

OLYMPIA MOVING & STORAGE

M.D.P.U. NO. 5
CANCELS
M.D.P.U. NO. 4

**SPIKE, INC., dba
OLYMPIA MOVING & STORAGE**

M. D. P. U. CERTIFICATE NO. 30313

PAID

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Commonwealth of Massachusetts
Department of Public Utilities

COMMODITY RATE TARIFF

APPLYING ON
TRANSPORTATION OF PROPERTY
(AS DESCRIBED IN RULE 1(A))



BETWEEN POINTS IN MASSACHUSETTS

**FILED WITH THE MASSACHUSETTS DEPARTMENT OF PUBLIC
UTILITIES, TRANSPORTATION OVERSIGHT DIVISION, OR ITS
SUCCESSOR AGENCY BY:**

SPIKE, INC., dba OLYMPIA MOVING & STORAGE

/s/

By: Michael Gilmartin, its President

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SECTION I

IMPORTANT STATEMENT OF GENERAL APPLICATION

This tariff explains rules and conditions of service that apply on shipments that show this document as a governing publication.

In an effort to provide its customers with quality service at competitive rates, certain commodities may be offered to be shipped at less than full value and Carrier, SPIKE INC., DBA OLYMPIA MOVING & STORAGE (referred to as Carrier in the body of this publication) encourages shippers to review this publication, as some items may be subject to limitations of liability, released values or other options specific to a shipment or a commodity. All shippers are further encouraged to evaluate their cargo insurance program with his or her insurance professional(s) so they may tender their goods at the lowest possible overall cost while still being insured for a value consistent with their requirements.

Carrier's bills of lading contain provisions permitting it to limit its liability for any loss, damage, or injury to the property transported, which limitations are authorized by applicable law because Carrier establishes and maintains lawfully published rates and charges which are dependent upon the value declared or agreed upon in writing as the released values of the property.

Except as otherwise provided herein, the rates and charges named in this publication include one pick-up and loading at point of origin and one delivery and unloading at point of destination.

EXPLANATION OF TERMS

1. Transportation rates as used in this publication include hourly rates or charges incurred for loading, unloading and actual movement or transportation of property and all time consumed in preparation of such loading, unloading, movement or transportation; such rates or charges are computed based on when the vehicle, helpers or supervisors leave Carrier's terminal until the arrival back at the terminal and unloading, if any, less time spent for meals, vehicle breakdown or repair. Such rates and charges are listed in schedules, as they may be amended, in Section III of this publication.

2. Additional charges as used in this publication represent services that are in addition to transportation rates or charges as set forth in Paragraph 1 above, which services are requested by Shipper or, in Carrier's discretion are needed for safe transport such as packing, unpacking, crating, hoisting, piano carries, valuation charge, materials and debris removal, all as specifically set forth herein.

EXPLANATION OF ABBREVIATIONS AND SYMBOLS

Carrier	Spike Inc., dba Olympia Moving & Storage
Cu. Ft.	cubic feet
Cwt	one hundred pounds
Add.	additional day, floor or unit, as case

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	may be
1 st	First floor
K	thousand, such as 1K equals 1,000
Ded.	deductible
Db	doing business as
m	men
MDPU	Mass. Dept. of Public Utilities
DOT	US Department of Transportation
Hold	Overnight loaded vehicle charge
Shipper	includes Carrier's customer
t	truck
(R)	Denotes a reduction
(A)	Denotes an increase
(N)	Denotes new rate, charge or item

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RULE 1

APPLICATION OF TARIFF

- (A) This publication is Carrier's intrastate tariff stating the rules, rates charges and practices applying on carriage of goods by common carrier and all transportation services in connection therewith included in the following commodity classifications established by Carrier, between points in Massachusetts:
- (i) household goods – personal effects and property in whole or in part incident to a move by a householder used or to be used from one dwelling to another and/or to or from a dwelling and storage facility or warehouse;
 - (ii) property – such as furniture, fixtures, equipment, objects of art, displays and exhibits in whole or in part incident to a move by stores, offices, museums, institutions, hospitals and other commercial establishments.
- (B) This publication also contains service rules and practices applying on carriage of property by common carrier and all transportation services in connection therewith under rates, charges and other provisions in this tariff, and in tariffs and contracts governed by this tariff.
- (C) In the event any rule, rate, charge, practice or provision of a rule, rate, charge, or practice in this tariff is determined invalid by a court or administrative agency order or ruling, or by legislative enactment or amendment of the law, such determination or enactment shall not invalidate the whole tariff, but this tariff shall be construed as if not containing the particular rule, rate, charge, practice or provision thereof held to be invalid, and the rights and obligations of shipper (also referred to as consignor), the consignee or Carrier shall be construed and enforced accordingly.
- (D) Shipper or Shipper's predetermined representative (as Shipper's agent for all purposes) must be present during all packing, loading, unloading and unpacking.
- (E) Reference made herein to rules, items, schedules, attachments, supplements or pages in this tariff include references to reissue or amendment of such rules, items, schedules, attachments, supplements or pages.

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RULE 2

PROPERTY SUBJECT TO BILL OF LADING

- (A) Unless otherwise provided, when household goods as classified under Rule 1(A)(i) is transported subject to the provisions of this tariff, or as amended, the acceptance and the use of the Combined Uniform Household Goods Bill of Lading and Freight Bill (hereinafter "Bill of Lading"), is required.
- (B) The rates shown herein are reduced rates conditioned upon the use of Carrier's Bill of Lading. Consignor/shipper, at his or her option, may elect not to accept the terms of the Bill of Lading, and in lieu thereof, to have Carrier transport the property with Carrier's liability limited only as provided by common law, and by the laws of the United States and Massachusetts, insofar as they apply, but subject to the terms and the conditions of the Bill of Lading insofar as such terms and conditions are not inconsistent with such Carrier's liability at common law; the rate charged therefor will be 100 percent higher than the transportation rate contained in this tariff as would apply for such shipment if offered for transportation at a released value not exceeding \$0.60 per pound per article or container, including contents thereof.
- (C) As provided in this tariff, or as amended, shipper may declare a value in excess of \$0.60 per pound per article, by entering the value on the Bill of Lading and paying an additional valuation charge as provided herein.
- (D) When the consignor/shipper elects not to accept any of the terms of the Bill of Lading, he or she must give notice in writing to Carrier of such an election. Carrier must indicate the receipt of such notice by writing or stamping thereon a clause signed by Carrier stating:

"In consideration of the higher rate charged, the property herein described will be carried, and the services to be rendered hereunder will be performed, with Carrier's liability limited only as provided by law; but subject to the terms and conditions of bill of lading insofar as they are not inconsistent with such common carrier's liability."
- (E) If the Bill of Lading is issued on the order of shipper (or his/her agent) in exchange or substitution for another bill of lading, shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election for common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of the exchanged or substituted bill of lading as fully as if the same were written or made in connection with the original bill of lading. Any alteration, addition, or erasure made on a Bill of Lading without a special notation thereon by Carrier issuing the Bill of Lading shall be without effect, and the Bill of Lading shall be enforceable according to its original tenor.

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RULE 3

**DECLARATION OF VALUE
LIABILITY LIMITATION**

- (A) Carrier's rates are dependent upon value of the property declared or released.**
- (B) Shippers are required to state specifically, in writing, the agreed or declared value of the property transported on the Bill of Lading prior to the start of any assessorial or transportation service, including packing.**
- (C) When a shipment moves under hourly transportation rates and is released to Carrier at a value declared by Shipper of \$0.60 per pound per article, the base transportation rate will apply with no additional valuation charge. Liability will be calculated per the weight of the item lost or damaged and will not exceed \$0.60 per pound per article, as stipulated on the Bill of Lading. However, \$0.60 per pound is significantly less than the average value of household goods. There is no additional cost to Shipper/consignor for this limited liability option.**
- (D) Valuations shall be declared in dollars and cents, either as a lump sum amount for the value of the shipment or an amount per pound as stated in writing on the Bill of Lading.**
- (E) Carrier must offer a minimum of 2 valuation options as found in the Bill of Lading. Shipper is hereby advised of the opportunity to declare a higher value of protection of the property. Additional valuation charges apply to declared value options with additional valuation charges as provided herein.. These levels of liability, expressed as valuation options on the Bill of Lading, are not insurance agreements governed by state law, but are contractual tariff levels of liability authorized by applicable law.**
- (F) For property classified under Rule 1(A)(i), if Shipper declines or otherwise fails to declare the value in writing on the Bill of Lading, the shipment will be deemed released at and agreed limitation of \$0.60 per pound per article as found on Option 2 of the Bill of Lading prescribed in this tariff. For property classified under Rule 1(A)(ii), if Shipper declines or otherwise fails to declare the value in writing on Carrier's bill of lading, the shipment will be deemed released at an agreed limitation of \$0.60 per pound per article as found on Option 2 of the bill of lading. A constructive weight, based on seven (7) pounds per cubic foot of loaded van space will apply if the weight of the shipment is undetermined.**
- (G) If Shipper declares or releases the shipment to a valuation that falls between the brackets of value set forth on Schedule D, the next highest valuation and the applicable valuation charge associated therewith shall apply for purposes of establishing Carrier's maximum liability and rating the appropriate charge for the shipment.**

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- (H) The agreed or declared value shall be deemed to relate to all services undertaken by Carrier or its agents and such agreed or declared value must be entered on the Bill of Lading and signed by Shipper or Shipper's agent in his/her own hand.**

- (I) Carrier will not be liable for indirect, special or consequential damages.**

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RULE 4

ARTICLES OF EXTRAORDINARY VALUE

- (A)** All items included in the shipment that are considered to be of extraordinary (unusual) value must be specifically identified and Carrier must be advised that they are included in the shipment. Items of extraordinary value, as used in this Rule, are defined as those having a value of greater than \$5,000. This extraordinary value protection only applies if Shipper has selected excess declared value on the Bill of Lading.
- (B)** Carrier will not assume any liability whatsoever for: manuscripts, documents, data recorded on media such as computer discs, currency, coins, jewelry, watches, precious metals, precious or semiprecious stones or gems, gold, silver or platinum articles including silverware and service sets, china sets, crystal or figurines, fur or garments, antiques, oriental rugs, tapestries, rare collectable items or objects of art, computer software programs, or articles of extraordinary value including accounts, bills, deed, evidence of debt, securities, credit cards, debit cards, notes, postage stamps, stamp collections, revenue stamps, letters or packets of letters, particle board furniture, articles of peculiarly inherent value, which are not specifically listed on the Bill of Lading or Declaration of Extraordinary Value Inventory Form. Other items may also fall into this category and must be identified as well.
- (C)** The purpose of identifying articles of extraordinary or unusual value as provided in this Rule is so that Carrier will be aware of those items that require special handling and protection. Failure to identify such articles will result in limited Carrier liability, as provided in subparagraph (E) below. The notification by listing the items on the Bill of Lading or Declaration of Extraordinary Value form must be presented to the lead packer before packing begins for Carrier packed high value items and to the van operator before loading begins for non-packed or owner packed items. Owner packed cartons containing high value items must be left open for the van operator to view and seal.
- (D)** Owner (shipper) agrees that any claim for loss or damage must be supported by proof of value and understands settlement will be based upon the information furnished in writing and signed by Shipper, and the declaration of value contained on the accompanying Bill of Lading, the Bill of Lading terms and conditions, the tariff in effect at the time of the shipment, the Declaration of Extraordinary Value Inventory Form (if used) and all pertinent information available to Carrier. If articles having a value in excess of \$5,000 per article are not listed on the Bill of Lading or Declaration of Extraordinary Value Inventory Form, Shipper's signature on the Bill of Lading attests to the fact that such articles are not included in the shipment.
- (E)** If, through inadvertence or otherwise, item(s) having a value which would, under

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the circumstances constitute a/an item(s) of extraordinary value, be included in the shipment but not be identified as provided in this Rule, Carrier's liability will be limited as to such item or items for loss or damage to a value not to exceed the declared or agreed value in the shipment as the released value of the property; as stipulated in the valuation section of the Bill of Lading or, if Shipper declines or otherwise fails to declare a value in writing on the Bill of Lading.

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RULE 5

CERTIFICATES OF INSURANCE

It will be the responsibility of Shipper to arrange additional insurance coverage which coverage is to cover value of the property in excess of agreed or declared value of Carrier's legal liability due to the reduced rates provided herein. Upon request of Shipper, Carrier may, at its option and subject to availability, arrange to provide "Certificates of Insurance" issued by an independent insurance company. When such insurance coverage is arranged by Carrier, Carrier will not assume responsibility for the limits of coverage, amount of the insurer's charges, nor for the quality of their services. The cost of any insurance in the name of Shipper will be borne by Shipper and will not be assumed by Carrier.

RULE 6

IMPRACTICABLE OPERATION

Carrier shall not be obligated to perform pick-up or delivery or render any services at a place or places where it is impracticable to operate vehicles, moving equipment or personnel because of:

- (A) The condition of roads, streets, driveways, alleys or approaches thereto;
- (B) Inadequate loading or unloading facilities;
- (C) Force majeure, insurrection, strikes, labor disputes, riots, acts of nature, the public enemy, the authority of law, the existence of violence, or threat thereof – including gang violence, disturbances tending to create reasonable apprehension of danger to persons or property, or any act beyond the control of Carrier from entering premises where pickup or delivery is to be made.

Hostile or unsanitary work environments (inside the home or office).

RULE 7

INSPECTION OF ARTICLES

When Carrier believes that it is necessary for the contents of packages to be inspected, Carrier shall make or cause such inspection to be made, or require other sufficient evidence to determine the actual character of the property tendered to Carrier for transport.

RULE 8

ARTICLES LIABLE TO CAUSE DAMAGE

- (A) Carrier will not accept for shipment property liable to impregnate, infest or otherwise damage equipment or other property. By way of example, this would include property exposed to mold, mold spores or mildew.

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- (B) Carrier will not accept for shipment articles, which cannot be taken from the premises without damage to the article or the premises, except, after notice to Shipper, and such articles will be taken at the owner's risk and damage, if any, to the premises shall also be at owner's risk. Notification, in writing, on the Bill of Lading.
- (C) Carrier will not deliver articles, which cannot be placed into premises without damage to the article or the premises, except after notice to Shipper or consignee, and such articles be delivered at owner's risk and damage, if any, to the premises shall also be at owner's risk.
- (D) Carrier shall not accept for shipment – under any circumstances – tanks or bottles designated to contain butane or propane (LP), including tanks and containers for gas barbecue grilles, torches, tools, or appliances. This prohibition also includes tanks or bottles that have been certified as empty.

RULE 9

PERISHABLE ARTICLES

- (A) Carrier will not accept for shipment frozen foods or other articles requiring refrigeration except as provided in paragraph (B) of this Rule.
- (B) Frozen foods may be accepted for transport provided:
 - i. The food is contained in a freezer, which at the time of loading is operating at normal deep freeze temperature.
 - ii. The shipment is to be transported not more than 150 miles and/or delivery accomplished within twenty-four (24) hours from the time of loading.
 - iii. No storage of the shipment is required.
 - iv. No preliminary or en route servicing by use of dry ice, electricity, or other preservative method is required of the carrier.
- (C) When such articles are included in a shipment with or without knowledge of Carrier, responsibility for condition or flavor will not be assumed by the Carrier.
- (D) Carrier will not assume liability for any damage to the freezer due to its lading with frozen food.

RULE 10

DANGEROUS ARTICLES NOT ACCEPTED

Explosives, hazardous, or dangerous property will not be accepted for shipment. Any person or persons, whether as principal or agent, shipping such property shall be liable for and indemnify Carrier against all loss or damage caused by such property and Carrier shall not be liable for safe delivery of the shipment. Such goods may be warehoused at owner's risk and expense or

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destroyed without compensation.

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RULE 11

SERVICING SPECIAL ARTICLES

- (A) Upon request of Shipper, owner or consignee of the goods, Carrier may, subject to subparagraph (B) below, service and unservice Special Articles at origin and destination at the transportation rates provided in Schedule A. Such servicing and unservicing does not include removal or installation of articles secured to the premises; or plumbing, electrical or carpentry services necessary to disconnect, remove, connect and install such articles and appliances.
- (B) If Carrier does not possess the qualified personnel to properly service and unservice such articles or appliances, Carrier may upon request of Shipper, owner or consignee and as agent for them engage third parties to perform the servicing and unservicing. When Carrier engages the services of third persons at the request of and as agent for Shipper, Carrier will not assume responsibility for their activities or conduct, amount of their charges, nor for the quality or quantity of the services furnished.
- (C) All charges of third parties must be paid by Shipper, and are in addition to all other charges in this tariff. Such charges will be advanced by Carrier, and billed as Advanced Charges as provided herein.
- (D) Except as otherwise specifically provided in this tariff, or as amended, the services covered by this tariff do not include the handling, loading or unloading of any single article weighing 400 pounds or more. Shipper must provide the extra handling, loading or unloading in every instance, or if Carrier has additional personnel and equipment available, such extra services upon request of shipper may be provided by Carrier at charges shown in this tariff. When necessary such articles must be securely braced and blocked, and when such bracing or blocking require material not forming part of the regular equipment of the vehicle, or extra labor, such material and labor must be furnished by Shipper.
- (E) As used in this Rule, Special Articles include articles or appliances (including but not limited to) refrigerators, deep freeze cabinets, radios, record players, washing machines, television sets, video cassette recorders, dryers, microwave ovens, computers, electronic games, stereo equipment, HiFi equipment, clocks, satellite dishes, hot tubs, whirlpool baths, air conditioners, and the like which, if not properly serviced, may be damaged in, or incident to, transit; nor is liability assumed for any such damage unless said articles or appliances are serviced and unserved as provided in this Rule.

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RULE 12

MARKING AND PACKING

- (A) All shipments must be so prepared or packed as to ensure safe transportation – primarily from shock and vibration, with ordinary care on the part of Carrier.
- (B) Packages containing fragile articles or articles consisting wholly or in part of glass, or earthenware when packed by Shipper or his/her agent or relation (if individual Shipper) particularly susceptible to damage in the ordinary course of transit, must be boxed, barreled, or crated and marked by plain and distinct lettering that designates the fragile character of contents and the need for care in handling, as to insure safe transportation with ordinary care; if not so packed and plainly marked to indicate the nature of the contents, Carrier shall not be liable for damage to shipments, except when proved to be negligent and the burden of proving such negligence shall be on the Shipper to prove.
- (C) When articles of furniture, consisting wholly or in part of glass are covered or wrapped by Shipper or his/her agent or relation (if individual Shipper), such articles shall be wrapped in a manner to clearly expose glass surfaces or glass portions and transported as owner's risk.
- (D) Where articles are improperly packed, crated, or boxed and by reason thereof the contents are more susceptible to damage, Carrier may arrange to have such articles properly packed at charges as shown in this tariff.

RULE 13

SHIPMENTS ACCEPTED

Shipments are accepted subject to all ordinances or laws governing or regulating the transportation of property or use of equipment, vehicles and facilities. Where any party engaging Carrier – generally, but not always, a social service agency(s) – has provided to Carrier an erroneous description of the nature, size or amount of property to be moved or fails to advise Carrier of any unusual conditions existing at origin or destination, Carrier will upon delivery of same, attempt to contact the third-party and offer to transport all or any portion of the property pursuant to actual conditions encountered subject to rates and charges contained herein. Where Carrier (a) cannot establish contact; or (b) approval cannot be obtained, Carrier will terminate the job. In the event Shipper, consignee, owner or third-party payer, refuses to authorize revised service rates and charges subject to actual conditions and circumstances confronting Carrier, Carrier will terminate the job subject to Carrier's minimum charge provided herein for use of Carrier's equipment and personnel which were furnished but not used.

RULE 14

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CLASSIFICATION OF PARTS OR PIECES OF A COMPLETE ARTICLE

Each shipping piece or package (including contents thereof) shall constitute one article. The total component parts of any article taken apart, or knocked down for handling or loading in vehicle, shall constitute one article.

RULE 15

DISASSEMBLY AND REASSEMBLY

Carrier will NOT assemble or reassemble any article embedded in the ground or secured to a building, nor assemble or disassemble any outdoor articles such as steel utility buildings or cabinets, swing sets, slide, sky rides, jungle gyms, or other outdoor articles of similar nature, nor the assemble or disassemble unusual articles found inside a building such as steel shelving, pool tables, elongated work tables, counters, etc.

RULE 16

PAYMENTS

- (A) Carrier shall have the right to retain possession of any property transported by it and to place the same in storage at the charge and expense of Shipper until all tariff rates and charges thereon have been paid in cash, money order, certified check, Master Card or Visa, except where other satisfactory arrangements have been made between Carrier and Shipper prior to carrier's performance hereunder.
- (B) Nothing herein shall limit the right of Carrier to require, at time of or before shipment, the prepayment in part or in full or guarantee of charges.
- (C) Property not removed by the party entitled to receive it, after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, or property not received, at the time tender of the delivery of the property to the party entitled to receive it or at the address given for delivery has been made, may be kept in vehicle, warehouse or place of business of Carrier, subject to all lawful charges and Carrier's responsibility as warehouseman only, or at the option of Carrier, may be removed to and stored in a warehouse at the point of delivery or at other available point, or if no such warehouse is available at point of delivery or other available point, then in other available storage facility, at the cost of the owner, and there held without liability on the part of Carrier, and subject to a lien for all transportation and other lawful charges, including a reasonable charge for storage. In the event the consignee cannot be found at the address given for delivery, then in that event notice of the placing of such goods in warehouse shall be left at the address given for delivery and mailed to any other address given on the Bill of Lading for notification, showing the warehouse in which such property

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has been placed, subject to the provisions of this sub-paragraph.

- (D) The Shipper, upon tender of the shipment to Carrier, and the consignee, upon acceptance of delivery of shipment from Carrier, shall be liable, jointly and severally, for all unpaid charges payable on account of a shipment including, but not limited to, sums advanced or disbursed by Carrier on account of such shipment such as Advanced Charges. The extension of credit either to Shipper or consignee for such unpaid charges shall not thereby discharge the obligation of the other party to pay such charges in the event the party to whom credit has been extended shall fail to pay such charges.

RULE 17

IMPRACTICAL PICK-UP OR DELIVERY

- (A) It is the responsibility of Shipper, consignee or owner to make shipment accessible to Carrier or accept delivery from Carrier at a point at which the road haul vehicle may be safely operated.
- (B) When it is impractical for Carrier to perform pick-up of shipment at origin address or to complete delivery of shipment at the destination address with normally assigned road haul equipment – due to the structure of the building(s), its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment – Carrier shall hold itself available at point of pick-up or tender delivery at destination at the nearest point of approach to the desired location where the road haul equipment can be made safely accessible.
- (C) Upon request of Shipper, consignee or owner of the property, Carrier will use or engage smaller equipment than its normal road haul equipment or provide extra labor for the purpose, if possible of accomplishment, of transferring the shipment between the residence and the nearest point convenient or assessable to Carrier's vehicle(s). Charges for the auxiliary service described in this Rule to cover truck rental fees for additional vehicle (if used) and labor to cover pick-up and drop off of said vehicle and extra labor and hours to accomplish delivery pursuant to this Rule will be set forth on the Bill of Lading and shall be in addition to all other transportation charge or rate or additional services.
- (D) If Shipper does not accept the shipment at the nearest point convenient or assessable to Carrier's vehicle(s) to the destination address, Carrier may place the shipment, or any part thereof that is not reasonably possible for delivery, in storage at the nearest available warehouse of Carrier, or at the option of Carrier, in a public warehouse or other storage facility such as a self-storage facility, subject to a lien for all lawful charges. Transportation charges or rates to apply for such service shall be the applicable tariff rate. The liability on the part of Carrier will cease when the shipment is unloaded into the warehouse or other storage facility and the shipment shall be considered as having been

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delivered.

- (E) It is the responsibility of Shipper, consignee or owner of the property to make said property available to Carrier where the location of property to be shipped from or delivered to is (a) accessible by permanent stairway (ladders do not qualify as a permanent stairway); (b) adequately lighted; (c) has a flat continuous floor; and (d) sufficiently high overhead clearance for the work which allows a person to stand upright at all times. If access to said property is deemed unsafe by Carrier to conduct loading or unloading then move will cease or items delivered to nearest area that can be safely accessed in the Carrier's sole judgment.

RULE 18

WAREHOUSE PICK-UP OR DELIVERY

- (A) Except as otherwise provided herein, if shipment is delivered to or picked up at a warehouse, the rates for transportation include only the loading or unloading at door, platform, or other point convenient or accessible to Carrier's vehicle(s). Unless consignee, beneficial owner or third-party payer authorizes Carrier to open all packages and prepare an inventory of their contents, all packages will be accepted for transportation marked "PBO" (meaning packed by owner), designating that the contents and condition of contents are unknown to Carrier.
- (B) As Shipper, consignee or beneficial owner has the burden to prove "good order and condition" at the time the property is tendered to Carrier for carriage, such orders effectively forecloses Carrier's liability for so-called "concealed" loss or damage claim and therefore is not recommended. Max liability of \$85 per PBO box.

RULE 19

HOISTING AND LOWERING

- (A) Hoisting or lowering service will be performed only at points where Carrier possesses necessary equipment and experienced personnel to perform such service, weather conditions permitting and at rates and charges as provided herein.
- (B) Otherwise, upon request of Shipper, owner or consignee of the goods, Carrier as agent of and in behalf of Shipper, owner or consignee, as the case may be, will endeavor to arrange for qualified service, if available, at the expense of Shipper, owner or consignee of the property in the first instance or, if paid by Carrier, reimbursed as an Advanced Charge provided herein. In such instances, Carrier will not be responsible for damage to shipment or property.

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RULE 20

ESTIMATES

- (A) Carrier cannot quote a firm price on a move from a residence or an establishment to another point if a public way is to be used.
- (B) All written or electronic estimates or quotations are not guarantees. Any written or electronic estimate or quotation is subject to Carrier's lawful rates and charges.

RULE 21

EXPLANATION OF HOLIDAYS

Except as otherwise provided, the following days will be considered holidays wherever reference is made to a holiday or holidays in this tariff (SEE NOTE):

New Year's Day (January 1)	Labor Day (1st Monday in September)
Washington's Birthday (3rd Monday in February)	Columbus Day (2nd Monday in October)
Memorial Day (Last Monday in May)	Veteran's Day
Easter	Thanksgiving Day (4th Thurs, in November)
Independence Day (July 4)	Christmas Day

NOTE: When a day other than the actual date is set aside by the State to be observed as that holiday, such day will be considered a holiday.

RULE 22

ADVANCED CHARGES

Charges advanced by Carrier for services of others engaged at the request of Shipper, owner or consignee, as the case may be, are in addition to and shall be collected with all other lawful rates and charges in this tariff. When Carrier engages the services of third persons at the request of and as agent for Shipper, Carrier will not assume responsibility for their activities or conduct, amount of their charges, nor for the quality or quantity of the services furnished.

RULE 23

TIME BASIS

- (A) Transportation rates covering movements of household goods and property as described in Rule 1(A), crated, uncrated or in containers, on an hourly basis up to and including all points within Massachusetts are dependent upon the value declared or agreed upon in writing as the released values of the property not exceeding \$0.60 per pound per article.

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For transportation rates to apply on shipments where the declared value exceeds \$0.60 per pound per article, a valuation charge applicable shall be added to the rate as provided herein.

- (B) In the event of loss, where weight of shipment is not known, a constructive weight of 7 pounds per cubic foot of loaded van space shall be deemed to apply as the unit of measurement for purposes of ascertaining Carrier's liability.
- (C) Unless otherwise provided herein, time rates will be computed at the hourly rate applicable from the time vehicle, helpers, packers or supervisors leave Carrier's terminal until the arrival back at the terminal and any unloading, less time spent for meals, vehicle breakdown or repair, subject to the following:
- (D) Charges based on time shall be computed by multiplying the applicable hourly rate by the time involved. Unless otherwise provided, fractions of an hour will be disposed of as follows:
 - Where the time involved is less than 15 minutes, one quarter hour.
 - When in excess of 15 minutes, but not more than thirty (30) minutes, charge one-half hour.
 - When in excess of 30 minutes, but not more than forty-five (45) minutes, charge for three-quarters of an hour.
 - When in excess of 45 minutes charge for one hour.
- (E) Carrier shall insert on the Bill of Lading prescribed by this tariff, the time they start the job and the time they finish said job.
- (F) Published rates apply for all services performed with pricing as outlined on Schedules A and B.
- (G) Pack rates (including Pack van) outlined on Schedule B shall apply on in-house moves.

RULE 24

DISPOSITION OF FRACTIONS

Unless otherwise provide, to dispose of fractions in computing a charge, omit fractions of less than one-half of one cent, and increase to the next whole figure factions of one-half of one cent or greater.

RULE 25

USE OF VEHICLE AND DRIVER

Carrier will not supply vehicle without driver.

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RULE 26

WAITING OR DELAY

Rates and charges for any waiting time or delay will apply when vehicle is held for convenience of shipper or consignee, through no fault of Carrier.

RULE 27

HOURLY MINIMUM

The hourly rate will be subject to a four (4) hour minimum

RULE 28

LABOR CHARGES

Standard and overtime hourly labor charges cover all additional services for which no charges are otherwise provided in this tariff, as amended, when such services are requested by Shipper. Refer to Carrier's hourly rate tables set forth in Schedule A.

RULE 29

FURNISHING HELPERS

- (A) Carrier reserves the right to furnish the number of helpers necessary, in the opinion of Carrier, to properly handle shipments to be transported.
- (B) On request of Shipper Carrier will furnish helpers in addition to number considered necessary by the Carrier at the applicable rates for such addition labor.
- (C) Shipper can refuse to authorize additional helpers Carrier considers necessary. In such event, Carrier will terminate job subject to Carrier's minimum charge provided herein for use of Carrier's equipment and personnel which were furnished but not used.

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RULE 30

CLAIMS

(a) **Claims Filing Required:**

A claim for loss, damage, injury or delay shall not be voluntarily paid by Carrier unless filed electronically via Carrier's website, or in writing as provided in subparagraph (b) below, within 30 days of the time of delivery, or the time in which delivery should have been made, and shall be accompanied by original paid bill for transportation and original Bill of Lading, if not previously submitted to Carrier. Carrier may require certified or sworn statement of claim. Suits shall be instituted against Carrier only within 12 months from the day when notice in writing is given by Carrier to the claimant and Carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted in accordance with the foregoing provision, no Carrier hereunder shall be liable.

(b) **Minimum Filing Requirements:**

A communication filed electronically via Carrier's website, or in writing from a claimant filed with Carrier within the time limits specified in the Bill of Lading or contract of carriage or transportation, and (i) containing facts sufficient to identify the shipment (or shipments) of property involved, (ii) asserting liability for alleged loss, damage, injury, or delay, and (iii) making claim for the payment of a specified or determinable amount of money, shall be considered as sufficient compliance with the provisions for filing claims embraced in the Bill of Lading or contract of carriage.

(c) **Documents not constituting claims:**

Bad order reports, appraisal reports of damage, notations of shortage or damage, or both, on freight bills, the Bill of Lading, delivery receipts, or other documents, or inspection reports issued by Carrier or their inspection agencies, whether the extent of loss or damage is indicated in dollars and cents or otherwise will, standing alone, not be considered by Carrier as sufficient to comply with the minimum claim filing requirements specified in this Rule.

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(d) Claims filed for uncertain amounts:

Whenever a claim is presented against Carrier for an uncertain amount, such as \$100 more or less, Carrier will determine the condition of the shipment involved at the time of delivery by it, if it was delivered, and will ascertain as nearly as possible the extent, if any, of the loss or damage for which it may be responsible. It will not however, voluntarily pay a claim under such circumstances unless and until a formal claim in writing for a specified or determinable amount of money has been filed in accordance with the provisions of this Rule.

(e) Concealed items:

Carrier shall be immediately notified of all claims for concealed damage and shall be given reasonable opportunity to inspect alleged concealed damage in original shipping cartons, packing materials and contents.

(f) Limitation of Liability:

Carrier's liability shall not exceed the cost of repairing or replacing the property lost or damaged with materials of like kind and quality not exceeding the actual cash value of the property at time and place of loss, with due allowance for depreciation or deterioration howsoever caused, but in no event to exceed the value declared by shipper, or where no value is declared, the deemed released value of \$1.25 per pound per article for property classified under Rule 1(A); or \$0.60 per pound per article for property classified under Rule 1(A)(ii).

(g) No Liability for Damage Arising After Delivery; Owner's Risk:

Carrier's liability for goods shall cease when the property has been delivered to and receipted for by the owner, or by the consignee or Shipper or the authorized agent of either, except as to damage noted at time of delivery. When Carrier is directed to unload or deliver property (or render any service) at a place or places at which the consignee or its agent of Shipper is not present, the property shall be at the risk of the owner after unloading or delivery.

(h) No Liability for Damage Arising Before Tender to Carrier; Owner's Risk:

Where Carrier is directed to load property from (or render any services at) a place or places at which the consignor or agent of Shipper is not present, the property shall be at the risk of the owner before loading.

(i) Sets:

Carrier's liability with regard to sets or matched pieces shall be limited to repair or replacement of the lost or damaged piece or pieces only and shall not extend to repair, replacement or recovering of the entire set, but in no event to exceed the value declared by Shipper, or where no value is declared, the deemed released value at \$0.60 per pound per article.

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(j) Set-Offs Prohibited

At no time shall Shipper deduct or offset any cargo claim or other alleged claim against charges owed to Carrier. Shipper is responsible for paying the published tariff rates and charges and may not offset any part of such freight charges on any outstanding loss and/or damage, overcharge or over collected claim.

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RULE 31

MILAGE AND INTERMEDIATE APPLICATION

- (A) Except as otherwise provided herein, where travel time rates are based on mileage, the distance or mileage shall be that shown by google maps
- (B) If shipper requests a longer route than the shortest practical route as shown in www.google.com, the mileage over the longer route as shown therein will apply.
- (C) If mileages are not shown from any point of origin to any point of destination in www.google.com, the mileage from or to the principal town in which each community is located shall apply.

FOR EXAMPLE: Green Bush is seen to be a part of Scituate. Therefore, Green Bush takes Scituate mileage.

- (D) If transportation rates are not shown herein for the actual distance provided in www.google.com, the rate shown for the next greater distance shall apply.

RULE 32

SUBCONTRACTING

If it should be determined that Carrier bears any responsibility for loss or damage occurring during the care, custody and/or control of any third-party, and be subject to law compulsorily applicable to their bills of lading, receipts, tariffs, service arrangements, and/or law applicable thereto, the Carrier shall be entitled to all rights, defenses, immunities, exemptions, limitations of and exonerations from liability of whatsoever nature accorded under such bill of lading, receipt, tariff, service arrangement and/or applicable law, provided however, that nothing contained in this Rule shall be deemed a surrender by Carrier of its rights, defenses and immunities or an increase of any of its responsibilities or liabilities under the Bill of Lading, the tariff, service arrangement or laws applicable or relating to such carriage.

“Third-party” as used in this rule, includes, but is not limited to carriers by water, land or air, inland carriers, whether acting as direct or indirect sub-carriers, connecting carriers, substitute carriers and/or bailees, stevedores, terminal operators, and watching services, their direct and indirect agents or servants and any direct or indirect independent contractors.

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RULE 33

MERCHANT'S RESPONSIBILITIES DESCRIPTION OF GOODS

- (A) The description and particulars of the property defined in Rule 1(A)(ii) of a merchant (hereinafter the "Goods") set out on the face of a bill of lading and any description, particular or other representation appearing on the Goods, container or other packages, documents or inventories relating thereto are furnished by the merchant, and the merchant warrants to Carrier that the description, particulars and any representation made including, but not limited to, weight, content, measure, quantity, quality, condition, marks, numbers and values are correct.
- (B) The merchant warrants that it has complied with all applicable laws, regulations and requirements of customs, ports and other authorities and shall bear and pay all duties, taxes, fines, imposts, expenses and losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering, addressing or any other particular relative to the Goods.
- (C) The merchant further warrants that the Goods are properly marked and are packed in a manner adequate to withstand the ordinary risks of carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable.
- (D) No Goods that are or may become dangerous, inflammable or damaging or that are or may become likely to damage any property or person whatsoever shall be tendered to Carrier for carriage without Carrier's prior express consent in writing and without the container or other covering in which the Goods are to be transported being distinctly and conspicuously marked on the outside thereof so as to indicate the nature and character of any such articles and so as to comply with all applicable laws, regulations and requirements. If any such articles are delivered to Carrier without such written consent and marking or if in the opinion of Carrier the articles are or are liable to become dangerous, inflammable or damaging in nature, the same may at any time be destroyed, disposed of, abandoned or rendered harmless at the risk and expense of the merchant and without prejudice to Carrier's right to rates and charges.
- (E) The merchant shall be liable for all loss or damage of any kind whatsoever, including but not limited to contamination, soiling, detention and demurrage before, during and after the carriage of Goods cause by the merchant or any person acting on its behalf or for which the merchant is otherwise responsible.
- (F) The merchant and the Goods themselves shall be liable for and shall indemnify Carrier, and Carrier shall have a lien on the Goods for all expenses of mending, repairing, fumigating, repacking, recoopering, bailing, reconditioning of the Goods and gathering of loose contents, also for expenses for repairing containers while in the possession merchant, for

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demurrage on Goods and any payment, expense, fine, dues, duty, tax, impost, loss, damage or detention sustained or incurred by or levied upon Carrier, vehicle(s), Goods, containers or other packages and for any action or requirement of any government or governmental authority or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, as a result of incorrect or insufficient marking, numbering or addressing of Goods or other packages or description of the contents, failure of the merchant to procure consular, board of health or other certificates to accompany the Goods or to comply with laws or regulations of any kind imposed with respect to the Goods by the authorities at any port or place or any act or omission of the merchant. Carrier's lien shall survive delivery and may be enforced by private or public sale and without notice.

- (G) The merchant shall defend, indemnify and hold harmless Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this Rule, or for any cause in connection with the Goods for which Carrier is not ultimately responsible.
- (H) The merchant shall be required to state the agreed or declared value of the Goods on the bill of lading. Valuations shall be declared and stated in cents or dollars and cents per pound per article. If the merchant declines to declare the value or declines to an agreed value, the shipment cannot be accepted. The agreed or declared value shall be deemed to relate to all services undertaken by Carrier or its agents and to each article separately and not to the shipment as a whole. The merchant may declare on specific articles, valuation in excess of value declared on the shipment, and each such article must be described and its excess declared value set forth in the bill of lading in the following form:

'Shipper hereby declares the value of the Property is stated by the Shipper to be not exceeding \$ _____ per pound per article and also agrees to pay the additional valuation charge.'

- (I) Value per pound per article in excess of \$0.60 cents – Unless, as provided in the preceding subparagraph, Carrier will not assume a greater valuation than \$0.60 cents per pound per article of any good tendered by a merchant. It will be the responsibility of Shipper to arrange additional insurance coverage which coverage is to cover value of the goods in excess of agreed or declared value of Carrier's legal liability due to the reduced rates provided herein.
- (J) Limitation of Liability. Unless there is negligence on the part of Carrier, Carrier shall not be liable for damage to the person or Goods of the merchant or any other person resulting from the transportation or services including failure to make delivery, short delivery, or non-delivery furnished by Carrier. In any event, for merchant, the Carrier shall not be liable in contract, in tort (including negligence and M.G.L. ch. 93A), strict liability or otherwise for any special, indirect, or consequential damages whatsoever including, but not limited to, loss of profits or revenue, loss of use of equipment, cost of capital, cost of temporary equipment, overtime, business interruption, spoilage of goods, claims of customers of the

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merchant or other economic harm, any penalties, fines, charge-backs, fees assessed by Shipper, consignee, or third party for failure to provide transportation or services up to and including specific transit times, scheduled deliveries, or failure to transfer documentation, including, but not limited to packing lists or customs forms and/or information from consignor to consignee.

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SECTION II

RATES AND CHARGES

Carrier's rates and charges are set forth on the following Schedules, as amended.

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SCHEDULE A

TRANSPORTATION RATES

This schedule shall be used to determine Carrier's transportation rates as provided in Rule 23.

STANDARD TIME RATES: (Non premium rates)

Standard time rates apply when service is performed on weekdays (Monday thru Friday) between the hours of 8:00 AM and 5:00 PM.

OVERTIME RATES:

Overtime rates apply when service is performed on weekdays (Monday thru Friday) between the hours of 5:00 PM and 8:00 AM, and all day Saturday, Sunday, and holidays.

HOLIDAY RATES:

Holiday rates apply when service is performed during any hour on the holidays as set forth in Rule 21.

Transportation Rates:

Charges:

Household

Per Hour

April 1, 2017 through September 30, 2017

	<u>Discount</u>	<u>Regular Peak</u>	<u>Ultra Peak</u>
Vehicle and Foreman	\$104.0	\$112.00 \$ 129.00	\$139.00
Helpers, each	\$40.00	\$40.00	\$ 40.00 \$ 40.00
Additional Truck	\$25.00	\$25.00	\$ 25.00 \$ 25.00

A \$10 per hour capacity related fee will be applied to the Ultra Peak rates on Sundays and on July 31st, August 1st, 30th, 31st and September 1st.

Discount Rates apply:

July 3, 5, 6

September 6, 7, 8, 11, 12, 13, 14, 15, 18, 19, 20, 21

Regular Rates apply:

July 10, 11, 12, 13, 17, 18, 19, 20

August 2, 3, 4, 7, 8, 9, 10, 11, 17, 18

September 4, 5, 9, 16, 22, 23, 25, 26, 27, 28, 29, 30

Peak Rates apply:

July 7, 8, 14, 15, 21, 22

August 5, 12, 14, 15, 16, 19, 21, 22, 23, 24, 25, 26

September 2

Ultra Peak Rates apply:

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July 1, 24, 25, 26, 27, 28, 29

August 28, 29

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SCHEDULE B

PACKING RATES

This schedule shall be used to determine Carrier's packing rates.

Packing Labor Rates:

Household
April 1, 2017 through September 30, 2017

Per Hour

	<u>Regular Rates</u>	<u>Peak Rates</u>
Household packer	\$40.00	\$50.00
Pack van	\$25.00	\$25.00

Regular Rates apply:

July 3, 5, 6, 10, 11, 12, 13, 17, 18, 19, 20

August 2, 3, 4, 7, 8, 9, 10, 11, 17, 18

September 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30

Peak Rates apply:

July 1, 2, 7, 8, 9, 14, 15, 16, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

August 1, 5, 6, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

September 1, 2, 3, 10, 17, 24

The Packing Rates in this Schedule will be computed at the hourly rate applicable from the time the vehicle, helpers, packers or supervisors leave the carrier's terminal until their arrival back at the terminal and any unloading, less time spent for meals, vehicle breakdown or repair.

Carrier's hourly transportation and/or packing rates will be subject to a (2) hour minimum for jobs beginning in the morning.

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SCHEDULE C

PIANO HANDLING AND OTHER CHARGES

This schedule shall be used to determine Carrier's piano handling and other charges.

Piano Handling Charge:

First floor to first floor: \$75.00; each additional flight: \$15.

Hoisting Service Charge:

- A. Crane: \$225 for first piece; \$75 for each additional piece.
- B. Hand hoist: \$45 for first piece; \$15 for each additional piece.

Box Delivery Service Charge: \$25 for orders under \$50, or for deliveries on days other than Wednesday.

Permit Service Charge:

- A. Boston & Brookline: \$180 per first truck; \$50 for each additional truck per location
- B. Cambridge: \$130 per first truck; \$50 for each additional truck per location
- C. Somerville: \$180 per first truck; \$50 for each additional truck per location
- D. If permit includes meters, add \$15.00 per truck for each location

Police Detail (per officer): \$175 for the first 4 hours; \$150 for the second 4 hours

Overnight Hold Charge: \$150.00/night per truck (required for any job under 8 hours).

Debris Removal Charge: \$250

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SCHEDULE D

VALUATION CHARGES

Released Value of \$0.60 per pound per article. This is the most economical protection option available; however, this no-cost option provides only minimal protection. Under this option, the Carrier assumes liability for no more than \$0.60 per pound per article. Loss or damage claims are settled and based on the weight of the article multiplied by \$0.60. Loss or damage claims are settled based on the weight of the article multiplied by \$0.60. For example, if a 10-pound stereo component, valued at \$1,000 were lost or destroyed, the carrier would be liable for no more than \$6.00 (10 pounds x 60 cents per pound). Obviously, you should think carefully before agreeing to such an arrangement.

The Table below shall be used to determine the rate on a shipment, when such shipment is released to a value exceeding \$0.60 per pound per article as evidenced by an increased value declared on the Bill of Lading. The method by which such rates are determine is outlined below:

Excess Declared Value.

Slipper may increase Carrier's liability to a level whereby Carrier shall either: A) repair the article to the extent necessary to restore it to the same condition as when it was tendered for delivery to the Carrier, or pay the cost of such repairs; or B) replace the article with an article of like kind and quality, or pay the cost of such replacement; but in no event to exceed the value declared. To qualify for said protection, the declared value of the shipment must be declared on the Bill of Lading as either a lump sum dollar amount for the value of the shipment that may not be less than \$10,000, or a dollar amount per pound that may not be less than \$6.00 per pound, whichever is greater. The cost – your valuation charge – for additional protection is based on table below with, in all cases subject to a deductible:

Valuation	\$250 Ded
\$ 10,000	\$ 127
\$ 25,000	\$ 191
\$ 50,000	\$ 272
\$ 100,000	\$ 510
\$ 150,000	\$ 743
\$ 200,000	\$ 984
\$ 250,000	\$ 1,272
Over	TBD

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SCHEDULE E

FUEL SURCHARGE

This schedule shall be used to determine Carrier's fuel surcharge.

(Applying between and among all points in the Commonwealth of Massachusetts*)

* May be filed by household goods and hazardous waste carriers.

On the first Monday of each calendar month, the "New England Average" price of diesel fuel will be based on the price stated by the US Department of Energy (DOE), Energy Information Administration's (EIA) survey of "Retail On-Highway Diesel prices". This price will be obtained by calling the DOE fuel hotline at 202-586-6966 or via the DOE Internet web site at www.eia.doe.gov.

Note 1: Subject to a minimum Fuel Cost Adjustment charge of \$350.00 per Truck/per day when the DOE Diesel Fuel Price Index is at least \$2.50 per gallon.

Note 2: Notwithstanding any other provisions of the tariff, the Fuel Cost Adjustment Factor WILL APPLY to any charges/trips applicable during the period that the Fuel Cost Adjustment Factor is in effect. It is at the discretion of the Carrier to maintain a surcharge lower than the outlined calculation.

Note 3: the Fuel Cost Adjustment Factor WILL BE SHOWN SEPARATELY from the transportation/moving charges on documents for the purpose of identifying the amount as special fuel related revenue.

Note 4: The Carrier shall explain fully the fuel surcharge to be assessed prior to the move or during the estimate process.

Cost Per Gallon	Fuel Surcharge
\$2.50 -- \$5.00	\$45/Per Truck/Per Day
\$5.01 -- \$5.25	\$45/Per Truck/Per Day
\$5.26 -- \$5.50	\$45/Per Truck/Per Day
\$5.51 -- \$5.75	\$50/Per Truck/Per Day
\$5.76 -- \$6.00	\$55/Per Truck/Per Day

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SCHEDULE F

MATERIAL CHARGES

This schedule shall be used to determine Carrier's charges for materials.

Materials	
1.5 Book Carton	\$2.50
3.1 Linen Carton	\$3.25
4.5 Large Carton	\$4.00
5.2 Dish Carton	\$7.00
6.1 Lamp Shade Carton	\$4.75
Bin Rental	\$6.50
Bubble Kraft (per foot)	\$1.50
Bubble Wrap (per foot)	\$1.50
Flat-screen TV Carton Rental	\$60.00
Lamp Base Carton	\$4.00
Laydown Wardrobe Carton	\$8.00
Legal Tote	\$4.50
Letter Tote	\$4.00
Mattress Carton	\$14.50
Mattress Bag	\$10.50
Mirror Carton - Large	\$6.50
Mirror Carton - Small	\$5.00
Paper (25 lb package)	\$26.00
Paper Pads (each)	\$2.00
Rug Protection (per foot)	\$0.50
Shrink Wrap (per item)	\$5.50
Shrink Wrap (per roll)	\$33.00
Tape (per roll)	\$3.50
Wardrobe Carton Rental	\$7.00