight of the shipment shall include the pallet weight

Rates apply in dollars and cents per hundred weight.

Zip codes	Minimum Charge Per Shipment	Weight	150	125	110	100	92.5	85	77.5	70	65	60	55	50
02535	78.38	L5C	121.79	101.49	89.31	81.19	70.13	59.04	53.26	47.50	45.15	42.73	39.59	36.53
02539		M5C	121.79	101.49	89.31	81.19	70.13	59.04	53.26	47.50	45.15	42.73	39.59	36.53
02552		M1M	106.82	89.01	78.33	71.21	58.12	48.41	43.92	39.18	37.71	36.25	34.15	32.01
02557		M2M	72.70	60.58	53.31	48.47	47.00	45.54	40.05	21.72	33.22	31.30	28.03	24.64
02568		M5M	47.25	39.38	34.65	31.50	28.84	26.14	23.96	15.32	20.58	19.51	18.66	17.83
02573		M10M						16.14	15.77	9.96	14.48	13.66	13.12	12.54
02575		M20M									9.86	9.79	9.61	9.20
		M30M										9.12	8.64	7.45
	M40M												5.70	
02554	91.88	L5C	134.92	112.44	98.94	89.95	77.07	64.18	58.43	52.61	50.43	48.23	45.07	41.89
02564		M5C	134.92	112.44	98.94	89.95	77.07	64.18	58.43	52.61	50.43	48.23	45.07	41.89
02584		M1M	113.12	94.27	82.95	75.41	64.44	53.54	48.68	43.89	42.61	41.29	39.14	37.05
		M2M	84.67	70.56	62.09	56.45	53.55	50.65	46.18	41.51	39.05	36.58	33.27	29.95
		M5M	62.34	51.95	45.72	41.56	37.98	34.39	31.47	28.54	26.87	25.29	24.14	23.01
		M10M						21.29	20.62	20.01	18.84	17.68	16.95	16.18
		M20M								13.12	12.93	12.78	12.56	11.97
		M30M										9.70	9.55	9.38
	M40M												7.51	

@ITEM 750-10

PICKUP OR DELIVERY SERVICE-POINTS THAT REQUIRE USE OF A FERRY TO AFFECT DELIVERY (See NOTES)

When the carrier is requested to pick up or deliver freight to any point which requires the use of a ferry to affect delivery the following rates per hundred weight will be assessed in addition to all other lawful charges.

NOTE A: No class is to be rated higher than Class 100.

NOTE B: If normal charges are moving on an FAK that FAK class will be honored in this instance.

Rates apply in cents per hundred weight.

Minimum Charge Per Shipment	Class	L5C	M5C	M1M	M2M	M5M	10M	20M	30M	40M	Maximum
110.00	50	3873	3873	3426	2768	2127	1496	1107	868	694	1000.00
	55	3873	3873	3426	2768	2127	1496	1107	868	694	
	60	4459	4459	3818	3383	2338	1635	1181	687	694	
	65	4662	4662	3940	3610	2483	1952	1196	687	694	
	70	4864	4864	4058	3838	2639	1849	1213	687	694	
	77.5	5402	5402	4501	4260	2910	1906	1213	687	694	
	85	5935	5935	4951	4683	3180	1969	1213	687	694	
	92.5	7105	7105	5959	4951	3512	1969	1213	687	694	
100	8317	8317	7183	5219	3834	1969	1213	687	694		

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC - TARIFF 1090C

RULES - GENERAL

ITEM 750-11 PICK UP OR DELIVERY - Toll Charge for Boca Grande, Captiva and Sanibel, FL
Shipments originating from or destined to the following points will be assessed charges as shown below.
The charge provided here in will be in addition to all other lawful charges and unless the Bill Of Lading is specifically endorsed to show prepayment of the charge, it will be collected from the party responsible for the freight charges.

Point	State	Zip Code	Charge Per Shipment
Boca Grande	FL	33921	\$ 16.50
Captiva	FL	33924	\$ 12.00
Sanibel	FL	33957	\$ 12.00

ITEM 750-12 DELIVERY SERVICE TO PENLAND, NORTH CAROLINA (28765)

Shipments destined to Penland, NC, 28765, will be assessed a charge of \$77.00, in addition to all other lawfully applicable charges.

ITEM 750-13 DELIVERY SERVICE TO POINTS IN NORTH DAKOTA

Shipments destined to the following zips will be assessed a charge of \$35.00, in addition to all other lawfully applicable charges.

58310	58368	58705	58737	58771	58602	58649	58801
58313	58369	58707	58740	58772	58620	58650	58802
58316	58384	58710	58741	58775	58621	58651	58830
58317	58385	58711	58744	58778	58622	58652	58831
58318	58386	58712	58746	58779	58623	58653	58835
58319	58418	58713	58748	58781	58626	58654	58838
58329	58421	58716	58750	58782	58627	58655	58843
58332	58422	58721	58752	58783	58630	58656	58844
58339	58423	58722	58756	58785	58632	58443	58845
58341	58430	58723	58758	58787	58634	58718	58847
58343	58438	58725	58759	58788	58639	58755	58849
58346	58444	58727	58760	58789	58640	58757	58852
58353	58451	58730	58761	58790	58641	58769	58853
58356	58486	58731	58762	58792	58642	58773	58854
58363	58701	58733	58763	58793	58643	58776	58856
58365	58702	58734	58765	58833	58645	58784	
58366	58703	58735	58768	58562	58646	58794	
58367	58704	58736	58770	58601	58647	58795	

ITEM 750-14 DELIVERY SERVICE VIA PARTNER CARRIER TO GUEMES ISLAND, WASHINGTON (98221)

Shipments destined to Guemes Island, WA, 98221, will be assessed a charge of \$225.00, in addition to all other lawfully applicable charges.

ITEM 750-15 (C) DELIVERY SERVICE TO POINTS IN TEXAS

(C) NOTE A--Shipments destined to the following points will be assessed the charge shown below, in addition to all other lawfully applicable charges.

Zip Code	Charge	Zip Code	Charge
76930	\$75.00	79758-79759	\$75.00
76932	\$75.00	79760-79769	\$75.00
76951	\$75.00	79770	\$75.00
78851	\$75.00	79772	\$100.00
79331	\$75.00	79776	\$75.00
79511	\$75.00	79777	\$100.00
79565	\$100.00	79778-79779	\$75.00
79360	\$75.00	79780	\$100.00
79701-79714	\$75.00	79781-79783	\$75.00
79718	\$100.00	79785-79786	\$75.00
79719	\$75.00	79788-79789	\$75.00
79720	\$75.00	79830-79832	\$100.00
79721	\$75.00	79833	\$75.00
79730-79731	\$75.00	79834	\$100.00
79733	\$100.00	79837	\$100.00
79734-79735	\$100.00	79842-79843	\$100.00
79739-79745	\$75.00	79844	\$75.00
79748-79749	\$75.00	79845-79848	\$100.00
79752	\$75.00	79850, 79851, 79852, 79854, 79855	\$100.00
79754-79756	\$75.00	79760-79769	\$75.00

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC - TARIFF 1090C

RULES - GENERAL

ITEM 750-16 PICKUP/DELIVERY SERVICE FROM/TO POINTS IN MINNESOTA HIGH COST REGION

Shipments destined from/to the following points will be assessed a charge of \$35.00, in addition to all other lawfully applicable charges.

Zip Code	Zip Code	Zip Code
55725	56667	56751
55771	56668	56756
56623	56669	56761
56629	56670	56763
56630	56671	
56649	56673	
56650	56681	
56653	56682	
56654	56685	
56659	56686	
56660	56711	
56661	56714	
56666	56726	

Shipments destined from/to the following points will be assessed a charge of \$30.00, in addition to all other lawfully applicable charges.

Zip Code
55602
55603
55604
55605
55606
55607
55612
55613
55614
55615
55731

ITEM 750-17 CALIFORNIA PICKUP/DELIVERY SURCHARGE

Shipments destined to or originating from the state of California, will be assessed a charge of \$8.00 per shipment, in addition to all other lawfully applicable charges.

ITEM 750-19 RESTRICTED PICKUP OR DELIVERY POINTS WITHIN PORT ROYAL, FLORIDA

Shipments determined by Southeastern Freight Lines as a restricted pick up or delivery point within Port Royal, Florida will be assessed a charge of \$190.00. This fee is in addition to all other lawfully applicable charges.

(C) ITEM 752 GUARANTEED SERVICE - DAY DEFINITE DELIVERY

When requested by Shipper, Southeastern Freight Lines will provide Guaranteed Service on shipments handled to direct single line points. The charge for this service will be \$40.00 per shipment and will be in addition to all other applicable charges. If Southeastern Freight Lines fails to deliver the shipment by 5:00 PM on the day assigned by its published standards, all freight charges will be waived on the shipment. No charges will be waived when the failure to delivery is through no fault of Southeastern Freight Lines, Inc.

Charges will be assessed when the Shipper provides written request for Day Guaranteed Service on the driver's copy of the bill of lading. No guarantee will apply nor will freight charges be waived for non-performance if this service is not specifically requested on the bill of lading or a guaranteed service sticker (signed by the shipper) at the time of pickup.

NOTE A--Guaranteed Service is not available on shipments:

- Originating from or destined to a non-direct point
- Involving the Island of Puerto Rico
- Greater than 10,000 pounds
- With any single piece 8 feet or over in length
- Occupying 10 feet or greater of trailer space
- Noted as a late pickup
- Requiring pickup at or delivery to an airport
- Moving in-bond (Customs)
- Moving as a blind shipment
- Delivering to a residential address
- Requiring inside delivery
- Requiring a liftgate or other special equipment
- Requiring a delivery appointment
- Delivering to a convention center

NOTE B--Charges named herein are not subject to discounts or revenue incentive programs

@NOTE C--Acts of God or unforeseen situations (e.g. weather-related, road closures, evacuations, pandemics) that prevent delivery will void the guarantee. The upcharge will be removed and the shipment delivered as soon as conditions allow.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: OCTOBER 12, 2020

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C - RULES - GENERAL

(C) ITEM 752-1

NOON GUARANTEED SERVICE

When requested by the Shipper, Southeastern Freight Lines will provide Noon Guaranteed Service on shipments handled to specifically named direct single line points (five-digit zip codes). To determine the applicable five-digit zip codes on which this service will apply, please refer to <http://www.sefl.com/seflWebsite/services/guarantee.jsp>. The charge for this service will be \$75.00 per shipment and will be in addition to all other applicable charges. If Southeastern Freight Lines fails to deliver the shipment by noon on the day assigned by its published standards, all freight charges will be waived on the shipment. No charges will be waived when the failure to delivery is through no fault of Southeastern Freight Lines, Inc.

Charges will be assessed when the Shipper provides written requests for Noon Guaranteed Service on the driver's copy of the bill of lading. No guarantee will apply nor will freight charges be waived for non-performance if this service is not specifically requested on the bill of lading or s guaranteed service sticker (signed by the shipper) at the time of pickup.

NOTE A--Guaranteed Service is not available on shipments:

- Originating from or destined to a non-direct point
- Involving the Island of Puerto Rico
- Greater than 10,000 points
- With any single piece 8 feet or over in length
- Occupying 10 feet or greater of trailer space
- Noted as a late pickup
- Requiring pickup at or delivery to an airport
- Moving in-bond (Customs)
- Moving as a blind shipment
- Delivering to a residential address
- Requiring inside delivery
- Requiring a liftgate or other special equipment
- Requiring a delivery appointment
- Delivering to a convention center

NOTE B--Charges named in this item are not subject to discounts or revenue incentive programs.

@NOTE C--Acts of God or unforeseen situations (e.g. weather-related, road closures, evacuations, pandemics) that prevent delivery will void the guarantee. The upcharge will be removed and the shipment delivered as soon as conditions allow.

ITEM 753 PICKUP OR DELIVERY SERVICE AT PRIVATE RESIDENCES OR OTHER LOCATIONS (SEE NOTES)**1. GENERAL APPLICATION:** (See NOTES A and B)

The provisions shown in Paragraphs 2 thru 7 below, apply only when the consignee or consignor of a shipment is located at a private residence (See NOTE D) or apartment, hereinafter referred to collectively as "residential".

2. BILL OF LADING:

On shipments requiring residential delivery, shipper may so stated on Shipping Order or Bill of Lading and should also state name, telephone number, and full address of the party to contact to arrange for delivery. Omission by the shipper to include the information noted above or the shipper's omission of not marking the Bill of Lading that residential delivery is required will not relieve the shipper and/or consignee from the responsibility of paying the residential delivery service charges as outlined in this item.

3. ARRANGEMENTS FOR DELIVERY:

The carrier's arrival notice shall ask consignee for a satisfactory delivery date and shall advise the consignee of the following:

- a. That shipment is immediately available for pickup at carrier's terminal if desired. (See NOTE C)
- b. The carrier's next delivery schedule for the delivery area involved.
- c. The delivery requirements of the shipments, including:
 1. The shipment weight, its packaging and freight payment requirements.
 2. Extra charges applicable under Paragraph 5 including extra charges applicable when consignee request delivery at positions not immediately adjacent to vehicle (See Item 566, HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE).
 3. Any such information that might assist advance planning on the part of consignee and facilitate delivery.

4. RESIDENTIAL FEE: (See NOTES G and H)

Shipments requiring residential pickup or delivery as defined in Paragraph 1 above will be assessed a charge of \$7.60/CWT with a minimum charge of \$94.00 and a maximum charge of \$575.00 per shipment or per vehicle. The charge shall be in addition to all other applicable charges.

5. RENOTIFICATION, REDELIVERY:

When the carrier complies with the provisions of Paragraphs 3 and 4 herein, and, through the fault of the consignee is unable to tender delivery as scheduled, a charge for the renotification of \$16.00 per shipment will be assessed in addition to the applicable charges for undelivered freight and redelivery as provided in Item 345 (ARRIVAL NOTICE AND UNDELIVERED FREIGHT) and Item 830 (REDELIVERY) of this tariff.

6. PAYMENT OF EXTRA CHARGES:

Charges for services described in Paragraph 5 of this item will be in addition to the freight charge unless consignor specifically requests such services on the Bill of Lading billed in a different payment status than the freight charge. Such charges on shipments moving on Government Bills of Lading will, in all cases, be collected from the U.S. Government. (Cont. on next page)

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 753

PICKUP OR DELIVERY SERVICE AT PRIVATE RESIDENCES OR OTHER LOCATIONS

NOTE A--The provisions of this item apply on both Single Line and Joint-Line traffic.

NOTE B--The provisions of Paragraph 9 in Item 750 are (NA) to the extent application is provided in this item.

NOTE C--Residential Fee(s) named in Paragraph 5 are (NA) when consignee elects to pickup shipment from carrier's dock facility.

(C)NOTE D--The term "private residence" shall apply to the entire premises on which a dwelling for living is located including that portion of the premises where commercial or business activity is conducted.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 754

PICKUP OR DELIVERY SERVICE AT LIMITED ACCESS LOCATIONS

1. GENERAL APPLICATION: (See NOTES)

The provisions shown in Paragraphs 2 thru 4 below, apply only when the consignee or consignor of a shipment is located at a limited access location, which includes, but is not limited to the following: camps, @churches/places of worship construction sites, country clubs, estates, farms including windmill farms (See NOTE D), ranches, marinas, military bases, mine sites, mini storage warehouses (See NOTE D), nuclear power plants, schools (See NOTE D), trade shows, universities, jails, hereinafter referred to collectively as a limited access location.

2. BILL OF LADING:

On shipments requiring limited access delivery, shipper may so stated on Shipping Order or Bill of Lading and should also state name, telephone number and full address of the consignee. On interline shipments, each participating carrier should provide this information to each succeeding carrier. Omission by the shipper to include the information noted above or the shipper's omission of not marking the Bill of Lading that limited access delivery is required will not relieve the shipper and/or consignee from the responsibility of paying the limited access delivery service charges as outlined in this item.

3. LIMITED ACCESS DELIVERY FEE:

Shipments requiring limited access pickup or delivery as defined in Paragraph 1 above will be assessed a charge of \$85.00 per shipment or per vehicle. The charge shall be in addition to all other applicable charges.

4. PAYMENT OF EXTRA CHARGES:

Charges for services described in Paragraph 3 of this item will be in addition to the freight charge unless consignor specifically requests such services on the Bill of Lading be billed in a different payment status than the freight charge.

NOTE A - The provisions of this item apply on both Single Line and Joint-Line traffic.

NOTE B - The provisions of Paragraph 9 in Item 750 are (NA) to the extent application is provided in this item.

NOTE C - Limited Access Delivery Fee(s) named in Paragraph 3 are (NA) when consignee elects to pickup shipment from carrier's dock facility.

NOTE D - Shall apply to the entire premises, including that portion of the premises where commercial or business activity is conducted.

ITEM 754-1

PICKUP OR DELIVERY SERVICE FORT MCMURRAY, ALBERTA, CANADA

Shipments destined to or originating from the following locations will be charged the following charges in addition to all other lawfully applicable current rates and charges to/from Fort McMurray, Alberta, Canada.

Albian Sands \$225.00	Petro Can MacKay River \$250.00
Aurora \$250.00	PTI Lodge \$175.00
Canadian Natural Resources Ltd (CNRL) \$285.00	PTI Beaver Lodge \$175.00
Fort Hills \$550.00	Shell Jack Pine \$225.00
Horizon Oil Sands \$285.00	Suncor - Firebag Service \$500.00
Japan Oil Sands \$275.00	Suncor - Main Plant \$110.00
Mildred Lake \$160.00	Syncrude - Main Plant \$120.00
Northland Forest \$110.00	Syncrude SWQR Project \$250.00
Opti Nexen Long Lake \$595.00	Syncrude - UE #1 \$125.00
	Tar Island \$110.00

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 754-2

PICKUP OR DELIVERY SERVICE AT AIRPORTS

Shipments requiring pickup or delivery at an airport will be assessed a charge of **(A)** \$25.00 per shipment. This charge shall be in addition to all other applicable charges.

754-3

DELIVERY SERVICE TO MIAMI BEACH, FLORIDA

Shipments destined to the following zip codes will be assessed a charge of \$12.00. Fee is applicable per alley and freight loading zone permit regulations. This is in addition to all other lawfully applicable charges.

ZIP CODE
33139
33140
33141
33154

ITEM 754-4

(C) PICKUP OR DELIVERY SERVICE FOR NORTHERN ONTARIO AND NORTHERN QUEBEC, CANADA (Beyond Charge)

Shipments destined to or originating from the following Canadian Postal Codes will have rates determined by calculating the freight charges on a combination of rates from or to the U.S. point and Brampton, ON L6W 1V9, in addition to the pickup and delivery charges noted below. Referenced delivery charges will be applicable per 100# (CWT) subject to the absolute minimum charge indicated:

Postal Code	MIN	LTl	500	1000	2000	5000	10000
G1A-G1C, G1E, G1G-G1H, G1J-G1N, G1P, G1R-G1T, G1V-G1Y G2A-G2E, G2G, G2J-G2N G3A, G3E-G3G, G3J-G3K G6C, G6J-G6K, G6V-G6X G7A, G7E	130.95	35.74	31.41	23.79	22.07	18.32	15.92
K0J K7V K8A-K8B, K8H P0A, P0G-P0H, P0M, P0P P1A-P1C P2B, P2N P3A-P3C, P3E, P3G, P3L, P3N, P3P, P3Y	148.82	47.56	38.56	28.20	23.44	19.42	13.73
P0J-P0K, P0N, P0R-P0S P4N, P4P, P4R P5A, P5E, P5N P6A-P6C	169.65	62.67	47.85	36.91	29.75	25.14	19.20
G0A, G0M-G0N, G0R-G0S, G0Y G3B-G3C, G3H, G3L-G3N, G3Z G4A G5V, G5X-G5Z G6A-G6B, G6E-G6H, G6Z J1T	172.62	51.15	44.29	35.17	31.07	24.59	19.84
J0Y-J0Z J9P, J9T, J9V, J9X-J9Z	196.43	62.60	54.57	39.88	36.01	24.04	17.26
G0V-G0W G5A G7B, G7G-G7H, G7J-G7K, G7N, G7P, G7S, G7T, G7X-G7Z G8A-G8C, G8E, G8G-G8H, G8J-G8N, G8P	199.41	60.71	54.94	40.65	33.79	29.17	24.26
P7A-P7C, P7E, P7G, P7J-P7K	208.34	65.11	58.37	44.81	35.72	31.60	24.99
G0C, G0E, G0J-G0L G4V-G4X G5H, G5J, G5L-G5N, G5R, G5T	215.78	62.84	50.46	41.74	37.55	29.88	23.87
G0B, G0G-G0H, G0T G4R-G4T, G4Z G5B-G5C	226.20	82.33	71.88	53.98	46.99	41.92	32.99
P0L, P0T, P0V-P0Y P7L P8N, P8T P9A, P9N	229.17	104.47	81.84	60.18	49.74	46.95	39.31

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 754-5

(C) PICKUP OR DELIVERY SERVICE FOR ATLANTIC CANADA (Beyond Charge)

Shipments destined to or originating from the provinces of New Brunswick, Newfoundland/Labrador, Nova Scotia, and Prince Edward Island will have rates determined by calculating the freight charges on a combination of rates from or to the U.S. point and Brampton, ON L6W 1V9, in addition to the pickup and delivery charges noted below. Referenced delivery charges will be applicable per 100# (CWT) subject to the absolute minimum charge indicated:

Province	Minimum	L5C	M5C	M1M	M2M	M5M	M10M
New Brunswick	150.00	31.54	25.70	22.78	21.61	19.86	18.69
Nova Scotia	150.00	35.05	29.21	25.70	22.78	21.03	19.28
Prince Edward Island	210.00	30.63	24.74	22.38	20.33	18.26	17.67
Newfoundland/Labrador	230.00	87.13	71.61	60.87	46.55	40.58	39.39

ITEM 755

PICKUP OR DELIVERY SERVICE SATURDAYS, SUNDAYS, HOLIDAYS, OR AFTER BUSINESS HOURS PICKUP OR DELIVERY

1. Unless otherwise specifically provided, when a consignor or consignee requests pick-up or delivery of freight on Saturdays, Sundays, Holidays or After Business Hours, a charge of \$96.00 per man, per hour or fraction thereof, subject to a minimum charge of \$384.00 per man, will be assessed in addition to all other lawfully applicable rates and charges.
2. This rule shall not be construed as obligating the carrier to furnish pickup or delivery service on the days stated herein.
3. Under the provisions of this item, "After Business Hours" shall be deemed to be between the hours of 7 P.M. and 7 A.M, Monday through Friday.
4. The charge for services provided in this item must be paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup and/or delivery will be made.

ITEM 765

PRECEDENCE (PRIORITY) OF RATES--AQ, LTL AND VOL OR TL COMMODITY

1. A VOL or TL commodity rate removes the applications of an AQ or LTL commodity rate only when the minimum weight requirement of the VOL or TL commodity rate is met or charged for.
2. An AQ Commodity rate removes the application of:
 - (a) A LTL or AQ Class rate on the same quantity.
 - (b) A VOL or TL Class rate.

ITEM 766

PRECEDENCE (PRIORITY) OF RULES

Where a rate is published in this tariff covering the same service as a rule published in National Motor Freight Classification ICC NMF 100 series, such rule published herein, to the extent of its application will apply in lieu of the rule published in National Motor Freight Classification ICC NMF 100 series.

ITEM 768

PRELODGING (PRIOR DELIVERY) OF FREIGHT BILLS

A charge will be assessed when consignee requires delivery of freight bills prior to delivery of shipment, as follows:

Charge per shipment.....	\$ 25.00
Maximum charge for each delivery of freight bills.....	\$ 148.00

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 769

PREPAYMENT OR GUARANTEE OF CHARGES

Except as provided, shipments will be accepted subject to the following provisions:

- SEC. 1. A prepaid shipment is one on which the charges for transportation service rendered at the request of the consignor, including charges for any accessorial services performed at the request of the consignor are to be paid by the shipper. (See NOTE A)
- SEC. 2. A collect shipment is one which the charges for transportation service including accessorial services rendered at the request of the consignee, or requested by the consignor for the consignee, are to be paid for by the consignee.
- SEC. 3. A shipment on which charges are to be paid by a party other than the consignor or consignee will be accepted provided that the consignor has established credit with the carrier picking up the shipment at origin and guarantees to pay the charges if the third party fails to do so within the time allowed under the credit regulations of the ICC or state regulatory commission. Such a shipment will not be accepted if the consignor executes Section 7 of the Bill of Lading. (See NOTE B)
- SEC. 4. If, in the judgement of the carrier picking-up a shipment at origin, the forced sale of the goods would not realize the total charges due at destination, the shipment must be prepaid.
- SEC. 5. If a shipment is required by Section 4 hereof or by any provision of this classification to be prepaid, it will be accepted on a collect basis if the consignor has established credit with the carrier picking-up the shipment at origin and the consignor guarantees to pay the charges if the consignee fails to do so within the time allowed under the credit regulations of the ICC or state regulatory commission. Such a shipment will not be accepted as a collect shipment if the consignor executes Section 7 of the Bill of Lading.

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NOTE A--When the status of the bill of lading states prepaid and bill to party same as consignee name, carrier shall change status of bill of lading from prepaid to collect for the purpose of collecting freight charges.

NOTE B--When the party, other than consignor or consignee, fails to pay the freight charges within the time allowed under the credit regulations of the ICC or state regulatory commission, the carrier will have recourse to collect charges from consignor whether Section 7 of the bill of lading is endorsed or not.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: MAY 1, 2014

EFFECTIVE: MAY 1, 2014

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 770-10

PREPAYMENT

Freight charges must be prepaid on all shipments destined to Mexico.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: APRIL 2, 2015

EFFECTIVE: APRIL 2, 2015

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C - RULES - GENERAL

ITEM 771

PICKUP OR DELIVERY SERVICE AT CONVENTION CENTERS AND TRADE SHOWS VIA PARTNER CARRIER

1. GENERAL APPLICATION: (See NOTES)

The provisions shown in Paragraphs 2 thru 4 below, apply only when the shipper/consignee of a shipment is located at a convention center or trade show and pickup/delivery is made by partner carrier.

2. BILL OF LADING:

On shipments requiring pickup or delivery at a convention center or trade show, shipper must state so on the Shipping Order or Bill of Lading and should also state name, telephone number and full address of the party to contact to arrange for pickup or delivery. On interline shipments, each participating carrier should provide this information to each succeeding carrier. Omission by the shipper to include the information noted above or the shipper's omission of not marking the Bill of Lading that pickup or delivery from/to a convention center or trade show is required will not relieve the shipper and/or consignee from the responsibility of paying the service charges as outlined in this item.

3. PICKUP/DELIVERY FEE FOR CONVENTION CENTERS AND TRADE SHOWS:

Shipments requiring pickup or delivery from/to locations as defined in Paragraph 1 above will be assessed the following charge per shipment or per vehicle. The charge shall be in addition to all other applicable charges.

Shipments weighing:	Applicable Charge:
1 - 500 lbs	\$ 79.89 per shipment
501 - 1000 lbs	\$ 92.58 per shipment
1001 - 1800 lbs	\$111.16 per shipment
1801 - 3000 lbs	\$ 6.89/CWT
3001 - and greater	\$ 6.26/CWT, subject to a maximum of \$530.00

4. PAYMENT OF EXTRA CHARGES:

Charges for services described in Paragraph 3 of this item will be in addition to the freight charge unless consignor specifically requests such services on the Bill of Lading be billed in a different payment status than the freight charge.

NOTE A--The provisions of this item apply on Joint-Line traffic to the extent partner carrier performs the pickup or delivery service from/to a convention center or trade show.

NOTE B--The provisions of Paragraph 9 in Item 750 are (NA) to the extent application is provided in this item.

NOTE C--Charges named in Paragraph 3 are (NA) when consignee elects to pickup shipment from carrier's dock facility.

NOTE D--Shall apply to the entire premises, including that portion of the premises where commercial or business activity is conducted.

NOTE E--Applies only when picked up or delivered by partner carrier at the following locations:

- | | |
|--|---|
| 1. America's Center
701 Convention Plaza
St. Louis, MO 63103 | 6. The Midwest Express Center
400 W Wisconsin Ave
Milwaukee, WI 53203 |
| 2. Cleveland Convention Center
500 Lakeside Ave E
Cleveland, OH 44114 | 7. Novi Expo Center
Expo Center Drive
Novi, MI 48375 |
| 3. COBO Arena
600 Civic Center Drive
Detroit, MI 48207 | 8. Rosemont Convention Center
9301 Bryan Mawr Ave
Rosemont, IL 60018 |
| 4. The Columbus Convention Center
500 N High Street
Columbus, OH 43215 | 9. Savvis Center
1401 Clark Ave
St Louis, MO 63103 |
| 5. Indiana Convention Center
100 S Capitol Ave
Indianapolis, IN 46225 | 10. State Fair Park
8200 W Greenfield Ave
West Allis, WI 53214 |

NOTE F--Applies only when picked up or delivered by partner carrier at the following locations:

1 to 250 lbs	\$165.60	18 feet	\$548.55
251 to 500 lbs	\$186.30	½ trailer	\$685.17
4 feet over 500 lbs	\$223.56	35 feet	\$736.92
8 feet	\$306.36	43 feet	\$791.78
¾ trailer	\$386.06	Full Trailer	\$876.65
1. Jeka Warehouses (only FROM this location)		4. Chicagoland Hotels	
2. McCormick Place 23 rd & Lakeshore Drive Chicago, IL 60616		5. Merchandise Mart	
3. Navy Pier		6. Donald E. Stevens Center	

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: NOVEMBER 30, 2015

EFFECTIVE: NOVEMBER 30, 2015

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C - RULES - GENERAL

ITEM 771-10

DELIVERY SERVICE TO POINTS IN DETROIT AND CHICAGO VIA
PARTNER CARRIER

NOTE A--Shipments to or from the following points will be assessed the charge shown below, in addition to all other lawfully applicable charges.

Zip Code	Charge	Zip Code	Charge
48201	\$25.00	@60613	\$50.00
48202	\$25.00	@60614	\$50.00
@48204	\$25.00	@60622	\$50.00
@48206	\$25.00	60630	\$50.00
48207	\$25.00	@60642	\$50.00
@48208	\$25.00	60654	\$50.00
@48216	\$25.00	@60657	\$50.00
48226	\$25.00	60661	\$50.00
60601-60607	\$50.00	60664	\$50.00
60610	\$50.00	60670	\$50.00
60611	\$50.00	60680-60681	\$50.00
@60612	\$50.00		

For Explanation of abbreviations and reference mark, See Item 125.

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

ISSUED: APRIL 2, 2018

EFFECTIVE: APRIL 2, 2018

ITEM 772 DELIVERY SERVICE AT REMOTE AREA POINTS VIA PARTNER CARRIER

Shipments delivered to the points listed below will be subject to a limited access delivery charge as shown below. Applies only on shipments interchanged with partner carrier.

City	Zip Code	Surcharge	City	Zip Code	Surcharge
Tortilla Flat	85290	\$35.00	Tuba City	86045	\$80.00
Winkelman	85292	\$35.00	Williams	86046	\$80.00
Aguila	85320	\$35.00	Dilkon	86047	\$200.00
Ajo	85321	\$80.00	Winslow	86047	\$35.00
Why	85321	\$80.00	North Rim	86052	\$200.00
Bouse	85325	\$35.00	Kaibito	86053	\$80.00
Cibola	85328	\$80.00	Shonto	86054	\$80.00
Congress	85332	\$35.00	Ashfork	86320	\$80.00
Lukeville	85341	\$80.00	Bagdad	86321	\$50.00
Salome	85348	\$35.00	Jerome	86331	\$35.00
Wenden/Alamo Lake	85357	\$35.00/\$150.00	Kirkland	86332	\$35.00
Wikieup	85360	\$50.00	Seligman	86337	\$80.00
Yarnell	85362	\$35.00	Skull Valley	86338	\$35.00
Poston	85371	\$80.00	Hackberry	86411	\$80.00
Bylas	85530	\$35.00	Hualapai	86412	\$80.00
Clifton	85533	\$35.00	Chloride	86431	\$80.00
Duncan	85534	\$35.00	Littlefield	86432	\$200.00
Eden	85535	\$35.00	Oatman	86433	\$80.00
Morenci	85540	\$35.00	Peach Springs	86434	\$80.00
Arivaca	85601	\$80.00	Valentine CPO	86437	\$80.00
Naco	85620	\$35.00	Dolan Springs	86441	\$80.00
Pomerene	85627	\$35.00	Temple Bar Marina	86443	\$80.00
San Simon	85632	\$80.00	Meadview	86444	\$80.00
Sasabe	85633	\$80.00	Willow Beach	86445	\$80.00
Sells	85634	\$80.00	Chambers	86502	\$80.00
Topawa	85639	\$80.00	Wide Ruins	86502	\$200.00
Blue	85922	\$80.00	Chinle	86503	\$80.00
Nutrioso	85932	\$35.00	Canyon De Chelly	86503	\$80.00
Woodruff	85942	\$80.00	Low Mountain	86503	\$80.00
Black Mesa	86003	\$80.00	Rough Rock	86503	\$80.00
Gray Mountain	86016	\$80.00	Fort Defiance	86504	\$80.00
Cameron	86020	\$80.00	Cornfields	86505	\$80.00
Cedar Ridge	86020	\$80.00	Ganado	86505	\$80.00
The Gap	86020	\$80.00	Greasewood	86505	\$80.00
Colorado City	86021	\$200.00	Hubbell Trading Post	86505	\$80.00
Fredonia	86022	\$200.00	Kinlechee	86505	\$80.00
Grand Canyon	86023	\$80.00	Klagetoh	86505	\$80.00
Tusayan	86023	\$80.00	Steamboat Canyon	86505	\$80.00
Happy Jack	86024	\$80.00	Toyey	86505	\$80.00
Petrified Forest	86028	\$80.00	Houck/Allentown	86506	\$80.00
Bacobi	86030	\$80.00	Greasewood Springs	86507	\$80.00
Hotevilla	86030	\$80.00	Lukachukai	86507	\$80.00
Bitahochee	86031	\$80.00	Upper Greasewood	86507	\$80.00
Indian Wells	86031	\$80.00	Lupton	86508	\$80.00
Baby Rock	86033	\$80.00	Chambers	86509	\$80.00
Chilchinbito	86033	\$80.00	Pinon	86510	\$80.00
Kayenta	86033	\$80.00	Cross Canyon	86511	\$80.00
Jeddito	86034	\$80.00	Hunters Point	86511	\$80.00
Keams Canyon	86034	\$80.00	Saint Michaels	86511	\$80.00
Leupp	86035	\$80.00	Sanders	86512	\$80.00
Marble Canyon	86036	\$80.00	Red Mesa	86514	\$80.00
Hard Rock	86039	\$80.00	Teec Nos Pos	86514	\$150.00
Kykotsmovi	86039	\$80.00	Window Rock	86515	\$80.00
Orabi	86039	\$80.00	Blue Gap	86520	\$80.00
Page	86040	\$80.00	Dennehotso	86535	\$80.00
First Mesa	86042	\$80.00	Many Farms	86538	\$80.00
Polacca	86042	\$80.00	Nazlini	86540	\$80.00
Second Mesa	86043	\$80.00	Red Valley	86544	\$80.00
Shongopovi	86043	\$80.00	Rock Point	86545	\$80.00
Tonalea	86044	\$80.00	Round Rock	86547	\$80.00
Moenavi	86045	\$80.00	Sawmill	86549	\$80.00
Moenkopi	86045	\$80.00	Tsaile	86556	\$80.00
			Taos	87571	\$50.00

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C - RULES - GENERAL

ITEM 772-1 PICKUP AND DELIVERY SERVICE AT REMOTE AREA POINTS VIA PARTNER CARRIER

Shipments picked up from or delivered to the points listed below will be subject to a limited access delivery charge as shown below. Applies only on shipments interchanged with partner carrier.

City	Zip Code	Surcharge	City	Zip Code	Surcharge
Alkali Lake, OR	97630	\$30.00			
Arden, WA	99114	\$30.00			
Benewah, ID	83861	\$30.00			
Big Sky, MT	59716	\$50.00			
Black Lake, ID	83861	\$30.00			
Black Lake, WA	99114	\$30.00			
Bradley, ID	83837	\$30.00			
Butler Bay, ID	83861	\$30.00			
Cole's Corner, WA	98826	\$30.00			
Copeland, ID	83805	\$30.00			
Dixie Valley, NV	89406	\$100.00			
Echo, WA	99114	\$30.00			
Eddiville, ID	83814	\$30.00			
	83815				
	83816				
Emida, ID	83861	\$30.00			
Eureka, MT	59917	\$50.00			
Fernan Lake, ID	83814	\$30.00			
	83815				
	83816				
Five Corners, OR	97630	\$30.00			
Garwood, ID	83835	\$30.00			
Gibbs, ID	83814	\$30.00			
	83815				
	83816				
Hatton, WA	99344	\$30.00			
Leadpoint, WA	99114	\$30.00			
@Lummi Island, WA	98262	\$175.00			
Merrit, WA	98826	\$30.00			
Midas, ID	83864	\$30.00			
	83888				
Moravia, ID	83805	\$30.00			
Morning, ID	83837	\$30.00			
New Idaho, OR	97630	\$30.00			
Onion Creek, WA	99114	\$30.00			
Orin, WA	99114	\$30.00			
Palmers, WA	99114	\$30.00			
Park Rapids, WA	99114	\$30.00			
Pearl, ID	83616	\$30.00			
Pine Creek, ID	83837	\$30.00			
Plain, WA	98826	\$30.00			
Rockford Bay, ID	83814	\$30.00			
	83815				
	83816				
Saint Joe, ID	83861	\$30.00			
Smelter Heights, ID	83837	\$30.00			
Wardner, ID	83837	\$30.00			
Wellington, NV	89445	\$100.00			

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C - RULES - GENERAL

ITEM 772-2 DELIVERY SERVICE AT REMOTE AREA POINTS IN NEW MEXICO

Shipments delivered to the points listed below will be subject to a limited access delivery charge as shown below.

City	Zip Code	Surcharge	City	Zip Code	Surcharge
Pueblo Pintado	87013	\$80.00	El Guique	87566	\$80.00
White Horse	87013	\$80.00	Santa Cruz	87567	\$80.00
Gallina	87017	\$80.00	Tererro	87573	\$80.00
Counselors	87018	\$80.00	El Vado	87575	\$80.00
La Jara	87027	\$80.00	Ensenada	87575	\$80.00
Lindrith	87029	\$80.00	La Puente	87575	\$80.00
Nageezi	87037	\$80.00	Tierra Amarilla	87575	\$80.00
Regina	87046	\$80.00	Tres Piedras	87577	\$80.00
Youngsville	87064	\$80.00	Truchas	87578	\$80.00
Lake Valley	87313	\$80.00	Sipapu Ski	87579	\$80.00
Fence Lake	87315	\$80.00	Tres Ritos	87579	\$80.00
El Morro	87321	\$80.00	Vadito	87579	\$80.00
Ramah	87321	\$80.00	Valdez	87580	\$80.00
Zuni	87327	\$80.00	Vallecitos	87581	\$80.00
Crystal	87328	\$80.00	Lyden	87582	\$80.00
Navajo	87328	\$80.00	Velarde	87582	\$80.00
Pinehill	87357	\$80.00	Villanueva	87583	\$80.00
Gobernador	87412	\$80.00	Angel Fire	87710	\$80.00
Beclabito	87420	\$80.00	Anton Chico	87711	\$80.00
Abiquiu	87510	\$80.00	Buena Vista	87712	\$80.00
Los Luceros	87511	\$80.00	Chacon	87713	\$80.00
Amalia	87512	\$80.00	Cimarron	87714	\$80.00
Arroyo Hondo	87513	\$80.00	Cleveland	87715	\$80.00
Arroyo Seco	87514	\$80.00	Idlewild	87718	\$80.00
Canjilon	87515	\$80.00	Eagle Nest	87718	\$80.00
Canones	87516	\$80.00	Guadalupita	87722	\$80.00
Carson	87517	\$80.00	Holman	87723	\$80.00
Cebolla	87518	\$80.00	Maxwell	87728	\$80.00
Cerro	87519	\$80.00	Miami	87729	\$80.00
Chama	87520	\$80.00	Mills	87730	\$80.00
Ojo Sarco	87521	\$80.00	El Porvenir	87731	\$80.00
Chamisal	87521	\$80.00	Gallinas	87731	\$80.00
Chimayo	87522	\$80.00	Ledoux	87731	\$80.00
Cundiyo	87522	\$80.00	Montezuma	87731	\$80.00
Cordova	87523	\$80.00	Mora	87732	\$80.00
Costilla	87524	\$80.00	Mosquero	87733	\$80.00
Taos Ski Valley	87525	\$80.00	Black Lake	87734	\$80.00
Lumberton	87528	\$80.00	Ocate	87734	\$80.00
Monero	87528	\$80.00	Ojo Feliz	87735	\$80.00
Dulce	87528	\$80.00	Rainsville	87736	\$80.00
El Prado	87529	\$80.00	Raton	87740	\$80.00
El Rito	87530	\$80.00	Tierra Monte	87742	\$80.00
Rinconada	87531	\$80.00	Rociada	87742	\$80.00
Embudo	87531	\$80.00	Roy	87743	\$80.00
Hernandez	87537	\$80.00	Sapello	87745	\$80.00
La Madera	87539	\$80.00	Solano	87746	\$80.00
Galisteo	87540	\$80.00	Springer	87747	\$80.00
Lamy	87540	\$80.00	Ute Park	87749	\$80.00
Llano	87543	\$80.00	Wagon Mound	87752	\$80.00
Brazos	87551	\$80.00	Aragon	87820	\$80.00
Penasco	87553	\$80.00	Horse Springs	87821	\$80.00
Questa	87556	\$80.00	Datil	87821	\$80.00
Llano Quemado	87557	\$80.00	Luna	87824	\$80.00
Talpa	87557	\$80.00	Alamo	87825	\$80.00
Ranchos De Taos	87557	\$80.00	Magdalena	87825	\$80.00
Red River	87558	\$80.00	Pie Town	87827	\$80.00
Gonzales	87560	\$80.00	Omega	87829	\$80.00
San Miguel	87560	\$80.00	Red Hill	87829	\$80.00
Riberra	87560	\$80.00	Quemado	87829	\$80.00
Rodarte	87561	\$80.00	Apache Creek	87830	\$80.00
Penasco	87561	\$80.00	Lower San	87830	\$80.00
San Cristobal	87564	\$80.00	Reserve	87830	\$80.00
Chamita	87566	\$80.00	Monticello	87939	\$80.00

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SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C - RULES - GENERAL

ITEM 772-2 DELIVERY SERVICE AT REMOTE AREA POINTS IN NEW MEXICO

Shipments delivered to the points listed below will be subject to a limited access delivery charge as shown below.

City	Zip Code	Surcharge	City	Zip Code	Surcharge
Winston	87943	\$80.00	Des Moines	88418	\$80.00
Cotton City	88020	\$80.00	Folsom	88419	\$80.00
Animas	88020	\$80.00	Farley	88422	\$80.00
Buckhorn	88025	\$80.00	Gladstone	88422	\$80.00
Riverside	88028	\$80.00	Grenville	88424	\$80.00
Cliff	88028	\$80.00	Logan	88426	\$80.00
Columbus	88029	\$80.00	Mc Alister	88427	\$80.00
Faywood	88034	\$80.00	Nara Visa	88430	\$80.00
Gila	88038	\$80.00	Ragland	88433	\$80.00
Alma	88039	\$80.00	Glenrio	88434	\$80.00
Mogollon	88039	\$80.00	San Jon	88434	\$80.00
Pleasanton	88039	\$80.00	Sedan	88436	\$80.00
Glenwood	88039	\$80.00	Seneca	88437	\$80.00
Hachita	88040	\$80.00	Trementina	88439	\$80.00
Kingston	88042	\$80.00	@Taos	87571	\$50.00
Hillsboro	88042	\$80.00			
Viriden	88045	\$80.00			
Mimbres	88049	\$80.00			
Mule Creek	88051	\$80.00			
Rodeo	88056	\$80.00			
Broadview	88112	\$80.00			
Dora	88115	\$80.00			
Elida	88116	\$80.00			
Floyd	88118	\$80.00			
Grady	88120	\$80.00			
House	88121	\$80.00			
Kenna	88122	\$80.00			
Lingo	88123	\$80.00			
Melrose	88124	\$80.00			
Milnesand	88125	\$80.00			
Pep	88126	\$80.00			
Rogers	88132	\$80.00			
Eunice	88231	\$80.00			
Hope	88250	\$80.00			
Jal	88252	\$80.00			
Loving	88256	\$80.00			
Malaga	88263	\$80.00			
Monument	88265	\$80.00			
Carrizozo	88301	\$80.00			
Alto	88312	\$80.00			
Bent	88314	\$80.00			
Capitan	88316	\$80.00			
Cloudcroft	88317	\$80.00			
Corona	88318	\$80.00			
Fort Stanton	88323	\$80.00			
Glencoe	88324	\$80.00			
Hi Rls Mtn Pk	88325	\$80.00			
Hondo	88336	\$80.00			
Lincoln	88338	\$80.00			
Elk	88339	\$80.00			
Mayhill	88339	\$80.00			
Mescalero	88340	\$80.00			
Nogal	88341	\$80.00			
Picacho	88343	\$80.00			
Dunken	88344	\$80.00			
Pinon	88344	\$80.00			
Amistad	88410	\$80.00			
Bueyeros	88412	\$80.00			
Capulin	88414	\$80.00			
Stead	88415	\$80.00			
Clayton	88415	\$80.00			
Conchas Dam	88416	\$80.00			
Cuervo	88417	\$80.00			

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 773

PICKUP OR DELIVERY SERVICE AT CONVENTION CENTERS/TRADE SHOWS OR ADVANCE WAREHOUSES VIA PARTNER CARRIER

1. Shipments destined to convention/exhibition centers or advance warehouses must be consigned to the cartage agent handling the show. All freight charges on the shipment moving to the cartage agent must be prepaid by the Shipper. All charges of the cartage agent are the responsibility of the Shipper and payment of these charges are guaranteed by the Shipper.
 2. All freight originating from or destined to convention/exhibition centers or advance warehouses shall be rated at and subject to class 150 (**See NOTE A**), or actual class if higher, regardless of any FAK or class exception, then deduct the applicable discount. All freight charges must be prepaid. Payment of these freight charges must be guaranteed by the Shipper.
 3. If Carrier is required to perform pick-up or delivery service at convention/exhibition centers or advance warehouses then an additional charge of \$260.00 per shipment will apply. Should the pick-up or delivery service take longer than five hours then a charge of \$85.00 per hour thereafter will apply in addition to the freight charges and the initial \$260.00 charge. Carrier will not make pick-up or delivery at convention/exhibition centers or advance warehouses without authorization and guarantee of charges by the Shipper. (**See NOTE A**)
 4. Exhibition booths or stalls and their contents will move at a released value not to exceed \$0.10 per pound.
- NOTE A--Shipments originating at or destined to convention centers or advance warehouses in Las Vegas shall be rated at and subject to class 125. An additional charge of \$200.00 per shipment will apply. Should the pick-up or delivery service take longer than five hours then a charge of \$85.00 per hour thereafter will apply in addition to the freight charge and the initial \$200.00 charge.

ITEM 774

PICKUP OR DELIVERY SERVICE AT CONVENTION CENTERS AND TRADE SHOWS

1. GENERAL APPLICATION: (See NOTES)
The provisions shown below, apply only when the shipper/consignee of a shipment is located at a convention center or trade show.
2. BILL OF LADING:
On shipments requiring pickup or delivery at a convention center or trade show, shipper must state so on the Shipping Order or Bill of Lading and should also state name, telephone number and full address of the party to contact to arrange for pickup or delivery. On interline shipments, each participating carrier should provide this information to each succeeding carrier. Omission by the shipper to include the information noted above or the shipper's omission of not marking the Bill of Lading that pickup or delivery from/to a convention center or trade show is required will not relieve the shipper and/or consignee from the responsibility of paying the service charges as outlined in this item.
3. Shall apply to the entire premises, including that portion of the premises where commercial or business activity is conducted.

ITEM 775

PICKUP OR DELIVERY SERVICE POINTS IN MONTANA

NOTE A--Shipments to or from the following points will be assessed the charge shown below, in addition to all other lawfully applicable charges.

City	Zip Code	Surcharge	City	Zip Code	Surcharge
Alzada	59311	\$140.00	McCabe	59218	\$100.00
Antelope	59211	\$100.00	Medicine Lake	59247	\$100.00
Biddle	59314	\$78.00	Outlook	59252	\$100.00
Boyes	59316	\$50.00	Peerless	59253	\$100.00
Broadus	59317	\$125.00	Plentywood	59254	\$100.00
Cooke City	59020	\$225.00	Pryor	59066	\$70.00
Cooke City	59081	\$225.00	Raymond	59256	\$100.00
Dagmar	59219	\$100.00	Redstone	59257	\$100.00
Deerfield Colony	59457	\$75.00	Reserve	59258	\$100.00
Flaxville	59222	\$100.00	Rexford	59930	\$75.00
Fort Smith	59035	\$75.00	Roy	59471	\$75.00
Four Buttes	59263	\$100.00	Scobey	59263	\$100.00
Froid	59226	\$100.00	Silver Gate	59081	\$225.00
Garneill	59453	\$50.00	Stanford	59479	\$75.00
Hilger	59451	\$40.00	Troy	59935	\$200.00
Hobson	59452	\$50.00	Two Dot	59085	\$75.00
Homestead	59242	\$100.00	Westby	59275	\$100.00
Libby	59923	\$200.00	Whitetail	59276	\$100.00
Lustre	59225	\$100.00	Winifred	59489	\$74.00
Martinsdale	59053	\$75.00	Winnett	59087	\$60.00

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: JULY 22, 2019

EFFECTIVE: JULY 22, 2019

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

(C) ITEM 776

PICKUP OR DELIVERY SERVICE POINTS IN COLORADO

NOTE A--Shipments to or from the following points will be assessed the charge shown below, in addition to all other lawfully applicable charges.

CITY	ZIP CODE	CWT	MINIMUM CHARGE	CITY	ZIP CODE	CWT	MINIMUM CHARGE
Agate	80101		\$50.00	Kirk	80824		\$200.00
Alma	80420	\$2.00	\$25.00	Kit Carson	80825		\$50.00
Amherst	80721		\$50.00	Koen	81041		\$40.00
Anton	80801		\$25.00	Lake City	81235	\$3.00	\$50.00
Arapahoe	80802		\$100.00	Lake George	80827	\$3.00	\$50.00
Arriba	80804		\$100.00	Larkspur	80118		\$45.00
Bartlett	81090		\$40.00	Limon	80828		\$50.00
Bennett	80102		\$100.00	Lindon	80740		\$200.00
Bethune	80805		\$100.00	Livermore	80536	\$3.00	\$50.00
Beulah	81090		\$40.00	Log Lane Village	80705		\$45.00
Bond	80423	\$2.00	\$25.00	Marble	81623	\$2.00	\$25.00
Brandon	81070		\$40.00	Matheson	80830		\$100.00
Branson	81027	\$4.00	\$75.00	Maybell	81640	\$3.00	\$50.00
Briggsdale	80611		\$50.00	Mc Coy	80463	\$3.00	\$50.00
Bristol	81047		\$40.00	Meeker	81641	\$3.00	\$50.00
Buffalo Creek	80425	\$2.00	\$25.00	Meredith	81642	\$3.00	\$50.00
Burlington	80807		\$50.00	Merino	80741		\$50.00
Burns	80426	\$2.00	\$25.00	New Raymer	80742		\$100.00
Byers	80103		\$50.00	Orchard	80649		\$100.00
Caddoa	81044		\$40.00	Otis	80743		\$50.00
Calhan	80808	\$3.00	\$50.00	Ovid	80744		\$50.00
Campo	81029		\$40.00	Padroni	80745		\$50.00
Cedaredge	81413	\$2.00	\$25.00	Paoli	80746		\$200.00
Cheyenne Wells	80810		\$45.00	Peetz	80747		\$50.00
Collbran	81624	\$2.00	\$25.00	Peyton	80831		\$45.00
Como	80432	\$2.00	\$25.00	Piceance Creek Basin		\$2.00	\$25.00
Cope	80812		\$45.00	Pritchett	81064		\$40.00
Crook	80726		\$45.00	Proctor	80736		\$45.00
Cuchara	81055	\$2.00	\$25.00	Red Cliff	81649	\$3.00	\$50.00
De Beque	81630	\$2.00	\$25.00	Red Feathers	80545	\$3.00	\$50.00
Deer Trail	80105		\$100.00	Redstone	81623	\$2.00	\$25.00
Dunton Hot Springs	81323	\$3.00	\$50.00	Rush	80833		\$100.00
Eads	81036	\$3.00	\$50.00	Ramah	80832		\$50.00
Eckley	80727		\$50.00	Saguache	81149		\$40.00
Elbert	80106		\$45.00	Sedgwick	80749		\$50.00
Farisita	81040		\$40.00	Seibert	80834		\$100.00
Flagler	80815		\$100.00	Silver Cliff	81249	\$2.00	\$25.00
Fleming	80728		\$50.00	Simla	80835		\$100.00
Florissant	80816	\$3.00	\$50.00	Slater	81653	\$3.00	\$50.00
Fort Lyon	81038		\$40.00	Snyder	80750		\$200.00
Galeton	80622		\$100.00	Springfield	81073		\$40.00
Gardner	81040	\$2.00	\$25.00	Stoneham	80754		\$100.00
Gateway	81522	\$2.00	\$25.00	Strasburg	80136		\$75.00
Granada	81041		\$40.00	Stratton	80836		\$100.00
Guffey	80820		\$150.00	Sugar City	81076		\$40.00
Hartman	81043		\$40.00	Thomasville	81642	\$3.00	\$50.00
Hartsel	80449	\$2.00	\$25.00	Timpas	81050		\$40.00
Heneey	80498	\$3.00	\$50.00	Ute Peak		\$2.00	\$25.00
Hillrose	80733		\$50.00	Vernon	80755		\$100.00
Holly	81047		\$40.00	Villas	81087		\$40.00
Hugo	80821		\$45.00	Virginia Dale	80536	\$3.00	\$50.00
Idalia	80735		\$45.00	Vona	80861		\$100.00
Iliff	80736		\$45.00	Walsh	81090		\$40.00
Jefferson	80456	\$3.00	\$50.00	Watkins	80137		\$100.00
Joes	80822		\$45.00	Westcliffe	81252	\$2.00	\$25.00
Kim	81049		\$40.00	Wolf Creek Ski Area		\$3.00	\$50.00
Kiowa	80117		\$45.00	Woodrow	80757		\$100.00

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: JULY 22, 2019

EFFECTIVE: JULY 22, 2019

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 777

PICKUP OR DELIVERY SERVICE POINTS IN UTAH

NOTE A--Shipments to or from the following points will be assessed the charge shown below, in addition to all other lawfully applicable charges.

City	Zip Code	Surcharge
Alton	84710	\$35.00
Bigwater/Annex of Kanab	84741	\$150.00
Garden City	84028	\$100.00
Lake Powell/Wahweap	84533	\$100.00
Swains Creek	84762	\$35.00

ITEM 778

DELIVERY SERVICE TO POINTS IN NEBRASKA

NOTE A--Shipments to or from the following points will be assessed the charge shown below, in addition to all other lawfully applicable charges.

City	Zip Code	Surcharge
Antioch	69340	\$ 25.00
Arthur	69121	\$ 25.00
Ashby	69333	\$ 25.00
Brewster	68821	\$ 25.00
Broadwater	69125	\$ 25.00
Brownlee	69166	\$ 45.00
Champion	69023	\$ 25.00
Cody	69211	\$ 45.00
Crawford	69339	\$ 25.00
Crookston	69212	\$ 45.00
Danbury	69026	\$ 25.00
Dunning	68833	\$ 25.00
Ellsworth	69340	\$ 25.00
Elsie	69134	\$ 25.00
Elsmere	69135	\$ 45.00
Fort Robinson	69339	\$ 25.00
Glen	69339	\$ 25.00
Grainton	69139	\$ 25.00
Haigler	69030	\$ 25.00
Halsey	69142	\$ 25.00
Harrisburg	69345	\$ 25.00
Harrison	69346	\$ 25.00
Hay Springs	69347	\$ 25.00
Hayes Center	69032	\$ 25.00
Hemingford	69348	\$ 25.00
Hyannis	69350	\$ 25.00
Kilgore	69216	\$ 45.00
Lebannon	69036	\$ 25.00
Marsland	69354	\$ 25.00
Max	69037	\$ 25.00
Merriman	69218	\$ 45.00
Mullen	69152	\$ 25.00
Nenzel	69219	\$ 45.00
Palisade	69040	\$ 25.00
Parks	69041	\$ 25.00
Purdum	69157	\$ 25.00
Rushville	69360	\$ 25.00
Stapleton	69163	\$ 25.00
Theford	69166	\$ 25.00
Tryon	69167	\$ 25.00
Wallace	69169	\$ 25.00
Wauneta	69045	\$ 25.00
White Clay	69365	\$ 25.00
Whiteman	69366	\$ 25.00
Whitney	69367	\$ 25.00

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: JULY 30, 2018

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 780

PROHIBITED OR RESTRICTED ARTICLES

The articles listed below will not be accepted for shipment or as premiums accompanying other articles. Carrier will not be liable for delay, loss or damage to a shipment of any prohibited articles. In the event prohibited or restricted articles are accepted for transport by Carrier, Shipper shall indemnify and hold Carrier harmless from any claim or cause arising from the tender of any prohibited or restricted articles for shipment or violation of any municipal, state or federal law or regulation (See Note 5).

Alcoholic liquors or beverages (see NOTE 7)

Articles which because of their bulk, length, width or height cannot be safely stowed within a trailer or container

Articles requiring protection from heat or cold

Articles liable to impregnate or otherwise damage equipment or other freight

Articles of extraordinary value

Automobiles

Bank Bills

Bullion

@Cannabis, Hemp, Marijuana and products containing these ingredients

Carbon Black

Clams, crabs, lobsters, oysters and shrimp

Currency, other than coin. (See NOTE 1)

Deeds

Drafts

Fish, except smoked or canned

Flora and fauna (live plants)

Furs

Hazardous Material viz:

Aluminum Phosphide

Chemical Hazard Risk Assessment 18 or greater

Dangerous when wet (Class 4.3)

Infectious substances (Class 6.2)

Explosives (Class 1.1,1.2 and 1.3)

Organic Peroxide (Class 5.2)

Poisonous gas (Class 2.3)

Radioactive material (Class 7)

Zinc Phosphide

Hazardous Waste

Hides, green or wet

Jewelry, other than costume or novelty jewelry (See NOTE 6)

Letters, with or without stamps affixed (See NOTE 2)

Money or notes

Mounted or stuffed animals (See NOTE 8)

Museum exhibits or articles of antiquity (See NOTE 4)

Original works of art, statues or paintings (See NOTE 5)

Pesticides that have been recalled by the manufacturer or pesticides that have been suspended and canceled (refer to 40 CFR 273.3)

Pianos

Platinum, gold, silver and other precious metals

Precious stones, cut or uncut

Radioactive Waste

Revenue stamps (See NOTE 3)

Securities, stamps, stock certificate or letters

Shipments that contain, in whole or in part, articles prohibited by law

Spent Lead Batteries, i.e. batteries that contain or contained acid

Used fluorescent bulbs moving to a recycler

Used or obsolete mercury containing equipment

Valuable papers including documents containing Personally Identifiable Information (PII)

Watches

(Continued)

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: JANUARY 17, 2019

EFFECTIVE: JANUARY 17, 2019

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC - TARIFF 1090C - RULES GENERAL

ITEM 780

PROHIBITED OR RESTRICTED ARTICLES

- NOTE 1--Monetary coins will not be accepted as premiums with other articles except as authorized in NMFC Item 310.
- NOTE 2--United States Mail will not be accepted when the consignor and consignee are United States Post Offices
- NOTE 3--Except U.S. Internal Revenue Distilled Spirits Stamps, which will be accepted in VOL or TL shipments only.
- NOTE 4--Except antique furniture subject to NMFC Item 100240 or numismatic exhibits subject to NMFC Item 63830.
- NOTE 5--Except pictures or paintings subject to NMFC Items 100240 and 149420.
- NOTE 6--Costume Jewelry, actual value not exceeding \$ 50.00 per pound will be accepted for transportation.
- NOTE 7--Alcoholic liquors or beverages moving interstate will be accepted for transportation. Intrastate shipments will not be accepted. @A. Duie Pyle will not accept shipments consisting of alcoholic liquors or beverages.
- NOTE 8--Applicable only on shipments in conjunction with Canadian partner.

ITEM 815

RATES AND CHARGES STATED IN UNITED STATES CURRENCY

Rates and charges contained in tariffs making reference hereto (or herein) are stated in currency of the United States.

ITEM 817

PAYMENT OF FREIGHT CHARGES

1. Except as otherwise provided, freight charges must be paid within the 15-day credit period of billing, including Saturdays, Sundays, and legal holidays. The 15-day period will begin on the day following presentation or mailing of the freight bill.
2. When parties who undertake the payment of freight bills mail acceptable checks, drafts, or money orders in payment of freight charges, the act of mailing them within the 15-day period shall be deemed to be payment within the 15-day period. In case of dispute as to the date of mailing, the postmark shall be accepted as such date.
3. Payments not made within 15 days of presentation of the freight bill shall be considered delinquent. Pursuant to Title 49, Part 377, Section 377.203, paragraph e, item ii, notice shall be given by Carrier that failure to pay within the authorized credit period will require the Carrier, before extending credit again, to determine whether the shipper will comply with the credit regulation in the future. The consignor, consignee and any third party involved in the movement shall remain liable for transportation charges incurred, with the sole exception being the non-recourse provisions of the bill of lading contract. The consignor, consignee and any third party shall be jointly and severally liable for said charges, regardless of any agreement between them with respect to the party, which may be responsible for the freight charges incurred.
4. Freight charges that are not paid within the 15 day credit period and for which Southeastern Freight Lines, Inc. acquires the use of an outside collection agency and/or attorney to effect collections will be subject to liquidated damages of twenty-five percent (25%) of the unpaid amount. Should this fee exceed the maximum allowed by state federal or local statute, such fee will be reduced to the maximum rate not otherwise prohibited.
5. All action or proceedings instituted by Carrier for the collection of freight charges owed by the shipper, consignor, consignee or third party involved in the movement who has failed to pay such charges within 15 days of presentation of the freight bill, where the Carrier initiates a lawsuit, such suit shall be brought in a court of competent jurisdiction in the State where the debtor resides, and cause of any action or suit hereunder must be brought by the parties in the federal or state court with appropriate jurisdiction over the subject matter. The parties will not raise, and hereby waive, any defenses based on the venue, inconvenience of forum, sufficiency of service of process, and any cause of action or suit brought in the appropriate court.
6. OFFSETTING CHARGES. Customer shall not offset from or delay the payment of lawfully established transportation charges due to Southeastern Freight Lines unless a formal claim is filed and has been finally processed in accordance with the carrier's rules governing the handling of such claims.
7. ATTORNEYS' FEES: Should suit or arbitration be brought to enforce or interpret any part of this agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees to be fixed by the court or arbitrator (including without limitation, costs, expenses and fees on any appeal). If either party to this agreement shall bring any action for any relief against the other, declaratory or otherwise, arising out of this agreement, the losing party shall pay to the prevailing party a reasonable sum for attorneys' fees incurred in bringing such suit and enforcing any judgment granted therein, all of which shall be deemed to have accrued upon the commencement of such action and shall be paid whether or not such action is prosecuted to judgment. Any judgment or order entered in such action shall contain a specific provision providing for the recovery of attorney fees and costs incurred in enforcing such judgment. The prevailing party in any suit or arbitration shall also be entitled to recover its reasonable attorneys' fees incurred in enforcing the final judgment or arbitration award. The right to attorneys' fees is severable from the other provisions of this agreement, shall survive the initial judgment or award in favor of the prevailing party, and is not to be deemed to be merged into such judgment or award.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: MARCH 30, 2017

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

(C) ITEM 820

RECONSIGNMENT OR DIVERSION

A request for reconsignment or diversion of a shipment will be subject to the following definitions conditions and charges: (See NOTE G)

1. DEFINITIONS OF RECONSIGNMENT OR DIVERSION:

For the purpose of this rule, the terms "reconsignment" and "diversion" are considered to be synonymous and the use of either will be considered to mean:

- (a) A change in the name of the consignor and consignee.
- (b) A change in the place of delivery within original destination point.
- (c) A change in the destination point.
- (d) Relinquishment of shipment at point of origin. (See NOTE B)
- (e) Instructions received by the originating carrier prior to receipt of shipment. (See NOTE C)

2. CONDITIONS:

- (a) Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label or Container as authority to reshipe, return, or reassign a shipment.
- (b) Carrier will make a diligent effort to execute a request for reconsignment, but will not be responsible if such service is not effected.
- (c) All charges applicable to the shipment whether accrued or accruing must be paid or guaranteed to the satisfaction of the carrier before consignment will be made.
- (d) Only entire shipments, not portions of shipments, may be reassigned.
- (e) An order for reconsignment of a shipment moving under Uniform Order Bills of Lading will not be considered valid, unless and until the original bill of lading is surrendered for cancellation, endorsed or exchanged.
- (f) Instructions for reconsignment of C.O.D. shipments will be accepted only from the consignor.
- (g) Marking or Tagging. (See NOTE D)
- (h) Reconsignment will not be permitted on "IN BOND", shipments.

3. CHARGES: Reconsignment as defined in Paragraph 1 will be subject to the following:

IF RECONSIGNMENT RESULTS IN A CHANGE:	In the name of the con- signor or consignee with no change in place of delivery	In the place of delivery within destination service center.	In the place of delivery outside destination service center.
AND RECONSIGNMENT OCCURS: (See NOTE D)	----- THE CHARGES WILL BE -----		
Prior to tender of delivery	\$45.00 per shipment	\$45.00 per shipment	Published tariff rates to and from Reconsignment points, but not less than the published rate from original point of origin to ultimate destination. (See NOTE D)
After tender of delivery	\$45.00 per shipment	A charge of \$4.50 per 100 lbs., subject to a minimum charge of \$45.00 per shipment and a maximum charge of \$200.00 per vehicle if more than one vehicle is used to transport the shipment.	Published tariff rates to and from Reconsignment point, but not less than the published rate from original point of origin to ultimate destination.

(Cont. on following page)

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: NOVEMBER 8, 2019

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 820

(Concluded)

RECONSIGNMENT OR DIVERSION
- - - - -

NOTE A--Where a request is made by shipper, before a shipment has left carrier's terminal at point of origin, for return of a shipment to the original place of shipment, or relinquish possession thereof to shipper or to another carrier at carrier's terminal, such service, if performed, will be subject to a charge of \$4.50 per 100 lbs., with a minimum charge of \$45.00 per shipment and a maximum charge of \$200.00 per shipment or per vehicle if more than one vehicle is used to transport the shipment.

NOTE B--Shipments under the provisions of this item which require marking or tagging in order to comply with the provisions of NMFC Item 580 or when carrier is specifically requested to do so by the consignor or consignee will be marked or tagged by the carrier, subject to charges for Marking or Tagging.

NOTE C--The provisions governing reconsignment "prior to tender of delivery" will apply only when carrier receives the request for reconsignment:

1. Before shipment has been loaded on delivery vehicle (in cases where shipment is transferred to City delivery vehicle for delivery); or
2. Before shipment has been dispatched for delivery (in cases where shipment is not transferred to City vehicle for delivery).

Thereafter, the provisions governing reconsignment "after tender or delivery" will apply.

NOTE D--When consignor or consignee or its agent elects to accept shipment at carrier's terminal located at reconsignment point, charges will be assessed on the basis of the applicable rates from point of origin to reconsignment point plus a reconsignment charge of \$30.00 per shipment or per vehicle if more than one vehicle is used to transport the shipment.

@ITEM 820-1

RECONSIGNMENT OR DIVERSION (CANADIAN SHIPMENTS)

Prior to Tender of Delivery

Change in Consignor or Consignee	\$90.00
Change in Place of Delivery (Same Terminal)	\$90.00
Change in Destination (Different Terminal)	Rate to and from Reconsignment points

After Tender of Delivery

Change in Consignor or Consignee	\$90.00
Change in Place of Delivery (Same Terminal)	Rate to and from Reconsignment points
Change in Destination (Different Terminal)	Rate to and from Reconsignment points

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: DECEMBER 6, 2019

EFFECTIVE: DECEMBER 6, 2019

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 830

REDELIVERY (See NOTE B)

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

1. If one or more additional tenders, or final delivery of the shipment are made at consignee's place, a charge of **(A)**\$8.00, per 100 lbs., subject to a minimum charge of **(A)**\$90.00, and maximum charge of **(A)**\$500.00, will be made per shipment or per vehicle if more than one vehicle is used to transport the shipment will be made for each such tender and for the final delivery.
2. If, in lieu of final delivery at consignee's place, consignee elects to accept delivery of the shipment at carrier's premises, a charge of \$1.50, per 100 lbs., subject to a minimum charge of \$13.00, (See NOTE A) and maximum charge of \$123.00, will be made.
3. All charges accruing under the provisions of this rule must be paid, or guaranteed to the satisfaction of the carrier, by the party or parties requesting redelivery before the shipment is redelivered.

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NOTE A--On Order Notify shipments, the minimum redelivery charge shall be \$53.00.

NOTE B--The term "private residence" shall apply to the entire premises on which a dwelling for living is located except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of merchandise or services to the walk-in public during normal business hours.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: MARCH 4, 2019

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 845

REFERENCE TO TARIFFS, CLASSIFICATIONS OR PORTIONS THEREOF

Where reference is made to tariffs, classifications or portions thereof such reference will include amendments to or successive issues of such tariffs, classifications or portions thereof.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: APRIL 2, 2015

EFFECTIVE: APRIL 2, 2015

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC. - TARIFF 1090C

RULES - GENERAL

ITEM 848 MAXIMUM LIABILITY

1. Except as provided in paragraph 2, letter d, articles accepted for transportation shall be considered released at the value per pound per package shown in Column B, opposite the corresponding Class in COLUMN A, subject to a maximum liability of \$20.00 per pound and \$100,000.00 per shipment.
2. The maximum value per pound per package allowed shall be arrived at as follows:
 - a. Determine the actual Class as provided in the governing tariff NMFC 100 or the FAK rating as set forth in shipper's published tariff item issued by SEFL.
 - b. Locate the applicable Class in COLUMN A.
 - c. The maximum value per pound per package is shown in COLUMN B, opposite the corresponding Class in COLUMN A.

COLUMN A	COLUMN B	COLUMN A	COLUMN B
ACTUAL OR FAK CLASS	MAXIMUM VALUE PER POUND PER PACKAGE	ACTUAL OR FAK CLASS	MAXIMUM VALUE PER POUND PER PACKAGE
50	\$0.99	110	\$15.25
55	\$1.98	125	\$15.81
60	\$2.35	150	\$16.10
65	\$3.92	175	\$17.15
70	\$5.50	200	\$18.10
77.5	\$7.25	250	\$20.00
85	\$10.25	300	\$20.00
92.5	\$12.25	400	\$20.00
100	\$15.00	500	\$20.00

- d. Carrier's liability for spot quotes will be subject to a maximum liability of \$2.00 per pound, per package, and \$10,000.00 per shipment.
3. The carrier's maximum liability in the event of loss or damage will be determined separately for each package lost or damaged, and will be limited to the lowest of the following.
 - a. The actual value of the shipment at origin; or
 - b. The valuation provided in Paragraph 2, above; or
 - c. The Released Value as stated in the National Motor Freight Classification 100 Series, which will apply for each package lost or damaged.
4. In the event of loss and/ or damage to any shipment, SEFL's liability will not exceed \$20.00 per pound for the portion of shipment actually lost or damaged. For Full Value Insurance coverage, see Item 848-5.
5. The term "package" as used in this item, means any primary shipping package authorized by the provisions of individual tariffs or classification items. When a number of packages have been unitized, strapped or otherwise fastened together, or contained on pallets, platforms or skids, or have been over packed in additional complying packaging, the carrier's maximum liability will be determined by separately multiplying the weight of each individual package lost or damaged "times" the released value, and not on the basis of the weight of the total number of packages unitized, strapped or otherwise fastened together or contained on pallets, platforms or skids, or over packed in an additional complying package. Where a package contains articles subject to the provisions of this item and articles not subject to this item, the carrier's maximum liability is to be determined by multiplying the total weight of the package by the maximum value per pound shown in COLUMN B of Paragraph 2 of this item, as determined by the corresponding Actual NMFC Class or the FAK rating as set forth in shipper's published tariff item issued by SEFL as shown in COLUMN A of Paragraph 2.
6. Items described in the NMFC and shipped under RELEASED VALUE provisions will be subject to the maximum released value depending on the class listed at time of shipment.
 - A. When the NMFC offers the Consignor or Consignee the option to declare an actual declared or released value on the Bill of Lading and such valuation is NOT declared by the Consignor or Consignee and the shipment is inadvertently accepted by Carrier, charges will be assessed based on the wording of the applicable NMFC item covering the shipment.
 1. On shipments that are classed based on value, either actual, declared or released, and the NMFC does not advise within the item or its notes how to rate a shipment when such value is not present on the bill of lading, the Carrier will rate at the highest class provided within the item at a maximum liability not to exceed \$5.00 per pound. Specifically so covered within this item, but not limited to are NMFC items 149420 and 161850 that will be rated as follows if no value is provided on the bill of lading.

NMFC Item #	Apply Class	Subject to Maximum Liability of:
149420	300	\$5.00 per pound
161850	125	\$1.00 per pound
7. Provisions named in this item will NOT apply when the provisions of Items 848-2 and 848-10 have application.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: NOVEMBER 30, 2015

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 848-2

RELEASED VALUE - USED AUTO PARTS (See NOTE)

Commodities described in Items 17800 thru 20140 of the NMFC, other than new or reconditioned, will be accepted for transportation only when the shipper releases the value of the property to a value not exceeding 10 cents per pound. In the event of loss and/or damage to any shipment, SEFL's liability will not exceed 10 cents per pound for the portion of a shipment actually lost or damaged. Should commodities as described in this item be inadvertently accepted for transportation, such items will be considered to be released by the shipper at a value of 10 cents per pound, per item, per package, per shipment. Failure of the consignor to declare that a commodity is "used" shall not alter the application of this item.

NOTE: Not applicable on commodities named in the NMFC 100 series which provide for specific released value provisions.

(A) ITEM 848-5

If customer wishes to purchase full value insurance coverage, the shipper must request this coverage in writing on the bill of lading at the time of shipment providing the invoice value of the goods. The insurance will cover 110% of the invoice value of the goods, subject to a maximum of \$250,000.00 per shipment. Full Value Insurance is only applicable and can be provided on shipments that originate in direct points of SEFL.

Bill of Lading must be noted to the effect:

"Full Value Insurance Coverage Requested - Invoice Value: \$ _____"

To request Full Value Insurance Coverage, on a shipment with an invoice value of \$35,000.00, the shipper must show the following on the bill of lading:

"Full Value Insurance Coverage Requested - Invoice Value \$35,000.00."

SEFL will assess a charge of \$.65 per \$100 of 110% of the invoice value (as stated on the bill of lading), subject to a minimum charge of \$45.00 per shipment. Charges are to be paid by the party responsible for payment of the otherwise applicable freight charges.

Example:

Invoice Value declared on freight bill \$35,000
 Amount of coverage = \$35,000 plus 10% = \$38,500.00
 Charge at \$.65 per \$100: \$38,500.00 = 385 (\$100 units);
 385 multiplied by \$.65 = \$250.25 Full Value Insurance Coverage Fee

Insurance coverage will exclude rust, oxidation, and discoloration. This is first dollar coverage and does not exempt loss and/or damage cause by Force Majeure conditions.

Goods Excluded, Goods/property not insured: Accounts, bills, deeds, notes, securities, evidences of debt, letters of credit, tickets, passports, documents, manuscripts, mechanical drawings, valuable papers, recorded or electronic data and media. Money, currency, gold or silver bullion, platinum, or other precious metals, diamonds, precious stones, jewelry, fine paintings and prints, statuary or other works of art or fine art, antiques. Live animals. Contraband of property in the course of illegal transportation or trade.

Perils Excluded: In addition to the Nuclear Exclusion Clause (Clause Paramount) stated below, this policy does not insure against loss or damage caused by or resulting from: Delay, loss of market, loss of use, interruption of business, or any consequential loss. Mechanical breakdown, inherent vice or defect, wear and tear, insects, vermin or gradual deterioration. Neglect of the Assured to use all reasonable means to save and preserve the property at the time of or after any loss or damage.

Nuclear Exclusion Clause/Clause Paramount: This company shall not be liable for loss, damage or expense arising directly or indirectly from any nuclear incident, reaction, radiation, or any radioactive contamination, all whether controlled or uncontrolled, occurring while said property is within the United States or arising from a source therein, and whether the loss, damage or expense be proximately or remotely caused thereby, or be in whole or part caused by, contributed to, or aggravated by the peril(s) insured against this Policy; however, subject to the foregoing and all provisions of this Policy, if this Policy insures against the peril of fire, then direct loss by fire resulting from nuclear incident, nuclear reaction, or nuclear radiation or radioactive contamination is insured by this Policy.

Click [here](#) for more information about Full Value Insurance.

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 848-10

RELEASED VALUE--USED ARTICLES (See NOTES)

Commodities, other than new or reconditioned, will be accepted for transportation only when the shipper releases the value of the property to a value not exceeding 50 cents per pound. In the event of loss and/or damage to any shipment, SEFL's liability will not exceed 50 cents per pound for the portion of a shipment actually lost or damaged. Should commodities as described in this item be inadvertently accepted for transportation, such items will be considered to be released by the shipper at a value of 50 cents per pound, per item, per package, per shipment. Failure of the consignor to declare that a commodity is "used" shall not alter the application of this item.

NOTE A: Not applicable on commodities named in the NMFC 100 Series which provide for specific released value provisions.

NOTE B: Provisions named in this item will NOT apply when the provisions of Item 848-2 have application.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: APRIL 24, 2009

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 855 RETURNED CHECKS AND/OR ELECTRONIC PAYMENTS--COLLECTION OF PROCESSING FEE FOR

When a check, for the payment of the applicable charges in connection with a shipment tendered to Southeastern Freight Lines, Inc., is returned unpaid by the payor's bank due to insufficient funds, uncollected funds, closed account, or an invalid account number, a handling charge of \$30.00 will be assessed against the party issuing the check. This charge will be in addition to all otherwise applicable charges in connection with the shipment.

ITEM 875 SORTING OR SEGREGATING

RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER

Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight.

1. When a shipment is tendered to the carrier in lots according to size, brand, flavor or other characteristics and is so identified on the bill of lading or accompanying papers, normal delivery service includes delivery of the shipment to the consignee in the same manner.
2. When carrier is required to assemble, pack, unpack, dismantle, inspect or sort or segregate freight a charge of **(A)**\$1.00 per package or **(A)**\$2.50 per 100 pounds, whichever is greater, subject to a minimum charge of **(A)**\$75.00 per shipment, will be assessed EXCEPT as provided in paragraph (3).
3. No sorting or segregating charge will be made when the only service performed is a count necessary to determine the extent and identity of shortages or overages as may have been ascertained by carrier's employee.
4. The charges for these services shall be paid by the party for whom the service is performed.

ITEM 887 HANDLING SERVICE (CROSS DOCK)

When freight is delivered to an SEFL Service Center and is picked up at the same SEFL service center by the consignee or an interline carrier, a handling charge of \$1.50 per cwt., subject to a \$25.00 minimum charge will apply. Shipments will be subject to Storage charges contained in 910.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: MARCH 4, 2019

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 890-100

SPECIAL SERVICES--LIFTGATE SERVICE

When carrier is required or requested to provide mechanical lifting or lowering devices (liftgate) in order to accomplish pickup or delivery of a shipment, an additional charge of **(A)** \$7.25/CWT, with a minimum charge of **(A)** \$89.00 and a maximum charge of \$225.00 per shipment, will be assessed upon the actual weight of the shipment for which the service is rendered.

Carrier is not obligated to perform liftgate service where suitable equipment or operators are not available. The party requesting the service must make prior arrangements with the local service center.

When the bill of lading is denoted to indicate liftgate service is required or requested, the charge shall be in addition to all other applicable charges. Requests for this service, not noted on the bill of lading, shall be paid by the party for whom the service is performed or guaranteed by the shipper.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: MAY 14, 2018

EFFECTIVE: MAY 14, 2018

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 890-200

SPECIAL SERVICES - QUOTATIONS OF ESTIMATED CHARGES

1. When carrier has furnished, either orally or in writing, an estimate of published tariff charges, such estimate will be given on basis of effective published tariff provisions as applies to those facts concerning shipments which are made known to carrier.
2. Estimates of freight charges are furnished as a convenience to shipping public and represent nothing more than an approximation of freight charges which is not binding either on carrier or shipper.
3. All transportation charges on a shipment will be assessed on basis of published tariff provisions legally in effect at time of shipment as applied to commodity shipped and transportation and related services performed in connection therewith.

ITEM 890-240

SPECIAL SERVICES--SECURITY CHECK BY CONSIGNOR (See NOTES A and B)

When at the request of the consignor, a loaded vehicle is required to be unloaded, audited and reloaded or is recalled back to the consignor's loading dock for the purpose of unloading, auditing and reloading of the shipment or shipments previously tendered the carrier:

1. Driver shall not be required to assist in the unloading, auditing or reloading of the trailer except when necessary to account for the freight.
2. A charge per vehicle of \$19.00 per each fifteen minutes or fraction thereof, subject to a minimum charge of \$75.00 shall apply for this service. The time will begin when the driver is notified that the vehicle is to be recalled and will end when the reloaded vehicle is released to the carrier.

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NOTE A--The provisions of this rule are applicable only when the delay occurs after the consignor has signed the Bill of Lading or the shipment is under the full custody and control of the carrier's driver.

NOTE B--Charges will be assessed against the party requesting such service irrespective of whether linehaul charges are prepaid or collect.

ITEM 890-280

SPECIAL SERVICES - SECURITY CHECKS (See NOTES A and B)

1. When at the request of the consignor or consignee (as the case may be) carrier's vehicle is detained in excess of 10 minutes after being loaded, or unloaded, for the purpose of a security check or a check for contamination, a charge per vehicle of \$19.00 per each 15 minutes or fraction thereof, subject to a Minimum Charge of \$75.00 per vehicle shall apply for such delay.
2. (NA) when vehicle is required to be unloaded, audited and reloaded or is recalled back to the consignor's loading dock for the purpose of unloading, auditing and reloading of the shipment or shipments previously tendered the carrier.

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NOTE A--The provisions of this rule are applicable only when the delay occurs after the consignor has signed the Bill of Lading or the shipment is under the full custody and control of the carrier's driver.

NOTE B--Charges will be assessed against the party requesting such service irrespective of whether linehaul charges are prepaid or collect.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 900 (Continued)

STOPOFF FOR PARTIAL LOADING OR UNLOADING OF TL OR VOL SHIPMENTS

A single shipment, subject to TL or VOL rates (See NOTE B & C), may be stopped for partial loading or partial unloading subject to the following provisions:

1. GENERAL PROVISIONS:

- (a) After initial pickup stop at origin and prior to final delivery stop at destination, shipment may be stopped for the purpose of picking-up or delivering component parts of a single shipment at origin, at points enroute to destination or at destination.
- (b) Except as provided in Paragraph 3, pickup or delivery service may be performed at additional loading or unloading sites at origin, destination or at intermediate stopoff points within continuous private property at the place of the party receiving the service. Continuous private property may be intersected by no more than one public street or thoroughfare.
- (c) The greatest mileage between any point of loading and any point of unloading will determine the point of origin and the point of destination for the application of this rule. All mileages shall be computed by use of the Tariff ICC HGB 100 series (Mileage Guide).

2. LIMITATIONS:

- (a) Except as provided in Paragraph 1(b) of the general provisions, each stopoff is limited to one setting of the truck in accordance with Item 750 (PICKUP OR DELIVERY SERVICE).
- (b) On joint-line traffic, stopoff privileges apply only when the entire shipment is delivered to connecting carrier, or if stopoff has already been accorded, when the entire remaining portion of the shipment is delivered to one connecting carrier.
- (c) Stopoffs for partial loading, or partial unloading will not be permitted on shipments moving "COD", "IN BOND", "TO ORDER", "ORDER-NOTIFY", "ORDER CARE OF", nor on which Section 7 of the Bill of Lading has been executed.
- (d) Stopoffs for partial unloading at piers or wharves will not be permitted on shipments of LIQUORS, beverage, as described in NMFC Items 111400 thru 111510 at New York, NY and points based on New York District in Tariff ICC SMC 115 series (Rate Group).
- (e) The substitution of freight for that originally loaded or any exchange of contents at a point or place of stopoff is prohibited.
- (f) All of the component parts of a shipment must be loaded and in transit before any stop is made for partial unloading.
- (g) This item will not apply on containerized shipments moving as one unit of freight, whether in wheeled trailers or containers or other than in wheeled trailers or containers.

3. STOPOFF CHARGES:

- (a) The initial pickup stop and the final delivery stop are not subject to stopoff charges.
- (b) Each stop for either partial loading or partial unloading, including each stop at piers or wharves, will be subject to a stopoff charge of \$225.00 per stop.
- (c) Each stop at additional loading or unloading sites within a point will be subject to a charge of \$225.00 per stop. This charge is in addition to the charges provided in Paragraph (b) above.

4. LINE HAUL CHARGES:

- (a) Charges shall be determined on the basis of the minimum weight, or actual weight if greater, of the entire shipment at the rate or rates applicable:
 - (1) From the point of initial origin, or
 - (2) From any intermediate point where shipment is stopped for partial loading
 - (3) To any intermediate point where shipment is stopped for partial unloading, or
 - (4) To the point of final destination from and to which the highest charges are applicable.
- (b) (1) If the total distance from initial origin to final destination via the stopoff point or points exceeds 115 percent of the shortest mileage from initial origin to final destination, that distance in excess of 115 percent will be charged for at the rate of \$3.20 per mile. All mileage shall be computed by use of ICC HGB 100 series (Mileage Guide). (See NOTE A)
- (2) The greatest mileage between any point of loading and any point of unloading will determine "initial point of origin" and "the final point of destination" for the purpose of applying this circuitry provisions and determining the excess mileage, if any, and the charge therefor.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: APRIL 24, 2007

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 900 (Concluded)

STOPOFF FOR PARTIAL LOADING OR UNLOADING OF TL OR VOL SHIPMENTS

A single shipment, subject to TL or VOL rates (See NOTE B & C), may be stopped for partial loading or partial unloading subject to the following provisions:

5. PREPAYMENT OF CHARGES:

All charges must be prepaid by consignor (except on shipments moving on Government Bills of Lading) and only one freight bill will be issued for the entire shipment. However, charges may be collect when they are guaranteed by the consignor and so noted on the Bill of Lading at the time of shipment. All charges to be collected from the consignee at final destination.

6. FAILURE TO DELIVER STOPOFF FREIGHT:

When Bill of Lading requires stopoff to unload a component part of the shipment and carrier is unable during business hours to effect delivery of such freight at the point or place of stopoff, that undelivered portion of such shipments shall then be subject to rules and regulations governing unclaimed freight, storage and redelivery of freight, to the extent that such services are applicable.

7. MARKING OR TAGGING SHIPMENTS:

Except where shipments consist of identical packages or pieces, or where the various lots of freight comprising the shipment are of such nature as to be easily identified and segregated, each piece or package in any shipment stopped for partial unloading must be plainly and durably marked, stenciled or tagged by shipper in such manner that each lot of freight intended for delivery at a particular point or place of stopoff will be readily distinguishable from all other freight in the shipment.

8. STOPOFF HANDLED IN SEPARATE VEHICLES:

For carrier's convenience any portion of the shipment may be picked-up, transported, or delivered in separate trucks and all portions of the shipment need not be transported through the stopoff point or points.

9. SHIPPING INSTRUCTIONS:

- (a) Arrangements for any stopoff service provided in this item must be made with the originating carrier before shipment, or any portion thereof, is tendered for transportation.
- (b) The entire shipment must be available for pickup at time of tender.
- (c) The shipper must tender the part lots in the order required by the carrier.
- (d) The party or parties authorized and designated by the shipper to accept or tender freight at a point or place of stopoff may be the same or other than the billed consignee.
- (e) The Bill of Lading shall designate the following:
 - (1) Stopoff point or points and places;
 - (2) The weight, quantities, markings and description of articles to be loaded or unloaded;
 - (3) The name and address of the party authorized to tender freight or to accept freight for unloading at point or place of stopoff.

NOTE A--When to or from (140)Newark, NJ, (140)New York District, use mileage to or from New York, NY.

NOTE B--Also applies when subject to LTL and TL rates from SEFL 0550 series rates effective 01-01-99 or greater, when the shipment weight is 20,000 pounds or more, or rated on the basis of 20,000 pounds.

NOTE C--Also applies on shipments subject to Capacity Load Minimum Charges provided by the carrier.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 910

STORAGE (See NOTE B)

Freight held in carrier's possession by reason of an act or an omission of the consignor, consignee or owner, or for customs clearance or inspection, and through no fault of the carrier, will be considered stored immediately and will be subject to the following provisions:

1. Storage charges on freight awaiting line-haul transportation will begin at 7:00 A.M., on the second day after freight is received by the carrier.
2. Storage charges on undelivered freight will begin at 7:00 A.M., the second day of business (See NOTES A and C) after notice of arrival has been given as provided in Item 345, except no charges under this item will be made when actual tender of delivery is made within 24 hours after such notice of arrival has been given, nor on the date the shipment is actually delivered.
3. Freight, other than that provided for in Paragraph 4, stored in carrier's possession, will be assessed the following charges:
 - Charge per cwt or fraction thereof per 24 hours or fraction thereof.....(A)\$ 3.00
 - Minimum Charge per shipment per each 24 hours or fraction thereof.....(A)\$ 30.00
 - Maximum Charge per 24 hours or fraction thereof.....\$225.00
4. Freight stored in carrier's possession which is subject to TL or VOL rates or which is subject to Exclusive Use of Vehicle (Item 470) or Capacity Load (Item 390 series) provisions, will be assessed the following charge:
 - Charge per shipment or per vehicle per each 24 hours if more than one vehicle is used to transport the shipment.....\$ 61.00
5. Storage charges under this item will end when carrier is enabled to deliver or transport the freight as a result of action by the consignee, consignor, owner or Customs Official.
6. Storage charges under this item will not apply on the day carrier places the freight in a public warehouse. When carrier does place the freight in a public warehouse the following charge will be assessed if more than one vehicle is used to transport the shipment from carrier's terminal to the warehouse: (See NOTE D)
 - Charge per cwt.....\$ 3.20
 - Minimum Charge per shipment per vehicle.....\$ 24.00
 - Maximum Charge per shipment.....\$ 183.00

NOTE A--The term "day of business" as used in this item means Mondays through Fridays, excluding Saturdays, Sundays or Holidays. The application of storage fees cannot begin on Saturday, Sunday or Holidays but will be assessed on those days if the storage starts prior to Saturday, Sunday, or a Holiday.

NOTE B--The provisions of this item will not apply to the extent provisions are published in Item 910-140.

NOTE C--When the carrier has been given instructions at time of shipment or prior to giving notice of arrival as provided in Item 345, that the consignee will not accept freight for more than 24 hours, storage will begin at 7:00 A.M. the second business day after arrival at carrier's destination terminal.

NOTE D--Carrier will not be responsible for any charges accruing to the public warehouse.

For Explanation of abbreviations and reference mark, See Item 125.

ISSUED: MARCH 4, 2019

EFFECTIVE: MARCH 4, 2019

Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 950

TERMINAL CHARGES AT PORTS

Unless otherwise provided, the rates and charges published in tariffs governed by this tariff do not include tollage, wharfage, usage, loading or unloading charges, or any other port terminal charges at piers, wharves, dockside terminals or warehouses, and carriers will not absorb said charges.

ITEM 980

UNDELIVERED RETURNED SHIPMENT (See NOTE A)

Any shipment undelivered when returned to the shipper shall be returned at the applicable tariff rates from the point of return as origin to the original origin of the shipment (the destination of the returned shipment).

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NOTE A--The applicable rates in effect on the date of the returned shipment will be applied on such returned movement and shall be in addition to all other applicable charges.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 985

VEHICLE FURNISHED BUT NOT USED

1. Applies at points within terminal area:
 - (a) When a carrier is requested to furnish a vehicle to pickup a TL, VOL or Exclusive Use shipment and the vehicle is not used due to no fault of the carrier, a charge of \$143.25 per day or fraction thereof per vehicle will be assessed against the party making such request. (See NOTE A)
 - (b) Charges will end when carrier is notified that the vehicle will not be used and is available for pickup.
2. Applies at points outside terminal area, when a carrier is requested to dispatch a vehicle to a point of origin designated by the consignor or consignee and such vehicle is furnished but not used due to no fault of the carrier, a charge for each vehicle will be \$2.75 per mile subject to a minimum charge of \$432.00 will be assessed against the party making such request. The mileage will be computed from the carriers terminal to the designated origin point, plus mileage back to carrier terminal point. Mileage to be determined by use of Tariff ICC HGB 100 series (Mileage Guide), supplements thereto or reissues thereof. (See NOTE A)
3. When carrier is requested to make a pickup of an LTL shipment and arrives at pick up point at the scheduled time, but is not tendered a shipment, a charge of \$50.00 will be assessed to the party requesting the pickup.

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NOTE A--Upon arrival of the vehicle with power unit the consignor will have free time of 60 minutes to inform carrier the vehicle will not be used. If carrier is detained beyond 60 minutes, a charge of \$105.00 per hour or fraction thereof per vehicle will be assessed in addition to other applicable charges provided herein.

ITEM 992

WEIGHT VERIFICATION

Carrier will verify the weight of any shipment upon request by either the consignor or consignee. Such verification will only be made while in the custody of the carrier. A charge of \$33.00 per shipment or per vehicle if more than one vehicle is used to transport the shipment, will be made for such verification. This charge is to be paid by the party requesting the service.

ITEM 994

WEIGHTS--GROSS WEIGHTS AND DUNNAGE

SECTION 1:

Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used.

SECTION 2:

Any temporary blocking, flooring or lining, racks, standards, strips, stakes or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle, shall be excluded from the gross weight.

SECTION 3:

Any temporary blocking, flooring or lining, racks, standards, strips, stakes, or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle when required to protect or make shipments subject to other than LTL or AQ classes or rates secure for transportation, must be furnished and installed by the carrier subject to the following provisions:

- (a) When materials are furnished by the carrier, the cost thereof will be paid by the shipper upon presentation of an invoice from a supplier independent of the carrier covering such materials used on the involved shipment.
- (b) The labor charge for installation of shipper or carrier furnished material will be at the rate of \$19.25 per hour or fraction thereof, for each man.

ITEM 996

WEIGHT AND INSPECTION CHARGE

Whenever carrier is required to weight, reweigh and/or inspect a shipment because the weight or description is not shown, described or is inaccurate on the bill of lading at time of pickup, apply the charge shown below. This charge is to be applied on prepaid shipments only.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 1000

APPLICATION OF RATES-CONTRACT CARRIAGE
 (Applicable Only When Specific Reference Is Made Hereto)

Where specific reference is made to this item, pricing will apply to all points (Direct and Interline) in Alabama, Arkansas, Florida (Except the Keys-See NOTE A), Georgia, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas and Virginia.

NOTE A: The Florida Keys shall only include the following Florida cities:

Bahia Honda	Middle Torch Key
Big Coppitt Island	Munson Island
Big Coppitt Key	Newport (Monroe)
Big Pine Key	No Name Key
Boca Chica	Ocean Reef
Conch Key	Ocean Reef Club
Craig	Perkey
Cross Key	Pigeon Key
Cudjoe Key	Pirates Cove
Duck Key	Plantation Key
E Rockland Key	Raccone Key
Fiesta Key	Ramrod Key
Ft Jefferson National Mo	Rock Harbor
Glades	Rockland Key
Grassy Key	Saddlebunch
Islamorada	Snake Creek
Jewfish	Stock Island
Key Colony Beach	Sugarloaf
Key Largo	Sugarloaf Key
Key West	Sugarloaf Shores
Key West NAS	Summerland Key
Layton	Tavernier
Little Torch Key	Torch Key
Long Key	Upper Key Largo
Lower Metecumbe	Upper Matecumbe Key
Lower Sugarloaf Key	Upper Sugarloaf Key
Marathon	Vaca Key
Marathon Shores	Venetian Shores
Matecumbe	Whale Harbor
Matecumbe Key	Windley Key

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 1001 FLORIDA KEYS - BASIS FOR ARRIVING AT RATES (See NOTES)

Except as otherwise provided, on shipments moving from or to the Florida Keys freight charges will be determined by applying 150 percent of rates or charges from or to, Miami, FL.

The provision of the Item is not applicable on the following:

1. Class rates and minimum charges named in SEFL NATIONAL RATE SCALE Diskette SEFL 550 series; CZAR Lite 2002 and forward.
2. Floor Minimum charges after application of discounts.
3. Accessorial service charges.
4. Tariffs or contracts which do not restrict the application from or to the Florida keys.

NOTE A: The Florida Keys shall only include the following Florida cities:

Bahaia Honda	Key West NAS	Raccone Key
Big Coppitt Island	Layton	Ramrod Key
Big Coppitt Key	Little Torch Key	Rock Harbor
Big Pine Key	Long Key	Rockland Key
Boca Chica	Lower Metecumbe	Saddlebunch
Conch Key	Lower Sugarloaf Key	Snake Creek
Craig	Marathon	Stock Island
Cross Key	Marathon Shores	Sugarloaf
Cudjoe Key	Matecumbe	Sugarloaf Key
Duck Key	Matecumbe Key	Sugarloaf Shores
E Rockland Key	Middle Torch Key	Summerland Key
Fiesta Key	Munson Island	Tavernier
Ft Jefferson National Mo	Newport (Monroe)	Torch Key
Glades	No Name Key	Upper Key Largo
Grassy Key	Ocean Reef	Upper Matecumbe Key
Islamorada	Ocean Reef Club	Upper Sugarloaf Key
Jewfish	Perkey	Vaca Key
Key Colony Beach	Pigeon Key	Venetian Shores
Key Largo	Pirates Cove	Whale Harbor
Key West	Plantation Key	Windley Key

NOTE B: Multiply the base rate or charge by 1.5, rounding to the nearest cent, to determine the new rate or charge.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 9000

RULES--SPECIFIC

AT PIERS OR WHARVES

APPLICATION OF SECTION

Except as otherwise provided in this section, the rules in this section apply only at Piers or Wharves at the following points, and only in connection with tariffs making specific reference to this tariff by ICC number:

1. Baton Rouge, LA
2. Biloxi, MS
3. Gulfport, MS
4. Houston, TX
5. Mobile, AL
6. New Orleans Terminal Area as defined in Item 10760
7. Pascagoula, MS
8. Pensacola, FL

Where a rule is published in this section covering the same service as a rule published in Section 1 such rule published in this section, to the extent of its application, will apply in lieu of the rule published in Section 1.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 10105

DELIVERY AND UNLOADING AT PIERS OR WHARVES AT BATON ROUGE, LA, GULFPORT, MS, MOBILE, AL,
NEW ORLEANS, LA AND PASCAGOULA, MS, TERMINAL AREA AS DEFINED IN ITEM 10760 (See NOTE A)
(Exception to NMFC Item 568)

Except as otherwise provided, rates in tariffs governed by this tariff include one delivery and unloading or one tender for delivery of a shipment by the carrier unless prohibited by the port authority at one place, subject to the following provisions:

1. SETTING OF VEHICLE OR VEHICLES:

The delivery of a shipment by the carrier to the place of delivery will include the setting of the vehicle or vehicles at the delivery site designated.

2. UNLOADING:

- (a) Except as provided in Paragraph (b), articles in a single container, packing or shipping form weighing less than 100 pounds, will be unloaded at the expense of the carrier (See NOTE B). Articles in a single container, packing or shipping form weighing 100 pounds or more shall be unloaded by or at the expense of the shipper or consignee. If the shipper or consignee does not elect to perform the service of unloading, same will be performed by the carrier at an additional lift or unloading charge of \$1.00 per 100 pounds, subject to a minimum charge of \$82.75 per shipment such charges to be in addition to all other charges accruing to the shipment.

When unloading arrangements have been made by the shipper or consignee, its representatives or agents, other than the Motor Carrier, the following notation must be place on the Bill of Lading by the shipper:

"Arrangements for unloading at piers or wharves made directly by the shipper or consignee."

- (b) Articles which because of their weight, size or means of packaging, cannot be handled by ordinary equipment and require the service of a crane or other special equipment to unload, such service shall be performed by the consignee, unless the carrier is instructed to perform this service, which service shall be performed at an additional charge equal to the exact expense incurred by the carrier for such unloading.

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NOTE A--The terms, "wharves" or "piers" as used in this item include Gulf Outports (Gulf Outports, U.S. Army; Naval Support Activity; Panama Canal Company).

NOTE B--Unloading at Mobile, AL, shall be performed by or at the expense of the shipper or consignee. If the shipper or consignee does not elect to perform the service of unloading, same will be performed by the carrier at a charge of \$1.00 per 100 lbs., subject to a minimum charge of \$32.00 per shipment, such charge to be in addition to all other charges applicable.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 10305

PICKUP AND LOADING AT PIERS OR WHARVES AT BATON ROUGE, LA, GULFPORT, MS, MOBILE, AL, NEW ORLEANS, LA AND PASCAGOULA, MS (See NOTE A), TERMINAL AREA AS DEFINED IN ITEM 10760
(Exception to NMFC Item 568)

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading of a shipment by the carrier at one place, subject to the following provisions:

1. SETTING OF VEHICLE OR VEHICLES:

The carrier will furnish and set a vehicle or vehicles at the designated loading site.

2. LOADING:

- (a) Except as provided in Paragraphs (b) and (c), articles in a single container, packing or shipping form weighing less than 100 lbs., will be loaded at the expense of the carrier. (See NOTE B) Articles in a single container, packing or shipping form weighing 100 lbs., or more shall be loaded by or at the expense of the consignor. If the consignor does not elect to perform the service of loading, same will be performed by the carrier at an additional lift or loading charge of \$1.10 per 100 lbs., subject to a minimum charge of \$88.00 per shipment, such charge to be in addition to all other charges accruing to the shipment.
- (b) When the following carriers use a lift machine when loading, an additional charge of \$96.00 per hour or fraction thereof, subject to a minimum charge of \$96.00 per shipment will be assessed in addition to all other charges accruing to the shipment:
AACT (at New Orleans, LA, only) ((NA) when articles in a shipping container, packing or shipping form weigh less than 100 lbs., each).
- (c) Articles which, because of their weight, size or manner of packaging, cannot be handled by ordinary equipment and require the service of a crane or other special equipment to load, shall be performed by the shipper, unless the carrier is instructed to perform this service, which service shall be performed at an additional charge equal to the exact expense incurred by the carrier for such loading.

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NOTE A--The terms "wharves" or "piers" as used in this item include:

Gulf Outports (Gulf Outports, U.S. Army; Naval Support Activity; Panama Canal Company).

NOTE B--Loading at Mobile, AL, shall be performed by or at the expense of the shipper or consignee. If the shipper or consignee does not elect to perform the service of loading, same will be performed by the carrier at a charge of \$1.10 per 100 lbs., subject to a minimum charge of \$34.00 per shipment, such charge to be in addition to all other charges applicable.

ITEM 10310

LOADING OR UNLOADING AT PIERS, WHARVES AND/OR MARITIME SERVICE FACILITIES (See NOTE)

Shipments picked up or delivered to piers or other maritime service facilities where the carrier is assessed pier charges will be billed according to the policy of the maritime agency subject to the following charges:

- 1) \$12.00 per pallet with a minimum charge of ten pallets per shipment.
- 2) Unpalletized shipments will be billed at the following rates:

Minimum Charge	Minimum Charge New York Area	L5C	M5C	M1M	M2M	M5M	10M	20M
\$76.00	\$117.00	11.10	5.80	4.50	3.80	2.30	1.70	1.50

NOTE: Applies only on shipments interchanged with partner carrier.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 10315

TERMINAL SERVICE CHARGE (See NOTES A and B)

Shipments picked-up at or delivered to piers or wharves at Baton Rouge, LA, Biloxi, MS, Gulfport, MS, Houston, TX, Mobile, AL, New Orleans, LA, Pascagoula, MS and Pensacola, FL, are subject to a charge of \$.80 per 100 lbs., minimum charge of \$14.00 per shipment, in addition to all other applicable charges, and such additional charge is to accrue to the line-haul carrier handling the shipment to or from the port.

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NOTE A--The terms "wharves" or "piers" as used in this item include:

NEW ORLEANS, LA

MOBILE, AL

Gulfport Outports (Gulfports, U.S. Army;

U.S. Army Mobile Outport, Mobile Detachment of

Naval Support Activity; Panama Canal Company)

Gulf Outport.

NOTE B--(NA) when from or to the facilities of Kaiser Aluminum and Chemical Corporation at Chalmette or Gramercy, LA.

ITEM 10750

TERMINAL AREA--MEMPHIS, TN

The Memphis, TN, Terminal Area consists of points and places as follows:

Barlett, TN

Germantown, TN

Raleigh, TN

Whitehaven, TN

Capleville, TN

Memphis, TN

W. Memphis, AR

Woodstock, TN

and points and places within the following bounds:

1. All points within a line drawn 5 miles beyond the corporate limits of Memphis, TN.
2. All points in that part of Shelby County, TN, north of the line described in Paragraph 1 above, bounded by a line as follows:
Beginning at the intersection of the line described in Paragraph 1 above and U.S. Hwy 51 north of Memphis, TN, thence northeasterly along U.S. Hwy 51 for approximately 3 miles to its intersection with Lucy Road, thence easterly along Lucy Road for approximately 1.4 miles to its intersection with Chase Road, thence northerly along Chase Road for approximately 0.6 mile to its intersection with Lucy Road, thence easterly along Lucy Road for approximately 0.8 mile to its intersection with Main Lucy Road, thence easterly along Lucy Road approximately 0.3 mile to its intersection with Amherst Road, thence southerly and easterly along Amherst Road for approximately 0.8 mile to its intersection with Raleigh-Millington Road, thence southernly along Raleigh-Millington Road for approximately 2 miles to its intersection with the line described in Paragraph 1 above north of Memphis, TN.
3. All of any municipality any part of which is within the limits of the combined areas described in Paragraphs 1 and 2 above.

ITEM 10760

TERMINAL AREA--NEW ORLEANS, LA

The New Orleans, LA, Terminal Area consists of points and places in Louisiana as follows:

LOUISIANA

LOUISIANA

LOUISIANA

LOUISIANA

Algiers

Gretna

Metairie

Norco

Arabi

Harahan

Michoud

Oak Point

Avondale

Harvey

Moisant International

Port Chalmette

Belle Chasse

Jefferson

Airport

St. Rose

Braithwaite

Jefferson Heights

Naval Ammunition Depot

Shrewsbury

Bridge City

Kenner

(near Belle Chasse)

Southport

Camp Leroy Johnson

McDonoughville

New Home

Three Oaks

Chalmette

Marrero

New Orleans

Versailles

Good Hope

Meraux

New Orleans A.F.B.

Waggaman

Westwego

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 11000

EXPORT, IMPORT, COASTWISE AND INTERCOASTAL SHIPMENTS--IN TRAILERS AND/OR CONTAINERS
RECEIVED FROM OR DELIVERED TO WATER CARRIERS

APPLICATION OF SECTION

Upon request, export, import, coastwise and intercoastal shipments will be transported in trailers and/or containers not owned by motor common carriers parties to this tariff. When shipments so handled are received from or delivered to water carriers, rates provided in tariffs governed hereby will apply on the weight of the shipments not including the weight of the trailers; and the shipments will be transported under the conditions and subject to the additional charges provided in this section.

Where a rule is published in this section covering the same service as a rule published in Section 1 such rule published in this section, to the extent of its application, will apply in lieu of the rule published in Section 1.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 11050

APPLICATION OF GENERAL PROVISIONS

1. Loading shall, in no case, exceed the maximum weight that may be lawfully transported.
2. Vehicle sizes refer to outside length of vehicle.
3. Where time records are required motor common carrier must maintain such records and must make them available for inspection by authorized representative of Interstate Commerce Commission or other regulatory authorities.
4. When containers are to be moved over the highway secured to a chassis or bogey, such containers must be mounted on and secured to chassis or bogey when tendered to the Motor Common Carrier.
5. When loaded trailers or containers are received, such loaded trailers or containers must be sealed prior to acceptance by Motor Common Carrier.
6. Except as provided in Paragraph 7, the provisions of this section will apply regardless of the size of the trailer furnished, and two trailers each 20 feet or less in length, coupled together, will be considered as a single trailer.
7. Each trailer moving under the provisions of this section will be considered as fully loaded or loaded to capacity.
8. Shipments will not be accorded stopoff-in-transit for partial loading or partial unloading privileges.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 11060

APPLICATION OF GENERAL PROVISIONS--SHIPMENTS IN CONTAINERS

Rates and charges applying on export, import, coastwise or intercoastal shipments moving in containers BETWEEN Port Facilities in AL, AR (Southern), FL, GA, KY, LA (East of the Mississippi River), MS, NC, SC, TN, VA, on the one hand, AND points in AL, AR(Southern), FL, GA, KY, LA (East of the Mississippi River), MS, NC, SC, TN, VA, on the other hand, will be subject to the following conditions:

1. Upon request, export, import, coastwise and intercoastal shipments may be transported in trailers not owned by motor common carriers. When shipments so handled or received from or delivered to water carriers, rates will apply on the weight of the shipments not including the weight of the trailers; and the shipments will be transported under the conditions and subject to the additional charges provided in applicable tariffs.
2. Rates and charges will apply only on shipments in containers or trailers received from or delivered to water carriers, also the pickup and delivery of empty containers or trailers when such movement is in connection with a prior or subsequent movement by water carrier.
3. Rates and charges do not include the loading of containers or trailers onto the water carrier vessel or the unloading of containers or trailers from the water carrier vessel.
4. Rates and charges do not include the cost of loading and unloading containers or trailers to or from carrier's equipment.
5. When loaded trailers or containers are received, such loaded trailers or containers must be sealed prior to acceptance by Motor Common Carrier.
6. Each container or trailer will be considered as fully loaded or loaded to capacity.
7. Loading shall, in no case, exceed the maximum weight that may be lawfully transported.
8. When containers are to be moved over the highway secured to a chassis or bogey, such containers must be mounted on and secured to chassis or bogey when tendered to the motor common carrier.
9. Rates do not include payment for port facility charges.
10. Provisions will apply regardless of size of the trailer furnished, and two trailers each 20 feet or less in length, coupled together, will be considered as a single trailer.
11. Vehicle sizes refer to outside length of vehicle.
12. Where time records are required, motor common carrier must maintain such records and must make them available for inspection by authorized representatives of the Interstate Commerce Commission or other regulatory authorities.
13. Shipments will not be accorded stopoff-in-transit for partial loading or partial unloading privileges.
14. When container is tendered to motor common carrier, the party tendering the container must identify in writing when the container is an instrument of international traffic subject to U.S. Customs Regulations.
15. Failure by party tendering containers to identify the container in writing as described in Paragraph 14, herein, relieves the motor common carrier of penalties or liabilities stipulated by U.S. Customs.
16. When carrier is requested to pickup a chassis or bogey prior to pickup of container or trailer, in lieu of chassis or bogey and container or trailer being available at the same position, i.e., container or trailer, already mounted on chassis or bogey as a unit ready for hook-up to carrier's tractor, there will be a charge of \$67.75 for this additional service. Such charge shall be in addition to all other lawful charges and shall be collected simultaneously with such other lawful charges.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 11150

COUPLING AND/OR UNCOUPLING

1. (a) Except as provided in Paragraph (b), an additional charge of \$85.00 will be assessed for each coupling or uncoupling of two trailers, each 20 feet or less in length.
(b) When shipper requests a single trailer 20 feet or less in length and motor common carrier for its own use requests and receives an additional trailer 20 feet or less in length, the charge in Paragraph (a) will not apply.
2. Motor Common Carriers will not perform coupling or uncoupling of trailers at steamship terminals or piers.

ITEM 11175

CUSTOMS OR IN BOND FREIGHT (See NOTES A, C and E)

1. Shipments moving under United States Customs Bond will be subject to a charge of \$150.00 per shipment or per container if more than one container is required to transport the shipment, to cover special handling, which charges will be in addition to the freight and other lawful charges. (See NOTES D and F)
2. Except as provided in NOTE B, line-haul charges on shipments requiring United States or Customs Clearance at a point other than the final destination will be assessed on the basis for rates applicable from points of origin to the point of United States Customs Clearance and from the point of United States Customs Clearance to the final destination.
3. Shipments moving from the United States under a TIR CARNET issued by the originating carrier are subject to a charge of \$54.00 which will be in addition to all other lawfully applicable rates and charges (including the In Bond charges herein applicable).
4. Freight moving IN BOND may not be included in the same shipment on the same Bill of Lading and Shipping Order with freight not moving In Bond.
5. Shipments awaiting Customs Clearance will be subject to the detentions and charges as provided in Tariff ICC NMF 100 series and such charges, if any, will be paid by the party responsible for the line haul freight charges.

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NOTE A--Shipments moving under "United States Customs Bond" will not be accorded stopping-in-transit enroute privileges.

NOTE B--(NA) when the final destination is located within the terminal area (See Item 940) of the point of United States Customs Clearance.

NOTE C--Charges provided in Paragraphs 1 and 2 are (NA) to shipments which clear U.S. Customs at ports of entry located on the U.S.-Canadian Boundary line or adjacent thereto. The provisions of this NOTE apply only in connection with Tariff ICC SMC 519 series (U.S.A.-Canadian).

NOTE D--(NA) on VOL or TL rated shipments from Savannah, GA, to (115) Spartanburg, SC.

NOTE E--"Customs" or "IN BOND" charges will not apply on VOL or TL rated shipments when destined to (115)Atlanta, GA.

NOTE F--(NA) on VOL or TL rated shipments between (115) Charleston, SC and (115) Savannah, GA.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 11200-40 (Cont.)

DETENTION--VEHICLES WITHOUT POWER UNITS

Detention--vehicles without power units--spotting or dropping trailer and/or containers

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: (See NOTE A)

SECTION 1. GENERAL PROVISIONS:

- (a) Subject to the availability of equipment, carrier will spot empty or loaded trailers and/or containers (See Item 110) 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.
- (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".
- (c) Carrier responsibility for safeguarding shipments loaded into trailers and/or containers (See Item 110) spotted under the provisions of this item shall begin when loading has been completed and possession thereof is taken by the carrier.
- (d) Carrier responsibility for safeguarding shipments unloaded from trailers and/or containers (See Item 110) spotted under the provisions of this item shall cease when the trailer and/or container (See Item 110) is spotted at or on the site designated by consignee.
- (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.
- (f) The detention charges due the carrier will be assessed against the consignor in the case of spotting for loading and against the consignee in the case of spotting for unloading irrespective of whether charges are prepaid or collect.
- (g) Nothing in this item shall require a carrier to pickup or deliver spotted trailers and/or containers (See Item 110) at hours other than carrier's normal business hours. This shall not be construed as a restriction on carrier's ability to pickup or deliver spotted trailers and/or containers (See Item 110) at hours other than its normal business hours.

SECTION 2. DEFINITIONS--The following general definitions will apply when the below terms are used in this item:

- (a) "Loading" includes:
 - (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.
- (b) "Unloading" includes:
 - (1) Surrender of the Bill of Lading to the carrier on shipments billed "To Order".
 - (2) Payment of lawful charges to the carrier when required prior to delivery of the shipment.
 - (3) Notification to the carrier that vehicle is unloaded and ready for forwarding, and
 - (4) Signing of delivery receipt.
- (c) "Premises" means the entire property at or near the physical facilities of consignor, consignee, or other designated party.
- (d) "Site" means a specific location at or on the premises of consignor, consignee, or other designated party.
- (e) "Spotting" means the placing of a trailer and/or container at a specific site designated by consignor, consignee, or other party designated by them, detaching the trailer and/or container, and leaving the trailer and/or container 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 and/or container until such times as it has received notification pursuant to Section 3, that the trailer and/or container is ready for pickup at any site on premises Consignor, consignee, or other designated party may shift the spotted trailer and/or container with its own power units at its own expense and risk for the purpose of loading or unloading. Empty trailer and/or container placed at the premises of consignor without specific request are not spotted until the carrier receives a consignor's request and places a trailer and/or container for spotting. Movement of the trailer and/or container 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.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 11200-40 (Cont.)

DETENTION--VEHICLES WITHOUT POWER UNITS

Detention--vehicles without power units--spotting or dropping trailer and/or containers
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: (See NOTE A)

SECTION 3. COMPUTATION OF FREE TIME:

(a) Commencement of spotting and free time:

- (1) Spotted trailers and/or containers will be allowed 24 consecutive hours of free time for loading or unloading. For trailers and/or containers spotted for unloading, such time shall commence at the time of placement of the trailer and/or container at the site designated by consignee, or other party designated by consignee. For trailers and/or containers spotted for loading, such time shall commence when the trailer and/or container is spotted at the site specifically designated by the consignor or a party designated by consignor.
- (2) When any portion of the 24-hour free time extends into a Saturday, Sunday or Holiday (National, State or Municipal) the computation of time for such portion shall resume at 12:01 a.m. on the next day which is neither a Saturday, Sunday, or Holiday.
- (3) Free time shall not begin on a Saturday, Sunday or Holiday (National, State or Municipal), but at 8 a.m. on the next day which is neither a Saturday, Sunday or Holiday.
- (4) When a trailer and/or container 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.

(b) Termination of spotting and notification:

- (1) Consignor, consignee, or other party designated by them shall notify carrier when loading or unloading has been completed and the trailer and/or container is available for pickup. The trailer and/or container 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, or otherwise by mail, shall be given by consignor, consignee, or other party designated by them at their own expense, to carrier, to other party designated by carrier for the purpose of advising such carrier or other party that the spotted trailer and/or container has been loaded or unloaded and is ready for pickup. If notification is by telephone, carrier may require written confirmation.
- (2) When a spotted trailer and/or container 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:
 - (i) If the change is requested and made before the expiration of free time for a spotted trailer and/or container, 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.
 - (ii) If the change is requested and made after the expiration of free time for a spotted trailer and/or container, free time and detention charges will be computed on the basis of a spotted trailer and/or container up to the time 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.

(c) Prearranged scheduling:

- (1) Subject to the provisions of Item 503 of NMFC, and upon reasonable request of consignor, consignee, or other party designated by them, carrier will, without additional charge enter into a prearranged schedule for the arrival of trailers and/or containers 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.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 11200-40 (Concluded)

DETENTION--VEHICLES WITHOUT POWER UNITS

Detention--vehicles without power units--spotting or dropping trailer and/or containers

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: (See NOTE A)

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 and/or container will be assessed as follows:

- (1) For each of the first and second 24-hour periods or fraction thereof (Saturdays, Sundays and Holidays excepted)..... \$ 68.00
- (2) For each of the third and fourth 24-hour periods or fraction thereof (Saturdays, Sundays and Holidays excepted)..... \$ 96.00
- (3) For the fifth and each succeeding 24-hour period or fraction thereof (Saturdays, Sundays and Holidays included)..... \$137.00

(b) Delay in trailer and/or container pickup charge: No additional charge will be made for picking-up trailers and/or containers spotted under this item when such pickup can be performed within 30 minutes after arrival of driver and power units at premises of consignor, consignee, or other party designated by them. When a delay of more than 30 minutes is encountered, detention charges for vehicles with power will commence from the time of arrival as specified in Item 11200-20 (DETENTION--VEHICLES WITH POWER UNITS).

(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 trailer and/or containers detained on their premises, a detention charge of \$68.00 per day or fraction thereof, per trailer and/or container will be made following expiration of free time. Saturdays, Sundays and holidays shall be included after the 4th day of charges.

SECTION 5. RECORDS:

A written record of the following information must be maintained by the carrier on all spotted trailers and/or containers, and such record must be kept available at all times:

- (a) Name and address of consignor, consignee, or other party at whose premises the trailer and/or container is spotted;
- (b) Identification of spotted trailer and/or container;
- (c) Date and time of arrival of the trailer and/or container for spotting;
- (d) Date and time notification that the spotted trailer and/or container is ready for pickup was received by carrier;
- (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 trailer and/or container, and any actions taken to hasten the release;
- (g) Whether trailers and/or containers are spotted under a prearranged schedule;
- (h) When trailers and/or containers are spotted under a prearranged schedule, the date and time specified therefor.

- - - - -

NOTE A--For the purpose of this item the terms "spotting" and "dropping" are considered to be synonymous and are used interchangeably.

For Explanation of abbreviations and reference mark, See Item 125.

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Issued by Southeastern Freight Lines, P.O. Box 1692, Columbia, SC 29202

SOUTHEASTERN FREIGHT LINES, INC.

TARIFF 1090C

RULES - GENERAL

ITEM 25000

APPLICATION OF SECTION

S E C T I O N 4

The explanation of abbreviations and reference marks referred to in this tariff is as shown in this section.

Where reference is made herein to an item series, such reference also embraces all item numbers subordinate to the stated item series. For example, Item 25000 series embraces Items 25010 through 25040.

For Explanation of abbreviations and reference mark, See Item 125.

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SOUTHEASTERN FREIGHT LINES, INC.
TARIFF 1090C

RULES - GENERAL

ITEM 25010

EXPLANATION OF ABBREVIATIONS

Except as provided in Item 25020, for uniform explanation of abbreviations, see Items 125 and 130.

ITEM 25020

EXPLANATION OF ABBREVIATIONS

ABBREVIATION	EXPLANATION
(N123456)....	A number preceded by "N" in parentheses following a description of an article indicates the item in which this article is described in NMFC. This is shown for information purposes only, and such rates or provisions are not limited to, nor are they inclusive of, articles embraced in NMFC to which such NMFC item numbers relate. These numbers, although they do relate to the NMFC item numbers, are not to be considered as part of the commodity description. EXAMPLE: (N123456) - Relates to NMFC Item 123456. (N123456-02) - Relates to NMFC Item 123456, Sub 2. (N123456 - N124000) - Relates to generic group of NMFC item numbers. (N123456,N123460) - Relates to two NMFC item numbers specifically named. (N-VAR.) - Relates to more than one NMFC item number.

ITEM 25030

EXPLANATION OF REFERENCE MARKS

REFERENCE MARK	EXPLANATION
(R).....	Denotes reduction.
(A).....	Denotes increase.
(C).....	Denotes change in wording which results in neither increase nor reduction in charges.
@.....	Denotes addition.
{ }.....	Where this reference mark appears, containing a supplement number, it denotes that such referenced item or provisions is reissued without change from that supplement. Consult that supplement for effective date of change. (See Item 846)

NOTE A--For explanation of other reference marks, see Item 25000 series.

ITEM 25040

EXPLANATION OF REFERENCE MARKS

REFERENCE MARK	EXPLANATION
(NA).....	Denotes not applicable.
(x).....	Except as noted.
(115)....	Also applies from or to (as the case may be) points shown in Tariff ICC SMC 115 series (Rate Group) as taking this rate group.
(140)....	Where reference is made hereto, the Newark, NJ-New York District, as referred to in this tariff, comprises points and places referred to in Item 140 of Tariff ICC SMC 140 series (Newark, NJ-New York District Terminal).

NOTE A--For explanation of other reference marks, see Item 25000 series.

For Explanation of abbreviations and reference mark, See Item 125.

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