

M.D.P.U. No. 6
Cancels MDPU No. 5

RIPUC 3A
Cancels RIPUC No. 2A

ICC CCG 300B
Cancels ICC CCG300A

CAPE COD CARTAGE, INC.

I.C.C. CERTIFICATE NO. MC 169449
M.D.P.U. CERTIFICATE NO. 1190
R.I.P.U.C. CERTIFICATE NO. 65

LOCAL AND JOINT TARIFF

of

SPECIFIC, GENERAL AND DISTANCE COMMODITY RATES

Applying on

GASOLINE AND DISTILATE

IN BULK IN TANK VEHICLES

(For Deliveries under Continuous Service Provisions)

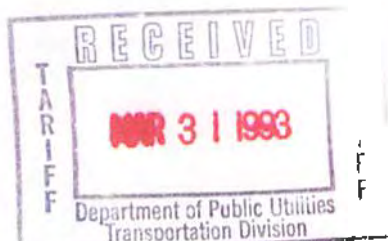
Between	And
Connecticut Maine Massachusetts New Hampshire Rhode Island Vermont	Connecticut Maine Massachusetts New Hampshire Rhode Island Vermont
Massachusetts	Massachusetts
Rhode Island	Rhode Island

As indicated at Item No. 340

For Reference to Governing Publications, See Item No. 100, Page 5 herein.

Issued: March 29, 1993

Effective: ICC April 12, 1993
RIPUC May 01, 1993
MDPU May 01, 1993



Issued By:
Lawrence F. Noonan Jr., President
Cape Cod Cartage, Inc.
2381 Cranberry Highway
West Wareham, MA 02576

The provisions published herein will, if effective, not result in an effect on the quality of the human environment.

SCOPE OF OPERATIONS

Rates and provisions named in this tariff, or as amended, are limited in their application on interstate or foreign commerce to the extent of the operating rights set forth below:

CAPE COD CARTAGE, INC.
Certificate No. MC-169449, Sub No. 1
Authority

To operate as a common carrier, by motor vehicle, in interstate or foreign commerce, over irregular routes, transporting (1) petroleum and petroleum products, between points in Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, and Maine; and (2) alcohol and alcohol products, between points in New York, New Jersey, and Pennsylvania, on the one hand, and, on the other, points in Massachusetts, Connecticut, Rhode Island, Vermont, New Hampshire, and Maine.

CAPE COD CARTAGE, INC.
Massachusetts Certificate No. 1190
General Commodities anywhere within the Commonwealth.

CAPE COD CARTAGE, INC.
Rhode Island Certificate No. MC65
General Commodities between
Points in Rhode Island

Item No. 100 GOVERNING PUBLICATIONS

This Tariff is governed, except as otherwise provided herein, by the following described tariffs, and by supplements or loose-leaf page amendments thereto or successive issues thereof:

Title of Kind of Tariff	Issuing Agent Or Carrier	Tariff No.	ICC OR DPU NO.
Highway Mileages	Actual Miles	-	-
Explosives and Dangerous Articles	NEB	117	ICC NEB 117

Item No. 110 APPLICATION OF RATES - LOCAL AND JOINT

- (a) The local rates set forth herein, or as may be amended, apply only over the routes of Cape Cod Cartage, Inc.

See last page for explanation of abbreviations and reference marks.

Item No. 120STOPPING IN TRANSIT FOR PARTIAL LOADING
AND/OR UNLOADING

- (a) Except as otherwise provided, shipments may be stopped in transit at not more than three points enroute between original point of origin and final point of destination to complete loading or to partially unload, or both. Charges on such shipments must be prepaid.
- (b) Shipments stopped in transit to complete loading may be made by only one shipper. Shipments stopped in transit to partially unload may be delivered to two or more consignees at two or more destinations or to two or more consignees within the corporate limits of any one city or town.
- (c) Shipments loaded or unloaded, as the case may be, at two or more points within the corporate limits of the same city or town shall be considered as being stopped in transit for partial loading or unloading under the provisions of this item.
- (d) If a shipper wishes a shipment partially loaded at more than one place of loading and/or partially discharged at more than one place of unloading, and if such places of loading are all included within the corporate limits of a single municipality, a charge of \$20.00 per stop will be made for each pick-up and/or delivery in addition to the applicable rate from point of origin to final destination.
- (e) If a shipper wishes a shipment partially loaded at more than one place of loading and/or partially discharged at more than one place of unloading, and if such places of loading are not included within the corporate limits of a single municipality, or if such places of unloading are not all included with the corporate limits of a single municipality, the applicable rate shall be based on the mileage from point of origin to final destination over the route of actual movement as per shipper's instructions, and will be in addition to the charge of the \$20.00 per stop for each pick-up and/or delivery exclusive of the original pick-up and final delivery.
- (f) On stops for partial loading and/or unloading, as described above, one-half hour free time will be allowed at each loading or unloading point. Time consumed waiting for orders will be considered part of the loading and/or unloading time. Total free time allowable under provisions of this paragraph shall not be less than that applicable under the provisions of Item 200 (Detention of Vehicles).

Item No. 120 Cont. STOPPING IN TRANSIT FOR PARTIAL LOADING
AND/OR UNLOADING

- (g) The term "loading stop" as hereby defined to include any stop made pursuant to instructions by the shipper for the purpose of loading, regardless of whether or not any loading is performed. The term "delivery stop" is hereby defined to include any stop made pursuant to instructions by the shipper for the purpose of delivery of any part of the lading regardless of whether or not any delivery is made, or for the purpose of delivering proceeds of collections to the shipper or his agent.
- (h) Rates in Table I will not apply to shipments requiring stop-offs. Apply rates in Table II.

Note 1: The provisions of this item will have application to specific point-to-point rates only when the stop-off point or points are on the most direct highway route between origin and final destination.

Note 2: When stop-off service is requested on movements at points not on the direct highway route, apply mileage table rates published in Section 2 of Tariff. Rates will be based on the actual mileage over the route of movement.

Note 3: Mileage basing points shall not be used for mileage computations on shipments requiring stop-off service.

Note 4: When the dual service of stopping to partially load and partially unload the same shipment is requested, partial unloading will be permitted only at the points beyond that at which the last stop for partial loading is made. Further loading of a shipment will be prohibited after it has been partially unloaded.

Item No. 130 DIVERSION OR RECONSIGNMENT

Shipments moving on rates named in this Tariff may be diverted or reconsigned in transit or at billed destination, subject to the following provisions:

- (a) The term "Diversion or Reconsignment" means a change in the name of consignee and/or destination of the entire shipment, or any other instructions given to the carrier requiring an additional movement of equipment over other than direct routes.
- (b) The charge for diversion or reconsignment as defined in this rule will be \$20.00 for each diversion or reconsignment in addition to all other applicable charges.

See last page for explanation of abbreviations and reference marks.

Item No. 130 Cont. DIVERSION OR RECONSIGNMENT

- (c) On shipments diverted or reconsigned to a place of unloading within the corporated limits of the municipality to which the shipment was originally consigned, the applicable rate from point of origin to destination will apply in addition to the charge provided in paragraph (b) above.
- (d) On a shipment diverted or reconsigned to a place of unloading not within the corporate limits of the municipality to which the shipment was originally consigned, the applicable rate shall be determined from mileage table in Section 2 of Tariff referring hereto, based on the mileage from point of origin to final destination over the route of actual movement as per shipper's instructions, computed from the governing Mileage Guide and will apply in addition to the charge provided in paragraph (b) above.
- (e) On such movements, freight charges will be computed on the actual number of gallons loaded subject, however, to the minimum load requirements as provided herein.
- (f) Time consumed waiting for orders under this rule will be considered part of unloading time and detention charges will be assessed as provided in Item No. 200 (Detention of Vehicles).

Item No. 140 REJECTED SHIPMENTS

Except as otherwise provided, if, for reasons not ascribable to the carrier, a shipment is rejected wholly or in part by consignee at destination, it may be returned to point of origin upon order of the shipper or consignee.

The rate for return movement of rejected shipments will be the same as the rate on the outbound movement subject to a minimum of 5,000 gallons. Charges will be assessed in addition to a charge of \$15.00 on each rejected shipment.

Time consumed waiting for orders under this rule will be considered part of the unloading time, and detention charges will be assessed as provided in Item No. 200 (Detention of Vehicles).

Item No. 150 DETOUR ROUTE

When the route from origin to destination normally used by the carrier is closed due to flood conditions, washout, road construction or other conditions beyond the control of the carrier, and carrier is required to use a longer route, the following apply:

- (1) Except as provided in Paragraph 2 hereof, the specific point-to-point rates on named commodities will apply over such longer route.
- (2) If the shortest route from origin to destination over which the shipment can be transported exceeds the short highway distance in the governing mileage guide by more than five percent, the specific point-to-point rates on named commodities will not apply. In such cases the rate to apply will be based on the shortest highway distance over which the shipment can be transported applied to the mileage scale of rates herein. The freight bill must bear indorsement that "the shortest route over which the shipment could be transported was ____ miles and reference made to this item".
- (3) Carrier will notify shipper in advance prior to use of any detour route. Authorization will be shown on bill of lading or shipping receipt.

Item No. 160 TOLLS

Specific commodity and general commodity rates and point-to-point rates herein do not include charges for the use of toll bridges, toll roads ferries, or tunnels. When such toll bridges, toll roads, ferries or tunnels are utilized, charges will be paid by the carrier and shown on the freight bill as advanced charges, and supported by a receipt substantiating that such charges have been paid. Such charges will be in addition to all other lawful charges.

Item No. 170 ADVERTISING ON VEHICLES

When a vehicle is in operation under charges in this tariff, the charges herein include the display of consignor's advertising on vehicle, provided that all costs of preparing, applying and removing said advertising are borne by the consignor.

Item No. 180 CAPACITY LOADS - MAXIMUM TRUCKLOAD WEIGHT

The maximum truckload weight shall be legal at all times. When and where Federal, State or Municipal laws or regulations prescribe maximum gross weight for vehicles, this prescribed maximum gross weight shall be the maximum gross weight for any one shipment.

Item No. 190 MINIMUMS

	Gas	Distillate
Gallons:	10,700	8,000

Shifts per week per unit: 12

See Items 400 and 410

Item No. 200 DETENTION OF VEHICLES

Except as otherwise specifically provided, when due to no fault, disability or negligence on the part of the carrier, the loading or unloading of freight is delayed and the carrier's equipment is detained at or on the premises of the consignor or consignee, or at place designated by either the consignor or consignee, or at place designated by either the consignor or consignee for the service requested, the following provisions will apply:

Demurrage under Item No. 280 shall be \$15.00 per fifteen minutes or portion thereof.

The amount of free time specified will also apply as total free time for loading and/or unloading at stop-off point or points and destinations on shipments stopping in transit for partial loading or unloading.

Item No. 210 COMMODITIES RATED IN CENTS PER GALLON

Free time loading in hours: 1 hour.

Free time unloading in hours: 1 hour.

One hour and fifteen minutes total free time will be allowed for loading and/or unloading at stop-off point or points and destinations on shipments stopped in transit for partial loading or unloading.

See last page for explanation of abbreviations and reference marks.

Item No. 210 Cont. COMMODITIES RATED IN CENTS PER GALLON

Note 1: Computation of time shall be deemed to run from the time the tank truck arrives on the premises of a plant until the time when all connections have been removed, necessary shipping documents have been executed, and the tank truck is ready to leave the premises. Computations of time are subject to, and are to be made within the normal business (shipping or receiving) day of the consignor or consignee.

Note 2: The driver, upon leaving the plant, if free time is exceeded, will leave with the plant representative a written memorandum signed by the driver, showing date and time of arrival, date and time of departure, and cause of delay, bill of lading number, order number or other information identifying the shipment. A copy of this memorandum will accompany all bills for detention tendered by carrier as proof of delay.

Item No. 220 CHARGES

Except as otherwise provided, time consumed through no fault, disability or negligence of the carrier, and due to circumstances beyond carrier's control, in excess of free time allowed, will be computed and charges will be assessed on the basis of \$12.00 for each fifteen (15) minute period or fraction thereof, per unit.

Item No. 230 DEFINITION OF "UNIT" OF CARRIERS EQUIPMENT

"Unit" means any tractor together with a tank semi-trailer operated as a combination with a driver.

Item No. 240 DISTANCES - METHOD OF DETERMINING

Miles will be determined by actual routes traveled as specified by shipper standards.

Item No. 250 PAYMENT OF CHARGES

All charges shall be paid by shipper.

Billing shall be rendered weekly and shall be substantiated by bills of lading or other shipper documents.

See last page for explanation of abbreviations and reference marks.

Item No. 260 INCREASED CHARGES

In the event the carrier increases the charges set out in this tariff on statutory notice and before the expiration of the fifty-two (52) week period, the shipper will have the privilege at his option of either continuing at the increased charges or terminating the arrangement on the effective date of said increase.

Item No. 270 CARRIER RESPONSIBILITY

Carrier will not accept responsibility for spillage including any resulting claims or cleanup orders from any Environmental or similar agency of the City, State or Federal Government, when such spillage is caused by inadequate vent pipes or vent pipes that restrict or impede the regular flow of escaping air from storage tanks, or when such spillage is caused by shipping orders either verbal or written, that result in consignee's storage tank overflowing or disrupting some other function caused by this action, due to the amount of product ordered exceeding the remaining capacity of the storage tank.

Item No. 280 EXTRA CHARGE FOR HOLIDAY SERVICE

At request by shipper or consignee, shipments will be picked up or delivered on a Legal Holiday; an additional charge of \$20.00 per load, subject to a minimum charge of \$50.00 per vehicle, will be assessed.

Except as otherwise provided above, this rule will apply on the following days (or days celebrated as such): New Year's Day, Martin Luther King Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, and Christmas Day.

Item No. 290 ALLOWANCE FOR USE OF SHIPPER'S SEMITRAILER TANK

Except as may be otherwise provided, an allowance will be made to shipper when the shipper furnishes its own semitrailer as follows:

An allowance of 8 cents per round-trip mile will be made. Allowance will be shown on the statement covering the shipments, in conjunction with Item No. 100 of Tariff.

Item No. 290 Cont. ALLOWANCE FOR USE OF SHIPPER'S SEMITRAILER TANK

Mileage from point of origin to destination will be determined from the Mileage Tariff, the round-trip mileage to be twice such one-way mileage.

(See Item No. 240 of Tariff)

Carrier will indemnify the shipper against any and all liability resulting from the possession, operation, and use of such equipment by the carrier.

Shipper will be responsible for all maintenance on equipment.

Item No. 300 NON-EMPLOYMENT OF FIFTY-TWO (52) WEEK SERVICE

If shipper requests service under the provisions of Item No. 320 and does not employ the service for the entire period, the rates and charges on such shipments will be those otherwise provided in other applicable tariffs of carrier.

Item No. 310 REFERENCE TO TARIFF, ITEMS, NOTES, RULES AND TABLES

Where reference is made in this tariff to a tariff, item, note, rule or table, such reference will include any supplemental corrections or successive issues of such tariff, item, note, rule or table.

Item No. 320 NOTIFICATION OF USE OF THIS TARIFF

Shippers desiring to avail themselves of charges made subject to this tariff will be required to accept the terms and conditions thereof for a minimum period of fifty-two (52) consecutive weeks of dedicated operations at one of the following terminals or a combination of operations between the following terminals equivalent to fifty-two (52) consecutive weeks:

East Providence, RI; East Boston, MA; Braintree, MA; Springfield, MA;
Portsmouth, NH

In addition carrier will provide one (1) additional "13-Week" Dedicated unit at any of the origins above with fourteen (14) days advance written notice subject to a minimum commitment term of thirteen (13) weeks. This additional dedicated unit is cancellable on thirty (30) days advance written notice.

In the event of ongoing, unsatisfactory service, this item is superseded by Paragraph 12 of the Motor Carrier Agreement.

See last page for explanation of abbreviations and reference marks.

Item No. 320 Cont. NOTIFICATION OF USE OF THIS TARIFF

A dedicated unit shall be assigned to a specific origin for a minimum of two (2) weeks. Units may be reassigned to any of the origins noted following the first paragraph in this item above with two weeks advance notice. Relays between: East Boston, Braintree and East Providence are permissible on a daily basis at Shipper's convenience.

Shipper agrees to provide Carrier with a FAX identifying the delivery locations on each shift according to the following schedule:

By 5:00 PM each day for the following day's AM shift.

By 2:00 PM each day for that day's PM shift.

By 5:00 PM on Saturday for Sunday's AM and PM shifts and Monday's AM shift.

Item No. 330 CARRIER'S INABILITY TO PERFORM

In the event carrier cannot perform under this tariff by reason of strike, embargo, or act of God, charges hereunder will be billed as provided herein.

Item No. 340 APPLICATION OF RATES

The rules, regulations and rates named in this tariff apply on interstate and intrastate traffic only to the extent of the operating authority set forth at Item No. 110 as specifically defined herein.

Dedicated Rates

Mileage Table I - From: East Providence, RI; Braintree, MA;
Springfield, MA; Portsmouth, NH

Mileage Table II - From: East Boston, MA

Column A - Gasoline

Column B - Distillate

Item No. 350 OTHER SERVICES

For any service requirements not stated herein, please refer to other tariffs of carrier.

See last page for explanation of abbreviations and reference marks.

Item No. 400

MILEAGE TABLE I

ORIGINS: East Providence, RI; Braintree, MA; Springfield, MA;
Portsmouth, NH

DESTINATIONS: Points in MA (See Note), RI, CT, NH, ME, VT

Rates are in Cents per 100 Gallons

Laden Miles	Dedicated Volume		Call on Demand Volume	
	Gas	Distillate	Gas	Distillate
0 - 10	60	78	86	112
11 - 15	70	95	97	125
16 - 20	83	113	107	139
21 - 25	93	123	118	152
26 - 30	107	142	131	170
31 - 35	116	154	142	185
36 - 40	127	170	153	200
41 - 45	139	186	164	212
46 - 50	151	202	174	227
51 - 55	164	219	184	240
56 - 60	179	239	194	253
61 - 65	186	247	206	268
66 - 70	199	266	217	281
71 - 75	209	279	228	296
76 - 80	218	292	239	311
81 - 85	235	314	248	323
86 - 90	242	322	261	339
91 - 95	255	341	269	351
96 - 100	267	357	282	367
101 - 110	285	382	297	389
111 - 120	303	407	315	418

- Notes: 1. Does not apply for deliveries to Points in Middlesex, Suffolk, Essex and Norfolk (Brookline Section only) counties within Massachusetts Route 128.
2. Minimum charge per shift for dedicated service at: East Providence, RI; Braintree, MA; Springfield, MA; Portsmouth, NH is: \$192.00. If a single shift contains (relay) work from terminals with different shift minimum charges, the greater of the two shift minimum charges will apply.
3. Minimum Billing per load is as follows:
Gas - 10,700 gallons
Distillate - 8,000 gallons

See last page for explanation of abbreviations and reference marks.

Item No. 410

MILEAGE TABLE IIORIGINS: East Boston, MADESTINATIONS: Points in MA, RI, NHORORIGINS: East Providence, RI; Braintree, MA; Springfield, MA; Portsmouth, NHDESTINATIONS: Points in Middlesex, Suffolk, Essex and Norfolk (Brookline Section only) Counties within Massachusetts Route 128

Rates are in Cents per 100 Gallons

Laden Miles	Dedicated Volume		Call on Demand Volume	
	Gas	Distillate	Gas	Distillate
0 - 10	75	100	102	137
11 - 15	81	109	112	143
16 - 20	95	130	122	160
21 - 25	107	141	136	174
26 - 30	123	163	151	195
31 - 35	133	177	163	213
36 - 40	146	196	176	231
41 - 45	160	214	189	244
46 - 50	174	232	201	261
51 - 55	189	252	212	276
56 - 60	206	275	223	291
61 - 65	214	284	237	308
66 - 70	229	306	250	323
71 - 75	240	321	262	341
76 - 80	251	336	275	358
81 - 85	270	361	285	371
86 - 90	278	370	300	390
91 - 95	293	392	309	403
96 - 100	307	411	324	423
101 - 110	328	439	342	447
111 - 120	348	468	362	481

- NOTES: 1. Minimum charge per shift for dedicated service at: East Boston, MA is: \$241.00. If a single shift contains (relay) work from terminals with different shift minimum charges, the greater of the two shift minimum charges will apply.
2. Minimum Billing per load is as follows:
 Gas - 10,700 gallons
 Distillate - 8,000 gallons

See last page for explanation of abbreviations and reference marks.

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

\$	Dollars
A	Denotes Increase
C	Denotes Changes which Result in Neither Increases nor Reduction in Charges
Cont.	Continued
CT	Connecticut
E	East
Etc.	Etcetera
Inc.	Incorporated
MA	Massachusetts
M.D.P.U.	Massachusetts Department of Public Utilities
ME	Maine
Min.	Minimum
N	New
NEB	New England Motor Rate Bureau, Inc.
NH	New Hampshire
No.	Number
N.O.I.	Not Otherwise Indexed
R	Denotes Reduction
RI	Rhode Island
S	South
Ship.	Shipment
VIZ.	Namely
VT	Vermont

End

Cape Cod Cartage, Inc.
2381 Cranberry Highway
Post Office Box-220
West Wareham, Mass. 02576

Mass. Dept. of Public Utilities
Commercial Motor Vehicle Division
Rate & Research Section
100 Cambridge Street
Boston, MA 02202

Gentlemen:

Enclosed you will find 2 copies each of the publications listed below. These publications are being sent to you for filing with the Massachusetts Department of Public Utilities. Also enclosed is a check in the amount of \$15.00 to cover the filing fee.

Supplement No.	Revised Page	M.D.P.U. No.	Effective Date
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MDPM 6

5/11/93

All subscribers have been notified and served a copy of the foregoing on this date.

Yours very truly,

Cape Cod Cartage, Inc.


Laurence F. Noonan, Jr.
President

Please acknowledge receipt of this publication in the enclosed envelope.

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