



## **RULES TARIFF 100**

**EFFECTIVE DATE: MAY 1, 2026**

ISSUED BY:

TFORCE FREIGHT CANADA TRANSPORTATION INC.

5425 DIXIE ROAD BLDG B MISSISSAUGA, ON L4W 1E6

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## **SECTION 1**

### **GOVERNING RULES AND PROVISIONS**

Accessorial charges herein apply when the service involved is performed by TForce Freight Canada Transportation Inc. When the Service is performed by an interline carrier, or other agent, the published charges of that carrier or agent will be assessed.

See Page 5 for a Summary of Commonly Used Charges. (Provided for informational purposes only).

### Summary of Commonly Used Accessorial Services – May 1, 2026

*The following accessorial charges apply when the service is performed by TForce Freight Canada. For complete details refer to tariff QXTI 100, available at [www.tforcefreightcanada.com](http://www.tforcefreightcanada.com).*

RULE	DESCRIPTION	RATE	PER	MIN	MAX
135	Border Security Fee ( <i>US Funds</i> )	\$45.00	Shipment	—	—
130	Admin Fee	\$40.00	Shipment	—	—
280	Dangerous Goods	\$65.00	Shipment	—	—
300	Delivery by Appointment	\$44.00	Shipment	—	—
320	Detention – With Power Unit	\$30.00	Per quarter hour or part thereof	—	—
320	Free time: up to 9,999 lbs = 30 min / 10,000–19,999 lbs = 60 min/ 20,000 lbs & over = 120 min*				
320	Shipments delivered on Saturdays, Sundays, or statutory holidays are subject to a minimum of 4 hours of chargeable time.				
410	Additional Labour ( <i>per man</i> ) – Weekdays	\$70.00	Hour	4 hrs	—
410	Additional Labour ( <i>per man</i> ) – Sat, Sun & Holidays	\$85.00	Hour	4 hrs	—
490	Long Freight – 120" and over	\$105.00	Shipment	—	—
490	<i>If weight exceeds 250 lbs, shipment is also subject to cube: L x 48" x 48" at 10 lbs/cu ft</i>				
510	After Hours – 6:00 PM to 11:59 PM	\$220.00	Shipment	—	—
510	After Hours – Midnight to 5:59 AM	\$295.00	Shipment	—	—
525	Inside Pick-Up or Delivery	\$6.00	CWT	\$85.00	\$150.00
525	Hydraulic Tailgate	\$6.00	CWT	\$85.00	\$150.00
525	Private Residence	\$6.00	CWT	\$85.00	\$150.00
525	Limited Access	\$6.00	CWT	\$85.00	\$150.00
525	Trade Shows & Exhibitions	\$20.00	CWT	\$275.00	\$400.00
525	Saturday / Sunday / Holidays	\$375.00	Shipment	—	—
525	<i>Limited Access includes: schools, universities, camps (non-military), golf courses, wineries, hotels/convention centres, resorts, hospitals/medical centres, individual storage units, military bases, and construction sites.</i>				

### Summary of Commonly Used Accessorial Services – May 1, 2026

The following accessorial charges apply when the service is performed by TForce Freight Canada. For complete details refer to tariff QXTI 100, available at [www.tforcefreightcanada.com](http://www.tforcefreightcanada.com).

RULE	DESCRIPTION	RATE	PER	MIN	MAX	
540	Protective Service – Heat – up to 19,999 lbs (LTL)		20% of freight charges	—	\$65.00	—
540	Protective Service – Heat – 20,000 lbs & over (TL)		15% of freight charges	—	\$275.00	—
525	Attempted Pick-Up of Freight		\$7.90	CWT	\$95.00	—
560	Redelivery of Freight		\$7.90	CWT	\$95.00	\$300.00
550	Reconsignment of Freight		\$7.90	CWT	\$95.00	\$300.00
660	Storage – No Protective Service (per shipment/day, after 24 hrs free time or one attempted delivery)		\$4.00	CWT	\$40.00	\$150.00
660	Storage – With Protective Service (per shipment/day)		\$6.50	CWT	\$90.00	\$250.00
690	Excess Valuation – over \$2.00/lb (Canada shipments only)		3% of excess value	—	\$10.00	—

**SECTION 1 GENERAL RULES**

**110 - APPLICATION OF RATES**

Rates governed by the provisions of this Tariff are subject to the following:

- (A) Currency - All charges stated in this Tariff are payable in the Currency of the freight bill (U.S. or Canadian) to which they are related.
- (B) When a local or joint through rate is established for application over any route from origin to destination, such rate is the one that must be applied, notwithstanding that it may be higher than existing combinations of rates over such route.
- (C) Rates are not applicable for combination rate purposes, where there are through rates published.
- (D) Unless otherwise provided, charges shall be computed on gross weights, except that established minimum weights must be observed.
- (E) Truckload charges or rates apply only when a truckload of freight is shipped from one point, in or on one truck, in one day, by one shipper for delivery to one consignee, at one destination and only when the entire truckload freight charges are payable by one party. Only one Bill of Lading from one loading point and one freight bill shall be issued for such truckload shipment. The minimum truckload weight provided is the lowest weight on which the truckload rating or rate will apply.

### 120 - BILL OF LADING

A separate Bill of Lading must always be issued for each shipment and must not include more than one consignee and one destination on one day from one shipper. The Bill of Lading constitutes the complete contract of carriage between the carrier and the shipper. Particulars as to commodities and weights of each must be distinctly stated. The value of the shipment **MUST** appear on the face of the Bill of Lading on all in transit shipments through the United States.

#### **PAYMENT OF CHARGES:**

The signed Bill of Lading or shipping order received by the carrier at time of pick-up governs the terms of shipping pertaining to payment of freight charges subject to:

- (A) Freight charges on a Bill of Lading marked "Prepaid" must be paid by the shipper.
- (B) Freight charges on a Bill of Lading marked "Collect" must be paid by the consignee.
- (C) Freight charges on a Bill of Lading that is not marked either "Prepaid" or "Collect", are considered as "Collect" and must be paid by the consignee.
- (D) If freight charges are to be collected from a third party other than the shipper or the consignee, then the Bill of Lading must be marked "Prepaid" and a notation made referring to the name and address of the third party to be billed. In such cases the shipper must guarantee payment of all lawful charges accruing against the shipment in the event of non-payment by the third party.

#### **CLASSIFICATION DESCRIPTION**

##### Section 1:

Description of articles in shipping orders and Bills of Lading should conform to classification or other governing tariff descriptions. When different ratings are provided for an article according to type of packing or package, the shipping conditions should be shown. Shipping orders and Bills of Lading for LTL shipments must specify number of articles, packages or pieces.

##### Section 2:

Carriers reserve the right to inspect shipments where necessary to determine proper ratings. When found to be incorrectly described, charges must be collected according to proper description.

### 130 - ADMIN CHARGE

Any change to the Bill of Lading, including updating terms, revising consignee information will be **subject to an admin fee of \$40.**

**135 - BORDER SECURITY FEE**

All shipments between points in Canada and points in the USA will be subject to a border security fee of \$39.00 USD per shipment.

**145 - BILLS OF LADING, STRAIGHT - CONTRACT TERMS AND CONDITIONS**

Unless otherwise agreed to in writing, Contract Terms and Conditions shall be those as indicated in the carrier's bill of lading in effect on the date the shipment was tendered to the carrier. ONLY carrier personnel with the title of CEO, President or Vice-President are authorized to agree to alternate contract terms and conditions. NO other person(s) is (are) authorized. Where a bill of lading, other than the carrier's Bill of Lading, issued by the shipper, is signed for by the carrier's driver or other 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.

Likewise, notations added to a bill of lading by the shippers, which have not been agreed to by authorized carrier personnel, will not be binding on the carrier.

**150 - BULKY SHIPMENTS (CLASS)**

Any merchandise having a density of less than 10 lbs. per cubic foot will be considered as bulky and will be assessed freight charges as follows:

- (A) Where class rates are applicable, bulky articles will be subject to a minimum weight of 10 lbs. per cubic foot at the LTL class rate applicable but not to exceed Class 100. For the purpose of pricing, pallet rates will only apply to pallets of the following standard dimensions: 48 inches length x 48 inches width (or 40 inches width).
- (B) Shipments occupying 10 or more linear feet of trailer space and packaged in such a way that other freight cannot be stowed on top of it in the carrier's vehicle will be subject to a minimum charge equal to 1,000 lbs. for each linear foot of trailer occupied at the applicable rate but not higher than Class 70.
- (C) This Item may not be used to defeat a Class rate which provides a higher charge.
- (D) When determining the cubic dimensions for shipments on which it is impractical to load other freight, the minimum height used shall be 8.5 feet.

When freight is loaded on pallets (see Note A), a minimum charge per pallet equal to 640 lbs. at Class 100 rate shall be assessed.

Note A: The term "pallet" refers to flat lift truck pallets, platforms or skids or lift truck pallets, platforms or skids, with standing sides or ends, but without tops. Sides or ends will be only those mounted on the outer circumference or perimeter of the pallet, platform or skid.

### 160 - BULKY SHIPMENTS (F.A.K.)

Any merchandise having a density of less than 10 lbs. per cubic foot will be considered as bulky and will be assessed freight charges as follows:

(A) Where Freight All Kinds (F.A.K.) rates are applicable, bulky articles will be subject to a minimum weight of 10 lbs. per cubic foot at the F.A.K. rate applicable.

(B) When a shipment occupies **640 cubic feet or more of trailer space**, and the average density of the shipment is less than 10 pounds per cubic foot, the following provisions shall apply:

**1. Minimum Billable Linear Feet:**

The shipment will be subject to linear foot minimum charges, based on the linear feet of trailer space occupied, or deemed to be occupied, by the freight.

The carrier reserves the right to apply charges as if the freight occupies a minimum of 10 linear feet of trailer space, or more, depending on the actual footprint.

**2. Calculation of Linear Feet:**

Linear feet shall be determined by the total length of trailer floor space occupied by the freight, including spacing required for safe loading, blocking, bracing, and separation from other freight.

Where actual linear footage is not provided at time of tender, the carrier may calculate the linear footage based on shipment dimensions provided or observed.

**3. Cube Threshold Determination:**

Cubic volume shall be calculated as:

**Length (in inches) × Width (in inches) × Height (in inches) ÷ 1,728 = CUFT**

**If the total cubic volume equals or exceeds 640 CUFT, and the average density is under 10 lbs/CUFT, the linear foot rule will apply.**

(C) When determining the cubic dimensions for shipments on which it is impractical to load other freight, the minimum height used shall be 8.5 feet.

### 190 - CARTAGE CHARGES

(A) When shipments transported are subject to cartage charges, the following rates per delivery will be assessed. The cartage charges shown will not apply when the carrier has not participated in the line haul movement. The line haul transportation must be performed immediately prior to the cartage service for these rates to apply. Shipments shall also be subject to the accrued freight, storage and all other lawful charges.

**\$12.00 per cwt; \$95.00 minimum charge; \$300.00 maximum charge per shipment.**

(B) Bulky articles will be subject to a minimum weight of 10 lbs. per cubic foot.

### 200 - CLAIMS FOR OVERCHARGE

**(A) Filing Deadline** Claims must be submitted in writing (or electronically, where agreed upon) to the collecting carrier within **180 days of delivery**.

**(B) Consolidated Claims** One claim may cover multiple shipments if they share the same tariff issue, carrier, or interline arrangement.

**(C) Required Information** Claims must include the claimant's name, file number (if applicable), and the refund amount sought.

**(D) Required Documents** Unless freight bills are electronic, submit the original freight bill along with applicable tariff authority, proof of payment, and any other relevant supporting documents. Copies are acceptable with a written indemnification agreement.

**(E) Incomplete Claims** Claims will not be denied solely for missing documentation. The carrier must promptly contact the claimant to request anything outstanding.

**(F) Classification Disputes** Support with the Bill of Lading, applicable tariff or classification reference, and an original or certified invoice.

**(G) Weight Disputes** Support with evidence of actual, estimated, or tariff-prescribed weight. The destination carrier's reweigh result is final. Claims based on missing pieces at origin will be handled as a loss or damage claim.

**(H) Minimum Claim Amount** Claims must exceed **\$20.00 per Bill of Lading**. Claims at or below this threshold will not be processed, but the carrier must return the claim within **30 days of receipt**.

### 210 - COLLECT ON DELIVERY (COD) SHIPMENTS

The carrier does not accept Collect on Delivery (COD) shipments. Any shipment tendered on a COD basis will be refused.

### 220 - COLLECTION OF CHARGES

- A. No shipment for which a through rate is published in tariffs subject hereto will be accepted on a partially prepaid or partially collect basis. When failure to comply with this provision is discovered after the shipment has been tendered for transportation, the entire charges, based on applicable through rate, will be assessed against the consignor.
- B. All charges must be prepaid or guaranteed on any shipment which, in the judgment of the carrier at point of shipment, would not at forced sale realize the total amount of charges due at destination.
- C. All inland freight charges on shipments destined to steamship lines or airports or rail yards for furtherance, must be prepaid to point of transfer.

Shipments destined to countries other than Canada, or shipments destined to steamship piers or airports or rail yards for furtherance may be handled "Inland Freight Charges Collect" when the Bill of Lading and shipping orders show in the body thereof, the name and address of the broker, agent, or party from whom the charges are to be collected providing such broker, agent or party is located in Canada.

### 240 - COLLECTION OF CHARGES THIRD PARTY BILLING

(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 (see (2) and Note B).

(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 legally allowed.

Note A: Shipments subject to the provisions of this Item must be billed as "PREPAID".

Note B: When consignor or consignee instruct the carrier to bill the freight charges to a third party and such information is not shown on the Bill of Lading at the time of shipment, **an additional charge of \$40.00** will be assessed for a new billing in addition to all other applicable charges. The additional charges will be assessed against the party issuing the instructions.

### 250 - INVOICE PROCESSING AND MAILING

Each invoice required to be printed and mailed or delivered to debtor in any manner other than electronically, will be subject to a processing and **handling fee of \$25.00**. This fee is inclusive of the printing and handling of related documentation in support of the invoice and is in addition to all other applicable rates and charges.

### 270 - COPIES OR PICK-UPS OF DOCUMENTS

When document copies are required, a charge of **\$25.00 for each document** copy (such as Bill of Lading, statement, invoice or proof of delivery)

Charges will not apply for verbal proof of delivery or where requests arise as a result of identifiable service failures.

### 280 - DANGEROUS ARTICLES

Explosives, dangerous goods, and contraband will not be accepted for transportation without prior special arrangements with the carrier.

Shipments moving under the *Transportation of Dangerous Goods Act* are subject to an additional flat charge of **\$65.00 per shipment**, on top of all other applicable charges.

### 290- DEFINITION OF SINGLE LESS-THAN-TRUCKLOAD SHIPMENTS

A shipment is a quantity of freight received from one shipper, on one shipping order or Bill of Lading, at one shipping point, at one time, for one consignee at one destination.

Two or more shipments shall not be combined and rated as one shipment, but must be carried as separate shipments and at not less than the established charge for each shipment.

An LTL shipment is a shipment whose billed weight is less than that required to make the shipment subject to a truckload rate.

### 300 - DELIVERY BY APPOINTMENT

Any shipment where the carrier is required to make delivery during normal business hours (6:00 AM to 5:59 PM) at a specified time and/or date other than on its normal delivery schedule, including any shipment where the carrier is required to contact the consignee prior to delivery, shall be considered an appointment and subject to **a charge of \$44.00.**

Carrier will not accept liability for any costs or penalties arising from late deliveries or missed appointments. The charge for appointment delivery is to be paid by the shipper on prepaid shipments and by the consignee on collect shipments

**310 - DETENTION OF VEHICLES WITHOUT POWER UNITS**

**(A) Application** When equipment is available, the carrier will spot empty or loaded trailers (without power units) at a shipper's or consignee's premises for loading, unloading, or customs clearance. This item also applies when loaded or partially loaded trailers are detained at Canadian Customs, inland sufferance warehouses, or the carrier's terminal through no fault of the carrier.

**(B) Free Time** Each spotted trailer is allowed **24 hours of free time**, beginning at the time of actual or constructive placement, subject to the following:

- Free time will not begin on a Saturday, Sunday, or Holiday; it starts at **8:00 a.m. on the next business day**.
- If any portion of the 24 hours extends into a Saturday, Sunday, or Holiday, the clock resumes at **12:01 a.m. on the next business day**.

**(C) Change from Power-Off to Power-On** If the consignee requests that a spotted trailer (without power) be converted to a powered unit:

1. **Within free time:** Free time ends immediately when the power unit arrives. Detention charges for a powered vehicle apply at once, with no free time allowed.
2. **After free time expires:** Detention is calculated on a no-power basis up to the time of the request. Powered detention then applies immediately, with no free time allowed.

**(D) Detention Charges** After free time expires, the following daily charges apply per vehicle, per 24-hour period or fraction thereof:

Equipment Type	Rate	Includes Weekends/Holidays
Conventional	\$115.00	Yes
Temperature Controlled	\$300.00	Yes

**(E) Responsibility for Charges** Detention charges are assessed against the **shipper** for loading and against the **consignee** for unloading or customs clearance, regardless of whether line haul charges are prepaid or collect.

**(F) Additional Spotting Locations** If equipment is available, the carrier will spot a trailer at up to **3 additional locations** within a contiguous plant property. A charge of **\$250.00 per additional move** applies. Free time begins from the time of initial placement.

**320 - DETENTION OF MOTOR VEHICLES WITH POWER UNITS**

**(A) How Time is Calculated** Detention time begins when the driver notifies a responsible representative of the shipper or consignee of the vehicle's arrival for loading or unloading. Time ends when loading or unloading is complete and the driver receives a signed Bill of Lading or delivery receipt. Time required to prepare the vehicle for loading or unloading is excluded.

Upon request, the carrier will establish a prearranged arrival schedule with the shipper or consignee.

**Exception:** If the carrier has a prearranged schedule but arrives more than 30 minutes late, detention time begins at the start of loading or unloading, not at arrival. If the carrier arrives early, time begins at the scheduled time or when loading/unloading actually begins, whichever is earlier.

**(B) Business Hours** Detention time is calculated within the shipper's or consignee's normal business hours, unless the carrier is permitted to work beyond those hours. If loading or unloading is not completed by end of day, time resumes at the start of the next business day, or when work actually begins, whichever is earlier.

**(C) Free Time & Charges**

Billed Weight	Free Time
Up to 9,999 lbs.	30 minutes
10,000 – 19,999 lbs.	60 minutes
20,000 lbs. and over	120 minutes

After free time expires, a charge of **\$30.00 per quarter hour** (or part thereof) will be assessed against the shipper or consignee, in addition to all other applicable charges. Deliveries on Saturdays, Sundays, or statutory Holidays are subject to a **minimum of 4 hours** of chargeable time.

**(D) Normal Business Hours** Nothing in this item requires the carrier to pick up or deliver freight outside of its normal business hours.

**350 FREIGHT - LIABLE TO DAMAGE OTHER FREIGHT OR EQUIPMENT**

Carriers are not obligated to receive freight liable to impregnate or otherwise damage equipment or other freight.

Such freight may be accepted and receipted for "Subject to delay for suitable Equipment", or may, for lack of suitable equipment, be refused.

### 355 - APPLICATION OF FUEL SURCHARGE

Charges published for services that consume fuel will be subject to the applicable fuel surcharge. Such services include but are not limited to:

- Distribution charges
- Protective Service
- Local Cartage/ Delivery Service
- Minimum Charge – Cubic Capacity and Density
- Over Dimension Freight
- Re-Delivery
- Vehicle Furnished but not used
- Stop Off
- Spotting of Trailer

### 380 - IN BOND SHIPMENTS

When a shipment is stopped in transit for customs clearance and final delivery is subsequently made, the additional pick-up at the sufferance warehouse will be subject to the following charges, in addition to all other lawful charges:

**\$7.50 per cwt; \$75.00 minimum charge; \$300.00 maximum charge per shipment.**

If customs clearance is effected in a locality other than the point of final delivery, rates between the customs point and the ultimate point of delivery will apply.

### 385 - SPECIAL PROVISIONS FOR CROSS BORDER SHIPMENTS

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 may modify or update the commodity description via a corrected bill of lading. Shipper remains liable and agrees to indemnify and hold Carrier harmless for all penalties, payments, costs, fines, and expenses (including, without limitation, reasonable legal fees) associated with a wrong or incomplete commodity description on the shipping document. **The following fee will be applied for modification or update of commodity description via a corrected bill of lading; \$48.00**

Note 1 — A CBOL replaces the original. An LOA is a letter or written instructions requesting changes on company letterhead and will complement a bill of lading or CBOL.

Note 2 — This Item is not applicable on shipments originating in Canada to the extent these provisions are inconsistent with Canadian laws.

Note 3 — When a shipment is moving cross border between the US and Canada, a commercial invoice must be included with the shipment's cross border documents. Without a commercial invoice the shipment may not cross the border.

**410 - LOADING OR UNLOADING - EXTRA LABOUR**

**A. Application** When requested by the shipper or consignee, the carrier will provide extra labour for loading, unloading, or uncrating of shipments. Time is calculated from when the worker(s) leave the carrier's terminal until they return. This charge is in addition to all other applicable charges and is assessed against the shipper for loading and the consignee for unloading or uncrating. Extra labour will not be provided unless specifically requested.

**B. Charges**

	<b>Rate (per man, per hour)</b>	<b>Minimum</b>
<b>Weekdays</b>	\$70.00	4 hours
<b>Saturdays, Sundays &amp; Holidays</b>	\$85.00	4 hours

**C. Availability** The carrier is not obligated to provide extra labour if it is unavailable at the point of loading or unloading.

**420 - MARKING OR TAGGING OF FREIGHT**

When requested by the consignor or consignee Marking or Tagging may be performed by the carrier. **The charge therefore will be \$50.00 per man per hour or fraction thereof, minimum charge \$200.00 per man.** Where the service performed is accomplished at a location other than the carrier's terminal, time shall be computed from the time the man leaves the carrier's terminal until his return to the carrier's terminal. This charge will be in addition to all other charges and will be assessed against the party requesting the service.

**480 - OWNER'S RISK**

**(A) General** Articles designated as Owner's Risk in the Classification or this Tariff will be carried under those conditions unless the shipper requests otherwise. This designation covers risks inherent to transportation but does not release the carrier from liability for loss or damage resulting from its own negligence or that of its agents or employees.

**(B) LTL & Truckload** Owner's Risk conditions that apply to LTL shipments also apply to the same articles when shipped by truckload.

**(C) Opting Out of Owner's Risk** If a shipper declines Owner's Risk conditions, the shipment will be carried under the standard Bill of Lading terms approved by the applicable Provincial Regulatory Authorities. A surcharge of **25% over the applicable Owner's Risk rate** will apply.

**(D) Temperature-Sensitive Shipments** Shipments susceptible to damage from frost or temperature variations will be carried at Owner's Risk only. The carrier assumes no responsibility for deterioration caused by temperature unless heated or refrigerated service has been specifically requested.

### 490 - LONG FREIGHT HANDLING

Freight with a length of 120" or over, weighing more than 250 lbs will be subject to cube at a MINIMUM Length (120") x MINIMUM Width 48" and MINIMUM Height 48". If it is not possible to load on top of the shipment the height will be assessed at 102". Charges will be based on a minimum density of 10 lbs per cubic foot. The shipment will also be **subject to the freight charges plus a \$105.00 Handling surcharge.**

### 510 - PICK-UP AND DELIVERY SERVICE

Standard rates include one pick-up and one delivery at a single site, with one carrier employee per vehicle for loading or unloading.

#### (A) Loading & Unloading

**Carrier Responsibilities:** Freight must be placed by the shipper in a location directly accessible to the carrier's vehicle. Carrier will provide one employee per vehicle for loading or unloading. The shipper or consignee may elect to perform loading or unloading at their own expense.

#### **Restrictions – The following are excluded from standard loading/unloading service:**

- Assembling, packaging, unpacking, dismantling, sorting, or inspecting freight
- Use of special equipment such as winches, cranes, jacks, or chain falls — the shipper or consignee must provide such equipment and labour at their own expense
- Where facilities are not reasonably level with the vehicle floor, or where freight cannot be handled by one person, the shipper or consignee must provide adequate means to load or unload. The driver may assist but is not required to.

**Redelivery:** If a shipment tendered during normal business hours (Monday–Friday, 8:00 a.m.–5:00 p.m., excluding holidays) cannot be delivered through no fault of the carrier, redelivery charges will apply.

#### **Shipper Load / Consignee Unload:** Where "Shipper to Load, Consignee to Unload" conditions apply:

- The shipper is responsible for loading, stowing, and securing the freight, including any bracing or dunnage required.
- The consignee is responsible for fully unloading the freight without carrier assistance. The carrier's driver and power unit may be released during this time or may remain at carrier's option but will not assist.
- On mixed shipments where any portion requires shipper/consignee loading or unloading, the entire shipment must be handled accordingly — otherwise standard rates apply.

If the shipper or consignee refuses to perform their required loading or unloading, the applicable rate will not apply and standard published rates will be assessed.

**510 - PICK-UP AND DELIVERY SERVICE (CONTINUED)**

**(B) Saturday, Sunday & Holiday Service** When pick-up, delivery, interchange, or customs clearance is required on a Saturday, Sunday, or Holiday, a charge of **\$375.00** applies in addition to all other charges. This charge must be paid or guaranteed before service is performed. The carrier is not obligated to provide service on these days.

**Recognized Holidays:**

<b>New Year's Day</b>	<b>Canada Day</b>	<b>Day Before Christmas</b>
<b>Good Friday</b>	Civic Holiday ( <i>Ontario only</i> )	Christmas Day
<b>Victoria Day</b>	Labour Day	Boxing Day
<b>St. Jean Baptiste (<i>Quebec only</i>)</b>	Thanksgiving Day	Day Before New Year's Day
<b>Family Day</b>	National Day for Truth and Reconciliation	

Any day designated as a full holiday by the Federal or Provincial Government also qualifies. When a holiday falls on a Sunday, it is observed on the following Monday.

### 525 - PICK-UP AND DELIVERY ADDITIONAL SERVICES

**(A) After Hours Pick-Up or Delivery** Shipments requiring pick-up or delivery outside of normal business hours are subject to the following charges:

Time Window	Charge
6:00 PM – 11:59 PM	\$220.00
12:00 AM – 5:59 AM	\$295.00

The carrier accepts no liability for costs or penalties arising from late deliveries, late pick-ups, or missed appointments. Charges are assessed against the shipper on prepaid shipments and against the consignee on collect shipments.

**(B) Carrier's Terminal** When a shipper or consignee elects to pick up or drop off freight at the carrier's terminal in lieu of carrier pick-up or delivery service, no allowance will be made.

**(C) Private Residence** Pick-up or delivery at a private residence is subject to a charge of **\$6.00 per CWT, \$85.00 minimum, \$150.00 maximum per shipment**. Delivery will be to curbside only. Inside pick-up or delivery is not available at private residences.

Private residence includes apartment buildings, farms, homes, golf and country clubs, and estates — essentially any premises on which a dwelling is located. This does not apply to any portion of the premises where commercial or business activity involving walk-in public sales occurs during normal business hours.

**(D) Limited Access Locations** Pick-up or delivery at limited access locations is subject to a charge of **\$6.00 per CWT, \$85.00 minimum, \$150.00 maximum per shipment**. Limited access applies to any location where gaining access to the shipper or consignee is deemed restrictive, including but not limited to:

Schools, universities, camps (non-military), golf courses, wineries, hotels and convention centres, resorts, hospitals and medical centres, individual storage units, military bases and installations, and construction sites.

**(E) Exhibitions, Trade Shows & Fairs** When requested and operationally permitted, shipments to or from amusement parks, trade shows, traveling shows, fairs, exhibitions, or expositions will be accepted at a charge of **\$15.00 per CWT, \$275.00 minimum, \$400.00 maximum per shipment**, in addition to all other applicable charges. Unless the Bill of Lading shows prepayment, charges will be assessed against the party paying transportation charges.

**525 - PICK-UP AND DELIVERY ADDITIONAL SERVICES (CONTINUED)**

**(F) Hydraulic Tailgate (Liftgate) Service** When a shipment requires the use of a power-operated liftgate to raise or lower freight between ground level and the trailer floor, a charge of **\$6.00 per CWT, \$85.00 minimum, \$150.00 maximum per shipment, per occurrence** will apply. If liftgate service is required at both pickup and delivery, the charge applies at each location.

Governing Conditions:

- Service must be requested by the shipper at time of tender or directed by the consignee at time of delivery. Charges apply regardless of which party requests the service.
- Subject to equipment availability. The carrier will make reasonable efforts to accommodate requests but does not guarantee availability at all locations.
- Weight used to calculate the charge will be based on actual or reweighed weight, whichever is greater.
- This service does not include inside delivery, placement of freight, or any other accessorial service.

**(G) Inside Pick-Up or Delivery / Beyond Adjacent Positions** When requested and operationally permitted, the carrier will move freight beyond the immediately adjacent loading or unloading position, or to/from floors other than ground level, provided elevator or escalator access and any necessary labour are furnished at no cost to the carrier. Charge: **\$6.00 per CWT, \$85.00 minimum, \$150.00 maximum per shipment**. This service is not available at private residences. The requesting party is responsible for payment.

**(H) Rural Delivery** When requested and operationally permitted, shipments to or from rural locations are subject to a minimum charge of **\$130.00 per shipment**.

**(I) High-Cost Distribution Centers** The following locations are subject to additional charges:

Location	Weight	Charge
SCM Cornwall	All weights	\$75.00
Loblaws Regina	0 – 4,999 lbs.	\$120.00
	5,000 – 9,999 lbs.	\$150.00
	10,000 lbs. and over	\$175.00

**(J) Debris Removal Service** When requested at time of delivery or noted on the Bill of Lading, the carrier will remove packaging materials associated with the delivered shipment, including empty pallets, shrink wrap, strapping, and cardboard. This service does not include product disassembly, product removal, or hazardous materials disposal. Charge: **\$85.00 flat per shipment**, in addition to all other applicable charges.

**(K) Vehicle Ordered and Not Used / Missed Pick-Up / No Freight** When through no fault of the carrier a scheduled vehicle is not used, a pick-up is missed, or no freight is available, a charge of **\$95.00 plus the applicable fuel surcharge** will be assessed.

**530 - PROPERTY OF EXTRAORDINARY VALUE**

The following property will not be accepted for shipment nor as premiums accompanying other articles (Government shipments of mail excepted when under special contract): Bank Bills, Coin or Currency; Deeds, Drafts, Notes or Valuable Papers of any kind; Jewelry; Postage Stamps or Letters and Packets of Letters with or without Postage Stamps affixed; Precious Metals or Articles manufactured there from; Precious Stones, Revenue Stamps, Antiques; or other related or unrelated old rare or precious articles of extraordinary value.

**540 - PROTECTIVE SERVICE**

**(A) Conditions** The carrier will not provide protective service against heat or cold unless:

- Arrangements are made in advance of shipment; and
- The required temperature is clearly endorsed on the Bill of Lading by the shipper.

If the Bill of Lading is not endorsed accordingly, the carrier assumes no responsibility for damage or deterioration caused by heat or cold.

Materials that congeal, solidify, or freeze above 32°F are carried at Owner's Risk after the carrier has provided normal heating service.

**(B) Charges – Heated Service**

**Shipment Weight    Charge**

Up to 19,999 lbs.    20% of freight charges, \$65.00 minimum per delivery

20,000 lbs. and over 15% of freight charges

All protective service charges are in addition to all other applicable charges

## 550 – RECONSIGNMENT OR DIVERSION

**(A) Definitions** Reconsignment and diversion are considered synonymous and refer to any of the following:

- A change in the name of the shipper or consignee
- A change in the place of delivery within the original destination
- A change in the destination point
- Cancellation of a shipment after loading has commenced
- Instructions received by the originating carrier prior to receipt of the shipment

**(B) Conditions**

- Requests must be made or confirmed in writing by a party with authority to do so. Conditional or qualified requests will not be accepted.
- The carrier will make a diligent effort to execute reconsignment requests but is not responsible if the service cannot be completed.
- All accrued and accruing charges must be paid or guaranteed before reconsignment will be executed.
- Only entire shipments may be reconsigned — partial shipments are not eligible.
- Shipments moving under uniform order Bills of Lading will not be reconsigned until the original Bill of Lading is surrendered, endorsed, or exchanged.
- The carrier is not obligated to notify consignees of shipment arrival prior to delivery, but will make reasonable efforts to do so when requested in advance.

**(C) Charges** Standard reconsignment charge: **\$7.90 per CWT, \$95.00 minimum, \$300.00 maximum per shipment.**

Pre-receipt reconsignment (instructions received before the carrier takes possession of the shipment): **\$95.00 flat per shipment.** The carrier will accept the shipment from the tendering party, issue a receipt (not a Bill of Lading), and then execute the Bill of Lading.

**Note:** The charges above apply only when the new delivery location falls within the same terminal zone as the original consignee's address. If the reconsigned or diverted destination falls outside that zone, additional line haul and applicable accessorial charges will apply based on the new origin and destination points.

### 560 – REDELIVERY OF FREIGHT

**(A) Redelivery** When one tender of delivery has been made and a redelivery is requested, an additional charge applies for each subsequent tender or final delivery. All accrued freight, storage, and other applicable charges also apply. All charges must be paid or guaranteed by the requesting party before redelivery is performed.

Redelivery charge: **\$7.90 per CWT, \$95.00 minimum, \$300.00 maximum per shipment.**

**Note:** The redelivery charge applies only when the redelivery location falls within the same terminal zone as the original delivery address. If redelivery is requested to a location outside that zone, additional line haul and applicable accessorial charges will apply based on the new delivery point.

**(B) Return of Freight** Shipments still at the originating terminal and prior to departure may, upon written request by the shipper and surrender of the original Bill of Lading, be:

- Returned to the original pick-up location;
- Delivered to another motor carrier's premises at the point of origin; or
- Released at the carrier's terminal to the shipper or shipper's representative.
- Return charges: **\$7.90 per CWT, \$95.00 minimum, \$300.00 maximum per shipment.**

### 570 – REFUSED AND RETURNED FREIGHT

**(A) Refused Shipments** When a consignee refuses a shipment, the carrier will promptly notify the shipper stating the reason for refusal. Refused freight will be held in accordance with the storage provisions of Item 660.

If a consignee refuses only part of a shipment, the entire shipment will be considered refused and withheld until the shipper provides authority to deliver a portion. In such cases, the shipment must be re-billed as two or more separate shipments and charged accordingly.

**(B) Return Freight Charges** Refused shipments returned via the same carrier that handled the outbound movement will be rated as follows:

- Entire shipment refused: outbound rate applies to the return movement
- Partial shipment refused: applicable rate for the weight being returned applies
- Total cost of the return movement shall not exceed the cost of the outbound movement
- Minimum charge applies

**600 - SORTING OR SEGREGATING FREIGHT**

**(A) No Charge Conditions** LTL or TL shipments tendered in pre-segregated lots (by marks, brands, sizes, flavours, or other distinguishing characteristics) will be delivered in the same segregated order at no additional charge, provided the shipper notes the required segregation on the shipping documents and the consignee requires delivery in that order.

**(B) Sorting & Segregating Charges** When sorting or segregating is required but the shipper fails to tender the shipment in the required order, the following charges apply:

Weight	Rate per CWT
LTL	\$4.50
1,000 lbs.	\$3.50
2,000 lbs.	\$3.00
5,000 lbs.	\$2.50
10,000 lbs.	\$1.65
20,000 lbs.	\$0.95

Minimum: **\$30.00** | Maximum: **\$190.00** per shipment.

Charges will be assessed against the payor of the freight charges. The carrier is not obligated to provide this service.

**605- SECURING FREIGHT - BLOCKING, BRACING, ETC.**

**(A) Shipper Responsibility** When temporary blocking, bracing, dunnage, strapping, racks, stakes, or similar materials are required to protect and secure freight for transportation, the shipper is responsible for furnishing and installing such materials at their own expense. The weight of these materials will be charged at the same rate applicable to the freight they accompany.

**(B) Carrier-Furnished Materials** Where the carrier elects to furnish materials and/or labour for securing freight, the actual cost incurred will be charged to the party responsible for the freight charges. The carrier is not obligated to provide this service.

**620 - SINGLE SHIPMENT CHARGE**

- (A) Single shipments of less than 1,000 pounds picked up at one time and place, unaccompanied by any other shipments of any description from the same consignor, will be subject to a **charge of \$50.00 per shipment** in addition to all other applicable charges.
- (B) The provisions of this item do not apply on shipments tendered at carrier’s terminal by consignor or shipping agent or on shipments picked up at the same time and place with any other shipment of any description from the same consignor or shipping agent.

**660 – STORAGE**

Undelivered freight or freight awaiting transportation held on carrier premises or vehicle — through no fault of the carrier — will be considered stored and subject to the following provisions.

**(A) Computation of Time** Storage charges begin:

- **24 hours** after freight is received by the carrier for outbound shipments; or
- **Immediately** after one attempted delivery for inbound shipments.

Storage charges end at **7:00 a.m.** on the day the carrier receives instructions to deliver or transport the freight. If instructions specify a later date, charges end at 7:00 a.m. on that date.

Saturdays, Sundays, and Holidays are excluded from free time calculation but are included when assessing charges. Any fraction of a day is counted as a full day.

**(B) Removal to Public Warehouse** After providing written notice, the carrier reserves the right to remove stored freight to a public or licensed warehouse. Once removed, freight is held at the owner's risk and expense, without carrier liability, and subject to a lien for all freight and applicable charges.

**(C) Charges**

Shipment Type	Rate per CWT	Minimum	Maximum
No protective service required	\$4.00	\$40.00/day	\$150.00/day
Protective service required	\$6.50	\$90.00/day	\$250.00/day

**(D) Additional Conditions**

- Freight loaded on a vehicle for which detention charges are being assessed will not also be considered as storage.

**690 – VALUATION (SHIPMENTS FROM CANADA)**

**(A) Standard Liability** All rates and charges are based on a maximum carrier liability of **\$2.00 per pound**, unless a higher value is declared by the shipper.

**(B) Excess Valuation** When the shipper declares a value exceeding \$2.00 per pound, an excess valuation charge of **3.0% of the declared value in excess of \$2.00 per pound** will be assessed, subject to a minimum charge of **\$10.00 per shipment**.

**(C) Payment** All valuation charges are payable by the party responsible for the freight charges.

*Note: This item applies to shipments originating in Canada.*

**691 – VALUATION (SHIPMENTS FROM THE U.S.A.)**

**(A) Standard Liability** Shipments from the USA destined to Canada are released at the maximum value per pound corresponding to the freight class, as shown below, subject to a maximum liability of **\$100,000 per occurrence**. Liability is based on the actual class of the articles as published in NMFC 100 series, or at an exception class if applicable, whichever is less.

Class	Max Value/lb	Class	Max Value/lb	Class	Max Value/lb
50	\$2.00	85	\$11.87	175	\$25.00
55	\$2.15	92.5	\$15.80	200	\$25.00
60	\$2.35	100	\$21.00	250	\$25.00
65	\$3.92	110	\$21.74	300	\$25.00
70	\$5.92	125	\$23.00	400	\$25.00
77.5	\$7.90	150	\$24.20	500	\$25.00

**(B) Spot Quotes & Improper Description** Maximum liability will be limited to the **Class 50 rate (\$2.00/lb)** for shipments subject to Spot Quote pricing, or where the shipper fails to properly describe the freight or uses a description of "Freight All Kinds" or "FAK."

**(C) Inadvertent Acceptance of Excess Declared Value** If a shipper declares a value exceeding the maximums outlined in this item and the carrier inadvertently accepts the shipment, the carrier's maximum liability remains as outlined in (A) or (B) above. Any excess liability coverage is the sole responsibility of the shipper through their own insurer.

### **720 - INTEREST ON OVERDUE ACCOUNTS**

Invoice date begins the credit term cycle and payment for all charges must be received within **30 days from the shipment date**. Failure to keep your account current could impair your ability to use our services and may affect your contract rates. If your account is placed on a "credit hold" status, credit privileges may not be restored until you have paid all past-due balances in full or other arrangements are made satisfactorily to TForce Freight Canada. If any action is filed to collect unpaid charges, you agree to be liable for all costs which include, but are not limited to, legal fees, interest, and court costs. We do not provide consumer credit privileges. If payment is not received in full when an invoice is due, interest may be charged at a rate of **1.5% per month ( 19.6% per annum)**, on all outstanding amounts.