

NCUC HHG NO. 2

NORTH CAROLINA UTILITIES COMMISSION

MAXIMUM RATE TARIFF NO. 2

INTRASTATE RATES AND CHARGES

Applying on

HOUSEHOLD GOODS

as described in

NCUC Rule R2-37

Between

POINTS WITHIN NORTH CAROLINA

MAXIMUM RATE TARIFF NO. 2

ISSUED: December 30, 2025

EFFECTIVE: January 1, 2026

ISSUED BY

NORTH CAROLINA UTILITIES COMMISSION

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NORTH CAROLINA UTILITIES COMMISSION
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Section I - Rules and Regulations

CANCELLATION NOTICE

This tariff cancels in whole or in part, as the case may be, all tariffs (including discount tariffs and supplements thereto) presently on file with the North Carolina Utilities Commission which provide rates and charges on the intrastate movement of household goods.

PARTICIPATING CARRIERS

This tariff applies for account of all carriers holding authority under certificates of exemption issued by the North Carolina Utilities Commission to transport household goods as described in Rule 4 (Commodity Description).

Rule 1 – APPLICATION OF TARIFF

This tariff is applicable only on intrastate traffic, i.e. traffic having origin and destination within the State of North Carolina, as authorized under certificates of exemption issued by the North Carolina Utilities Commission.

Rule 2 – DISCOUNTS FROM MAXIMUM RATES OR CHARGES

The rates and charges provided herein are maximum rates. Carriers may not exceed the maximum rate or charge applicable for any individual component set forth herein.

Rule 3 – SCOPE AND APPLICATION OF TARIFF

Subject to the rules and regulations contained in Section I, the rates and charges shown in Sections II, III, and IV are the maximum rates and charges to be assessed by all carriers governed by this tariff, for all movements of household goods within North Carolina. EXCEPTION: Section IV, Item 18 (Full Value Protection) includes rates which are not subject to negotiated discounts.

All carriers issued a certificate of exemption by the North Carolina Utilities Commission authorizing the intrastate transportation of household goods are required to use the forms in Section V of this tariff.

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Rule 4 – COMMODITY DESCRIPTION

Household goods, as used in connection with transportation, means personal effects and property used or to be used in a dwelling, when a part of the equipment or supply of such dwelling, and similar property if the transportation of such effects or property is arranged and paid for by the householder or another party.

Rule 5 – REISSUED ITEMS OR PAGES

References made herein to items, rules, or pages in this tariff include reference to reissue of such items, rules, or pages.

Rule 6 – CANCELLATION OF ORIGINAL AND REVISED PAGES

When this tariff is amended by revised pages, the cancellation of prior pages, except the title page, will be effected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reason. Revisions of each page will be filed in numerical sequence. Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncancelled revised or original pages or uncancelled portions thereof, which bear the same page number. EXCEPTIONS: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of cancelling such excepted previously filed page or portion thereof.

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Rule 7 – VALUATION

- (A) As used in this tariff, the phrases, "released value", "declared value", "value declared by shipper", and "lump sum value," shall have the same meaning.
- (B) On any shipment where the transportation charge is based on weight and distance or hourly rated movements pursuant to the provisions of this tariff, the carrier's maximum liability shall be either (1) \$5.00 times (\$5X) the determined weight (in pounds) of a shipment where up-to a single standard 26-foot transport vehicle's capacity is sufficient, (constructive weight on hourly shipments-see Rule 29(B) (Basis of Weight)); or (2) \$6.00 times (\$6X) the determined weight of a shipment where more than a single standard 26-foot transport vehicle's capacity is required; or (3) the lump sum value declared by the shipper, whichever is greater. In the alternative, liability will be \$.60 per pound for the actual weight of any lost or damaged article or articles, if the shipment has been expressly released by the shipper to such Basic Value Protection per article.
- (C) The released value must be shown on the bill of lading in the following form and must be signed only by the person signing the bill of lading at origin:

FULL VALUE PROTECTION: This additional protection is based on a minimum shipment value of \$5X of the determined shipment weight with a single up-to-26 ft. vehicle, or \$6X determined weight when more vehicles are required. A shipper may declare a greater coverage value, with corresponding valuation cost. The carrier shall complete a pre-move inventory with identifiable existing damages, within standard transportation charges. If item(s) are damaged or lost, the carrier will have the option to either: Repair item; Pay repair cost; Replace item with articles of like kind and quality; Pay replacement cost as determined by current replacement value. Items replaced/reimbursed at full-replacement value become carrier's property.

I release this shipment to a value of \$_times actual weight in lbs. of shipment, or the declared lump sum value of \$_

BASIC VALUE PROTECTION: This lower level of value protection is provided at no additional cost and only provides minimal protection. The carrier's maximum liability shall be \$.60 per pound for the actual weight of any lost or damaged item(s), if the shipment is expressly released by the shipper to such value per article. In the event of damaged or lost items, item values will be considerably less than their original or current value. Protection is minimal coverage, and it is likely that settlement of any claim under this level of valuation will be insufficient. (Ex: A 65-inch 50-lb. LED TV has a damaged value of \$30, regardless of item cost.)

- (D) The released value and the carrier's maximum liability (whether or not loss or damage occurred from carrier negligence), as determined under this rule, shall apply to any claims

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resulting from the performance or failure to perform by carrier of any services, including accessorial services, which carrier has contracted to perform.

- (E) If carrier neglects obtaining shipper signature in this section, the shipment will be deemed released to coverage of up to \$15,000, at no additional cost to the shipper. To resolve damages or loss, carrier shall either: repair item; pay repair cost; replace item with articles of like kind and quality; pay replacement cost as determined by current replacement value. Items replaced or reimbursed at full-replacement value become carrier's property. If carrier presents the valuation options and shipper refuses to choose an option, carrier shall note the refusal on the bill of lading and Basic Value Protection shall apply.
 - (F) Full Value Protection - See Section IV, Item 18.
-

Rule 8 – LIMITATION OF LIABILITY ON READY TO ASSEMBLE FURNITURE MADE FROM PRESS BOARD, PARTICLE BOARD, AND ENGINEERED WOOD

- (A) Ready to Assemble Furniture is defined as meaning furniture manufactured from press board, particle board, engineered wood or similar materials which is shipped from the manufacturer in a knocked down (KD) or knocked down flat (KDF) condition to be assembled by the retail store, reseller, or end-user. Most are not designed with the extra wood structural pieces to adequately brace the unit for movement out of or into a residence, and may not withstand the normal truck vibration, even in air-ride trailers. It is not constructed to withstand the normal stress of a move as an assembled unit. Assembly instructions frequently suggest that the connecting hardware pieces be glued in place. This does not significantly improve the structural integrity of the pieces and makes disassembly impossible without creating substantial, unrepairable damage.
- (B) When a shipper elects to ship an article as defined above, and notwithstanding the language contained in the Notice below, in no case shall the liability of the carrier exceed \$.60 per pound per article or \$50.00 per article, whichever is greater.
- (C) Prior to the movement of a shipment of household goods, the carrier shall give the shipper a notice containing the language outlined below and receive back the original signed copy.

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NOTICE

**LIMITATION OF LIABILITY ON READY TO ASSEMBLE FURNITURE MADE
FROM PRESS BOARD, PARTICLE BOARD, AND ENGINEERED WOOD**

Furniture manufactured from press board, particle board, and/or engineered wood is designed to go into a box from the manufacturer, to the retailer, and then to the customer unassembled. It is not constructed to withstand the normal stress of a move as an assembled unit. Most are not designed with the extra wood structural pieces to adequately brace the unit for movement out of or into a residence, and may not withstand the normal truck vibration, even in air-ride trailers. Usually chips or dents are not repairable. Surface impressions can be made on the furniture when writing on a single piece of paper. Assembly instructions frequently suggest that connecting hardware pieces be glued in place. This does not significantly improve the structural integrity of the pieces and makes disassembly impossible without creating substantial, unrepairable damage. *When a shipper elects to ship an article as defined herein, and not withstanding the language contained in this Notice, in no case shall the liability of the carrier exceed \$.60 per pound per article or \$50.00 per article, whichever is greater.*

[] **Option 1** I/we choose to disassemble and reassemble all press board, particle board, and or/engineered wood furniture prior to move. I/we assume all responsibility for damage to the press board, particle board, and/or engineered wood furniture which may occur during the disassembly of the furniture.

[] **Option 2** I/we have engaged the services of another individual or company to disassemble all press board, particle board, and/or engineered wood furniture prior to move. I/we assume all responsibility for damage which may occur to the press board, particle board, and/or engineered wood furniture during the disassembly of the unit(s).

[] **Option 3** I/we am/are tendering furniture constructed of press board, particle board, and/or engineered wood fully assembled as a part of our move. I/we understand that any claim for damage to the press board, particle board, and/or engineered wood furniture may be denied due to inherent vice, based upon the fact that fully assembled press board, particle board, and/or engineered wood furniture is inherently susceptible to damage as outlined above.

Shipper, owner, or consignee must select Option 1, 2, or 3.

SIGNATURE OF SHIPPER, OWNER, OR CONSIGNEE

DATE

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Rule 9 – ARTICLES OF EXTRAORDINARY VALUE

- (A) The carrier will not assume any liability whatsoever for: documents, currency, money, jewelry, watches, precious stones, or articles of extraordinary value including accounts, bills, deeds, evidences of debt, securities, notes, postage stamps, stamp collections, revenue stamps, letters or packets of letters, articles of peculiarly inherent value, precious metals or articles manufactured therefrom, which are not specifically listed on the bill of lading or a suitable inventory sheet(s).
- (B) All items included in a shipment that are considered to be of extraordinary (unusual) value must be specifically identified, and the carrier must be advised that they are included in the shipment. Items of extraordinary value are defined as those having a value of greater than \$100 per pound. Typically, household goods items that frequently have a value in excess of \$100 per pound per article are: currency, coins, jewelry, precious metals, precious or semi-precious stones or gems, gold, silver or platinum articles including silverware and service sets, china sets, crystal or figurines, fur or fur garments, antiques, oriental rugs or tapestries, rare collectible items or objects of art, computer software programs, manuscripts, or other rare documents. Of course, other items may also fall into this category and must be identified as well.
- (C) 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 the 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 household goods descriptive inventory, and all pertinent information available to the carrier. If articles having a value in excess of \$100 per pound per article are not listed on the inventory, the shipper's signature attests to the fact that such articles are not included in the shipment. If through advertence or any other cause, items having a value in excess of \$100 per pound per article are included in a shipment and are not in writing and signed by the shipper, the shipper agrees that the carrier's liability for loss or damage to those items will be limited to no more than \$100 per pound per article (based upon the actual article weight).
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Rule 10 – INSURANCE

The cost of insurance against marine risk or any other insurance for the benefit of the shipper will not be assumed by the carrier.

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Rule 11 – PAYMENTS

- (A) The carrier will not deliver or relinquish possession of any property transported by it until all tariff rates and charges thereon have been paid in cash, money order, certified check, or traveler's check, except where other satisfactory arrangements have been made between the carrier and the consignor or consignee, in accordance with the rules and regulations of the North Carolina Utilities Commission.
 - (B) Nothing herein shall limit the right of the carrier to require, at time of or before shipment, the prepayment in part or in full or guarantee of the charges.
 - (C) Subject to the foregoing paragraphs, provisions for payment of charges on storage-in-transit shipments are contained in Rule 48 (Storage-In-Transit).
 - (D) A finance charge of 1% per month will apply to payments made after thirty (30) days from date of invoice.
 - (E) Carriers may accept credit or debit cards, or other acceptable payment methods. The processing fee for these transactions may be passed on to the shipper. Carriers may only charge up to the amount their payment processing company charges the carrier for the individual transaction. The credit card processing fee will be listed on the bill of lading.
-

Rule 12 – REGULAR HOURS OF SERVICE

Regular hours for service shall be between 8:00 a.m. and 5:00 p.m. on each day of the week except Saturdays, Sundays, and legal holidays (national, state, or municipal). Delivery will be tendered during regular hours of service unless agreed to otherwise by carrier and shipper.

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Rule 13 – NONBINDING ESTIMATES SUBJECT TO 120% RULE

Motor carriers subject to the rules and regulations of this tariff must, upon shipper's request, provide a nonbinding estimate of charges for services to be rendered. All such estimates shall be in writing and have clearly indicated on the face of them that the estimate is nonbinding on the part of the carrier, and that the charges shown are the approximate charges which will be assessed for the services identified in the estimate. The estimate must clearly describe the shipment and all services to be provided and prepared in such format as provided in Section V. The final billed charges shall not exceed 120% of the estimate amount, unless a *Change Order/Addendum to Estimated Cost of Services form* is completed and signed by shipper prior to the start of the move or upon additional service request by shipper.

EXCEPTION: Nonbinding estimates are not required if the shipper requests such estimate less than five (5) business days prior to the move or if the total weight of the shipment is less than 1,000 pounds.

Rule 14 – BINDING GUARANTEED ESTIMATES

Motor carriers subject to the rules and regulations of this tariff must, upon shipper request, provide a binding guaranteed estimate of services to be rendered. All such estimates shall be in writing and have clearly indicated on the face thereof that the estimate is binding on both the carrier and the shipper. The estimate will be provided in such format as specified in Section V. The estimate must clearly describe the shipment and all services to be performed. At time of shipment, any additional services performed by the carrier at the request of the shipper and not covered in the binding guaranteed estimate will be billed at the appropriate rate, and a *Change Order/Addendum to Estimated Cost of Services form* will be completed.

EXCEPTION: Binding guaranteed estimates are not required if the shipper requests such estimate less than five (5) business days prior to the move or if the total weight of the shipment is less than 1,000 pounds.

Rule 15 – BINDING NOT-TO-EXCEED ESTIMATES

No longer applicable, effective 1-1-2026. Docket No. T-100, Sub 49

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Rule 16 – MILEAGE AND APPLICATION

- (A) Where rates herein are based on mileage, the applicable mileage shall be determined as the lowest practical drive-able distance between the origin and destination addresses, regardless of the actual route taken, as determined by an online mapping service or current mapping software, as agreed upon by shipper and carrier.
- (B) Carriers referenced in Section X of this Tariff, and listed on the linked Commission website allowing for the usage of Rand McNally MileMaker software in determining mileage, may continue to use the software, provided the software is supported with necessary updates for accurate mileage calculation.
-

Rule 17 – HOURLY RATE TRANSPORTATION APPLICATION

In calculating transportation on shipments moving for a ratemaking distance of fifty (50) miles or less, the hourly rates as shown in Section II shall apply. In no event are the rates for transportation charges in Section III applied on hauls of (50) miles or less.

Rule 18 – DISPOSITION OF FRACTIONS AND PARTS OF HOURS

Dispose of fractions in computing a charge by omitting fractions of less than one-half of one cent and increase fractions of one-half of one cent and greater to the next whole cent. Fractions of an hour on charges based on hourly rates will be disposed of as follows: Where the time involved is 15 minutes or less, the charge shall be for one quarter (1/4) hour. When in excess of the 15 minutes but not more than 30 minutes, the charge shall be for one-half (1/2) hour. When in excess of 30 minutes but not more than 45 minutes, the charge shall be for three-quarters (3/4) hour. When in excess of 45 minutes and not over one hour, the charge shall be for one (1) hour.

(Ex: A move that required 6-hours and 10-minutes shall be billed for 6.25-hours, or a move that required 8-hours and 50-minutes shall be billed for 9-hours.)

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Rule 19 – COMPUTING CHARGES

- (A) Except as otherwise provided herein, weight and distance rates in this tariff are stated in dollars and cents per 100 pounds, and total charges shall be computed by multiplying the weight of each shipment by the rate shown per 100 pounds, except as provided in paragraph (B) of this rule. When a shipment is transported a distance in excess of 600 miles, charges shall be computed as follows: (1) First find the rate for 600 miles in the applicable table of rates (Section III); (2) Next find the rate for the excess distance over 600 miles in the same table of rates; (3) Add the above two rates together to get the through rate per 100 pounds to apply on entire shipment.
- (B) Transportation charges based on actual weight of the rate provided thereof shall not exceed charges based on the next higher minimum weight at the rate provided for such higher minimum weight. The weights shown under columns headed "Break Point" in Section III are the weights at which a lower charge develops by use of minimum weight and applicable rate shown in the next higher weight bracket.
- (C) Hourly charges will be computed by applying the proper hourly rate contained in Section II to the actual number of hours required to accomplish the move.

Rule 20 – MINIMUM WEIGHT CHARGE

Except as may be otherwise specifically provided for in this tariff, or as amended, a shipment weighing less than 1,000 pounds shall be accepted only at a weight of 1,000 pounds and applicable rates and charges based on weight shall be subject to 1,000 pound minimum.

Rule 21 – COMPLETE OCCUPANCY OF VEHICLE USED IN TRANSPORT

- (A) Subject to the availability of equipment for the particular service desired, a shipment, the displacement of which completely occupies the loading space of a vehicle, or the peculiar displacement of which completely occupies the loading space of a vehicle, or the peculiar character of which otherwise prevents its transportation with other shipments on the same vehicle, will be accepted at charges computed on the actual weight subject to a minimum weight based on 7 pounds per cubic foot of total vehicle space. (See Rule 26 - Display of Vehicle Space).
- (B) If this rule is used, this must be agreed upon by shipper and listed in stamped BOL section.
- (C) Bill of Lading to be marked or stamped:

BINDING WEIGHT: (Subject to MRT Rules 21/23/24/25/29)
SHIPMENT MOVING AT SET lbs.:

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Rule 22 – MOVEMENT OF EMPTY VEHICLES USED IN TRANSPORT

- (A) A shipper having one or more shipments and desiring to continue movement of all such shipments may request the empty movement of equipment from destination to point of origin of next shipment for further loading subject to the availability of equipment and at charges shown in Section IV, Item 11 (Empty Mileage Charge). The empty movement of equipment shall be ordered in writing at the time shipments are accepted for transportation.
- (B) Empty mileage operated from destination to next origin shall be shown based on MRT Section I, Rule 16.
-

Rule 23 – EXCLUSIVE USE OF A VEHICLE USED IN TRANSPORT

- (A) Subject to the availability of equipment, a shipper may order use of a vehicle of specific cubic capacity for transportation of a shipment. Transportation charges shall be based on actual weight subject to minimum charges as follows:
1. If the capacity of vehicle ordered is 1,000 cu. ft. or less, the minimum charge shall be based on 7,000 pounds.
 2. If the capacity of vehicle ordered is in excess of 1,000 cu. ft., the minimum charge shall be based on 7 pounds per cubic foot of total vehicle space ordered.
- (B) If at time for loading such shipment, carrier does not have available a vehicle of capacity ordered, carrier may substitute a vehicle or vehicles of an equivalent or greater capacity and transportation charges and minimum therefore shall be the same as would apply had carrier furnished a vehicle of the capacity ordered. (See Rule 26 - Display of Vehicle Space)
- (C) If this rule is used, this must be agreed upon by shipper and listed in stamped BOL section.
- (D) Bill of Lading to contain the following language:

BINDING WEIGHT: (Subject to MRT Rules 21/23/24/25/29)
SHIPMENT MOVING AT SET lbs.:

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Rule 24 – SPACE RESERVATION FOR A PORTION OF VEHICLE

(A) Subject to availability of equipment, shipper may reserve a portion of the capacity of a vehicle by ordering a specific quantity of space, in units of 100 cu. ft., and accepting transportation charges based on actual weight of shipment subject to minimum transportation charges as follows:

- 300 cu. ft. or less2,100 pounds
- More than 300 cu. ft.....700 pounds per 100 cu. ft. unit ordered

(B) If this rule is used, this must be agreed upon by shipper and listed in stamped BOL section.

(C) Bill of Lading to contain the following language:

BINDING WEIGHT: (Subject to MRT Rules 21/23/24/25/29)
SHIPMENT MOVING AT SET lbs.: _____

Rule 25 – EXPEDITED SERVICE

(A) Expedited Service used herein means tendering delivery of a shipment on or before a specified date, subject to the following minimum weights and mileage:

- 1. Less than 4,000 lbs. and moving a distance of 50 miles to not more than 80 miles;
- 2. Less than 5,000 lbs. and moving a distance of 81 miles and not more than 150 miles;
- 3. Less than 8,000 lbs. and moving a distance of 151 miles or more.

(B) Subject to availability of equipment for the service desired, shippers may obtain expedited service on shipments at the next weight level where the mileage matches the weight category in (A) above. Transportation charges shall be computed on the basis of applicable minimum weight above and tariff rates applicable to such minimum weights. The carrier shall not be required to provide exclusive use of vehicle under this rule. For exclusive use of vehicle, refer to Rule 23 (Exclusive Use of a Vehicle).

(C) If this rule is used, this must be agreed upon by shipper and listed in stamped BOL section.

(D) Bill of Lading to contain the following language:

BINDING WEIGHT: (Subject to MRT Rules 21/23/24/25/29)
SHIPMENT MOVING AT SET lbs.: _____

(E) Except in case of the fault of the shipper, in the event the shipment is not tendered for delivery on or before the delivery date, this rule shall not apply. In such case, the charges for the shipment shall be subject to all other applicable rules and provisions of this tariff.

(F) Minimum valuation shall be at determined weight.

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Rule 26 – DISPLAY OF VEHICLE SPACE

The number of cubic feet of vehicle space shall be legibly displayed on each side of the vehicle used by the carrier in rendering service under Rules 21 (Complete Occupancy of Vehicle), Rule 23 (Exclusive Use of a Vehicle), and Rule 24 (Space Reservation for a Portion of Vehicle).

Rule 27 – BILL OF LADING

- (A) Unless otherwise provided in this tariff, when property is transported subject to the provisions of this tariff, or as amended, the acceptance and use of the Uniform Household Goods Bill of Lading as described herein is required, and a completed original or copy is to be provided to shipper.

If a shipper or shipper's agent orders a bill of lading to be issued in exchange or substitution for another bill of lading, the shipper's signature to the prior bill of lading shall be considered as part of the original bill of lading as fully as if the same were written or made in connection as part of the original bill of lading as to the statement of value or election or otherwise, or election for common law or bill of lading liability in or in connection with such prior bill of lading.

Any alteration, addition, or erasure on a bill of lading which shall be made without the special notation thereon of the agent of the carrier issuing the bill of lading shall be without effect, and the bill of lading shall be enforceable according to its original tender.

- (B) The rates and charges shown herein are reduced rates conditioned upon the use of the Uniform Household Goods Bill of Lading. Consignor, at his option, may elect not to accept the terms of the Uniform Household Goods Bill of Lading, and in lieu thereof to have the carrier transport the property with carrier's liability limited only as provided by common law and by the laws of the United States and the State of North Carolina insofar as they apply but subject to the terms and conditions of the Uniform Household Goods Bill of Lading insofar as such terms and conditions are not inconsistent with such common carrier's liability. The rate charged therefore 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 \$.60 per pound per article.

When a consignor elects not to accept any of the terms of such bill of lading, consignor must give notice to the initial carrier of such election. The initial carrier must indicate the receipt of such notice by writing or stamping thereon a clause signed by the carrier reading: "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 the carrier's liability limited only as provided by law; but subject to the terms and conditions of this bill of lading insofar as they are not inconsistent with such common carrier's liability."

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- (C) All rates and charges herein are dependent upon the shipment being released in accordance with the provisions of Rule 7 (Valuation) of this tariff.
- (D) Unless the shipper expressly releases the shipment to a value not exceeding \$.60 per pound per article, the carrier's maximum liability for loss and damage shall be (1) the lump sum value declared by the shipper or (2) an amount equal to either \$5.00 or \$6.00 times the actual weight in pounds for full value protection, whichever is greater. For these increased levels of liability, additional valuation charges as provided in Section IV, Item 18 (Full Value Protection) will apply. If the shipper wishes to avoid these additional charges, shipper must agree that if any articles are lost or damaged, the carrier's liability will not exceed \$.60 per pound for the actual weight of any lost or damaged article or articles in the shipment.
- (E) The bill of lading may be paper or electronic. A carrier's use of electronic bills of lading is subject to all requirements of the Maximum Rate Tariff, as well as the following conditions:
1. Carriers must receive Commission approval prior to using electronic bills of lading.
 2. Only carriers referenced in section XI of this tariff, and listed on the linked Commission webpage, may use electronic bills of lading.
 3. Electronic bills of lading must be in the same format as printed version bills of lading and provide the same consumer rights.
 4. Copies of the electronic bills of lading should be sent to the shipper via email (a) immediately upon receiving the pre-move signatures verifying shipper selections and (b) immediately upon receipt of post-move signatures showing all charges.
 5. Electronic bills of lading may only be used with the shipper's consent.
 6. The carrier should have paper bills of lading available at the customer's premises during the move.
 7. Shippers are entitled to receive a written copy of the bill of lading upon request.
 8. If technical difficulties with the electronic bill of lading equipment or system arise, the carrier should use a paper bill of lading.
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**Rule 28 – INFORMATION TO BE INCLUDED ON UNIFORM
HOUSEHOLD GOODS BILL OF LADING**

- (A) The statements shown in (B) (1) and (2) must be preprinted on the face of bill of lading in distinctive bold type. The statements shown in (B) (5) and (6) must also be preprinted on the face of the bill of lading.
- (B) In addition to the above statements printed in distinctive type on face of bill of lading, the following information must appear on the face of the Uniform Household Goods Bill of Lading:
1. The name of the motor carrier (not agent's name) which will transport the shipment.
 2. The name, address, and telephone number of the office of the carrier.
 3. The name, address, and telephone number of a person to whom notification, when required, shall be sent, except when not furnished by the shipper.
 4. The preferred delivery date or the period of time within which delivery of the shipment may be expected to be made at destination.
 5. North Carolina Utilities Commission Certificate of Exemption Number
 6. A statement, followed by the signature of the shipper, acknowledging receipt of an information brochure provided by the carrier which explains the shipper's rights.
 7. A Commission telephone number(s) for shippers to call with questions about rules and regulations pertaining to the bill of lading or their move.
- (C) The contract terms and conditions of the bill of lading, attached thereto, are a part of this tariff and all information shown herein must be in bills of lading issued under provisions of this tariff.
- (D) Pages 65 through 66 of this tariff contain the sample bill of lading, and the actual contract terms and conditions that must appear on the bill of lading.
- (E) Electronic bill of lading must include the following information:
1. All information required in sections (A) – (C) of this Rule.
 2. The electronic bill of lading must allow the shipper and/or carrier to record additional information regarding the move.
 3. Electronic devices displaying the bill of lading must have a screen size no less than 7 inches diagonally.
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Rule 29 – BASIS OF WEIGHT

- (A) The tare weight of each vehicle used in the transportation of household goods shall be determined by having it weighed prior to the transportation of each shipment, without the crew thereon, by a certified weigh-master and on a certified scale. When so weighed, the gasoline tank on each such vehicle shall be full, and the vehicle shall contain all blankets, pads, chains, dollies, hand trucks, and other equipment needed in the transportation of such shipment.
 - (B) After the vehicle has been loaded, it shall be weighed, without the crew thereon, prior to delivery of the shipment; and the net weight shall be determined by deducting the tare weight from the loaded weight, except in instances where a binding weight is applicable or where no adequate scale is available. The constructive weight, based on seven pounds per cubic foot of properly loaded vehicle space, may be used. The gross weight, tare weight, and net weight, or the constructive weight, shall be shown on the bill of lading.
 - (C) In the transportation of part loads, this rule shall apply in all respects, except the gross weight of the vehicle containing one or more part loads may be used as the tare weight of such vehicle as to part loads subsequently loaded thereon, and a part load for any one shipper, not exceeding 1,000 pounds, may be weighed on a certified scale prior to being loaded on a vehicle, such part load to be accompanied by a weight ticket evidencing such weighing.
 - (D) All tare, gross, actual, or constructive weights shall be properly certified to by the person or persons who ascertained such weights.
 - (E) The carrier, upon request of shipper, owner, or consignee made prior to delivery of a shipment and when practicable to do so, will reweigh the shipment. The lower of the two net scale weights shall be used for determining the applicable charges. There will be a charge to the shipper if the reweigh results in a net scale weight in excess of the initial net scale weight or if the difference between the initial net scale and the reweigh net scale weight is less than 100 pounds on a shipment weighing 5,000 pounds or two percent or less of the lower net scale weight on shipments in excess of 5,000 pounds.
 - (F) For reweighing charges see Section IV, Item 15 (Reweighing Charge).
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Rule 30 – COMPLETE ARTICLE

Each shipping piece or package and contents thereof shall constitute one article, except the total component parts of any article taken apart or knocked down for handling or loading in vehicle shall constitute one article for the purpose of determining carrier's liability as provided in Rule 7 (Valuation).

NOTE: When an entire shipment is transported in containers, lift vans, or shipping boxes, each shipping package, piece, or loose item not enclosed within a package in such containers, lift vans, or shipping boxes will constitute the article.

The following examples identify carrier's maximum liability if moving at \$.60 per pound per article.

1. Bed assembly, weight 100 pounds – headboard lost or damaged, weight 50 pounds. Carrier's maximum liability for loss or damage to the headboard would be \$.60 times 100 pounds (weight of total bed assembly) or \$60.00
2. Barrel of dishes, weight 50 pounds – several dishes broken weighing 2 pounds. Carrier's maximum liability for broken dishes within the barrel would be \$.60 times 50 pounds or \$30.00.
3. Carton or package, weight 60 pounds – fishing reel missing, weight 1 pound. Carrier's maximum liability would be \$.60 times 60 pounds or \$36.00.

Rule 31 – INSPECTION OF ARTICLES

When a carrier or his agent believes it necessary that the contents of packages be inspected, he shall make or cause such inspection to be made, or require other sufficient evidence to determine the actual character of the property.

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Rule 32 – PREPARATION FOR SHIPMENT

- (A) Unless otherwise provided, articles tendered for transportation must be in such condition and so prepared for shipment as to render the transportation thereof reasonably safe and practicable.
- (B) **Packing to Be Accomplished by Shipper or Carrier** - Articles requiring packing, crating, wrapping, or servicing as provided for in this rule, may be prepared for shipment by the shipper or his agent, or the carrier will perform this service at the request of and for the account of the shipper, as provided in Section IV, Item *1 (Packing and Unpacking) and Item 2 (Overtime Packing and Unpacking)*. When performing their own packing (PBO), the shipper and/or his appointed agent, shall cause PBO cartons to be properly identified and marked with the general contents. Carrier shall have the right to open and inspect any PBO carton to verify contents. Carrier will not be liable for damages occurring on PBO cartons, unless specific exterior damages are noted and inspection takes place with the carrier's representative at the time of delivery.
- (C) **Protection By Carrier** - Unless otherwise provided, articles having surfaces liable to damage by scratching, marring, or chafing, but of sufficient strength to allow other articles to be packed against or on top of same in a manner which will make transportation of the entire shipment reasonably safe and practicable if protected by sufficient wrapping, will be wrapped at time of loading in furniture pads, covers, burlaps, or wrappers which are part of the carrier's regular equipment. The cost of this service is included in transportation rates named in tariff.
- (D) **Musical Instruments** - Musical instruments such as harps, guitars, banjos, mandolins, violins, cellos, trombones, drums, or similar instruments which require, for the safe transportation thereof, more protection than afforded by the carrier's regular equipment as provided for in paragraph (C) of this rule, must be packed in the instrument's own case or other adequate container.
- (E) **Containers Required** - Bedding, books, carpets, rugs, china, glassware, pottery, silverware, statuary, clothing, curtains, draperies, kitchen utensils, lamp shades, table lamps, small articles such as tools, athletic and game equipment, and household articles such as clothes lines, poles, umbrellas, canes, irons, ornaments, and other small articles of less than one cubic foot displacement must be packed and tendered to the carrier in barrels, boxes, cartons, wrapped bundles, or wrapped rolls, except that trunks, tubs, pails, baskets, or other containers or articles of furniture of the shipper may be substituted when of sufficient strength so that the use of such containers will render transportation of contents reasonably safe.
- (F) **Fragile Articles** - Fragile articles such as showcases, wall cases, cameos, works of art, scenery, lighting fixtures, linoleums, statuary, marble slabs, mirrors, glass tops, pictures,

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paintings, models, antiques, and other similar articles which are easily broken or damaged, or articles upholstered or covered with material or fabric of a delicate nature or color, or other articles with delicate finishes which are easily soiled, torn, or damaged, must be fully protected by boxing, crating, or wrapping.

- (G) **Mechanical Equipment** - Equipment and articles such as washing machines, refrigerators, ironers, sewing machines, vacuum cleaners, heaters, ranges, radios, clocks, victrolas, and/or other similar articles, the surfaces of which can usually be protected by carrier's regular equipment as provided for in paragraph (C) of this rule, must have all motors, mechanical parts, and ornaments securely fastened, bolted, or tied in a manner to prevent loss, damage, or impairment of functions.
- (H) **Secureness of Containers** - Unless otherwise provided, articles for which containers are specified must be securely enclosed by the containers so that no ends or other parts protrude and in a manner that will prevent loss of articles from such containers. Any articles that are easily broken or having surface liable to damage by chafing must be protected within the authorized shipping containers by or with liners, partitions, wrappers, excelsior, straw, or other packing materials which will afford adequate protection against breakage or damage.
- (I) **Carrier Not Obligated To Accept** - Tender for shipment of an article not protected by packing, crating, wrapping, or servicing does not obligate the carrier to accept an article so offered for transportation when such protection is reasonably necessary for the safe transportation of the articles.
- (J) **Machinery and Equipment** - Equipment or machinery such as X-ray, photographing, lithographing, printing equipment, adding machines, accounting, card punching, sorting, or tabulating machines, addressing, imprinting or mailing machines, air filtering machines, bookkeeping machines, typewriters and computing machines, and other similar equipment or machinery, must be fully protected by boxing, crating, or wrapping, except when such articles can be transported in a safe, practicable manner by wrapping with carrier's regular equipment as described in paragraph (C) of this rule, such protection will be furnished as part of the carrier's regular service.

Rule 33 – ARTICLES LIABLE TO CAUSE DAMAGE

- (A) Carrier will not accept for shipment property liable to impregnate or otherwise damage equipment or other property.
- (B) The carrier will not accept for shipment articles which cannot be taken from the premises without damage to the article or the premises.
- (C) The movement of LP/propane tanks is prohibited, unless said tanks have been serviced/purged and plugged by professional gas service and labeled as such.

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Rule 34 – MARKING AND PACKING

- (A) Articles of fragile or breakable nature must be properly packed.
- (B) Packages containing fragile articles or articles consisting wholly or in part of glass, when packed by the shipper or his agent, must be marked by plain and distinct letters designating the fragile character of contents.
- (C) When articles of furniture, consisting wholly or in part of glass are covered or wrapped by the shipper or his agent, such articles shall be wrapped in a manner to clearly expose glass surfaces or glass portions.
- (D) Where articles are improperly packed, crated, or boxed and by reason thereof the contents are more susceptible to damage, carrier will arrange to have such articles properly packed at charges as shown in this tariff.

Rule 35 – SERVICING SPECIAL ARTICLES

- (A) Except as otherwise specifically provided in this tariff, or as amended, the services covered by this tariff do not include servicing (using a device to secure washer) or disconnecting washers, dryers, or icemakers. It is the shipper's responsibility to have all such articles serviced and disconnected prior to loading. Shipper has the option to: (1) take responsibility for these services and hold carrier harmless; (2) have carrier perform these services at the published tariff rates per article as set forth in Section IV, Item 5 (Household Appliances or Other Articles Requiring Special Servicing for Safe Transportation), provided carrier has the qualified personnel; (3) have carrier contract with a third party company to perform these services and shall be paid by the shipper as set forth in Rule 44 (Third Party Charges).
 - (B) 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. The extra handling, loading, or unloading in every instance must be provided by the shipper or if the carrier has additional personnel and equipment available, such extra services, upon request of the shipper, may be provided by the carrier at charges as shown in this tariff in Item 6 (Bulky Articles, Loading/Unloading Charges, Wgt. Additives). 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 the shipper.
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Rule 36 – IMPRACTICABLE OPERATION

The carrier shall not be obligated to perform pickup or delivery or render any service at a place or places from or to which it is impracticable to operate vehicles because of:

1. The condition of roads, streets, driveways, alley, or approaches thereto.
 2. Inadequate loading or unloading facilities.
 3. Any riot, strike, picketing, or other labor disturbance.
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Rule 37 – IMPRACTICAL PICKUP/DELIVERY OR AUXILIARY SERVICE

- (A) When a shipment is tendered for delivery at destination address and it is physically impossible to complete delivery directly from transporting vehicle due to inaccessibility of the building, its structure, or the nature of an article or articles included in the shipment, the carrier may place the shipment or any part thereof not reasonably possible of delivery, in storage at the nearest available warehouse of the carrier, or a commercial warehouse to the order and expense of the shipper, owner, or consignee of the goods. When the shipment or any part thereof is stored in a commercial warehouse, liability of the carrier ceases upon delivery to the warehouse; and when stored in the carrier's warehouse or that of the carrier's agent, liability after the delivery to the warehouse shall be that of the warehouseman and not a common carrier. All accrued charges shall be due and payable upon delivery of the shipment or any part thereof to the warehouse (and later delivery to a final destination shall constitute a new shipment). The transportation shall be based upon the total mileage computed from origin to final destination via initially billed destination.
- (B) At the option of the shipper, owner, or consignee delivery will be tendered to shipper, owner, or consignee at the nearest point of approach to desired location, or if possible to accomplishment and by order of the shipper, owner, or consignee, delivery will be effected by auxiliary means from the transporting vehicle to desired location at an additional charge.
- (C) This rule also applies to impractical pickups.
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Rule 38 – HOISTING SERVICE

- (A) Hoisting service will be performed only at points where carrier possesses necessary equipment and experienced personnel to properly perform such service, weather conditions permitting. Otherwise, upon request of shipper, consignee, or owner of the goods, the carrier will endeavor to arrange for qualified service, if available, at the expense of shipper, consignee, or owner of the goods. The carrier may advance the amount necessary to perform the service, which is to be reimbursed to the carrier upon presentation of the paid bill thereof. The carrier will not be responsible for damage to shipment or property in instances where it does not perform the service with its own personnel.
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- (B) In the event that qualified service is not available, the carrier may deposit that part of the shipment requiring hoisting in the nearest available warehouse, subject to a lien for all lawful charges, and the shipment shall be considered as having been delivered.

Rule 39 – HANDLING AND STORAGE

Except as otherwise provided herein, the rates for transportation include the disassembling of set-up pieces of furniture at their location in the establishment of owner, the physical handling from such location to the vehicle, storage of same within the vehicle body, unloading of goods at destination, handling of same to place in establishment designated, and the setting up of pieces of furniture which were disassembled at origin, provided: if the shipment is delivered to or picked up at a warehouse, the rate for transportation includes only the unloading and loading at the door, platform, or other point convenient or accessible to the vehicle at the warehouse.

NOTE: See Rule 8 (Limitation of Liability on Ready to Assemble Furniture Made from Press Board, Particle Board, and Engineered Wood).

Rule 40 – PERISHABLE ARTICLES

- (A) Carriers 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 transportation provided:
1. The food is contained in a freezer, which at time of loading is operating at normal deep freeze temperature.
 2. The shipment is to be transported not more than 150 miles and/or delivery accomplished within twenty-four (24) hours from time of loading.
 3. No storage of shipment is required.
 4. No preliminary or en route servicing by use of dry ice, electricity, or other preservative methods is required of the carrier.
- (C) When such articles are included in a shipment with or without knowledge of the 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.

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**Rule 41 – REMOVAL OR PLACEMENT OF PROPERTY FROM/TO
INACCESSIBLE LOCATIONS**

- (A) It is the responsibility of the shipper for removal or placement from or to attics, basements, and other locations, and to make property available to the carrier where the location of property and goods to be shipped or delivered is: (1) not accessible by a permanent stairway (does not include disappearing staircases or ladders of any type), (2) not adequately lighted, (3) does not have a flat continuous floor; and (4) does not allow a person to stand erect.
- (B) If the shipper or owner requests and the carrier agrees to removal or placement from or to such areas not readily accessible, Section IV, Item 4 (Labor Charges) will apply for this service.
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Rule 42 – EXTRA PICKUP OR DELIVERY

Portions of a shipment may be picked up at more than one place and delivered to more than one place. Charges will be for total weight of entire shipment for total distance from first point of pickup to final point of delivery, plus additional service charges applicable to each portion of the shipment (see Section IV, Item 7 – Extra Pickup or Delivery). The total charges for picked up and delivered portions shall not, in any case, exceed the total charges as would apply if computed to each portion as a separate shipment.

NOTE: This rule not applicable in connection with hourly rated shipments.

Rule 43 – ADVANCING OF CHARGES

- (A) Upon request of shipper, owner, consignee, or agent thereof, charges incidental to the transportation of household goods, including such charges as cartage, storage, packing, **valuation**, etc., and charges for warehousing which have accrued against shipment, payment of which is necessary in order for carrier to obtain possession of the shipment, may be advanced by the carrier.
- (B) Charges advanced by the carrier under this rule are in addition to all other charges provided in this tariff and shall be paid by consignee as set forth in Rule 11 (Payments).
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Rule 44 – THIRD PARTY CHARGES

- (A) Upon request of shipper, owner, consignee, or agents thereof, carrier may engage a third party to provide services that the carrier does not possess the qualified personnel to perform the duties. Such services include, but are not limited to, the disconnecting and reconnecting of washers, dryers, icemakers; disassembling and reassembling waterbeds, hot tubs, swing sets, and playhouses; preparing grandfather clocks for shipments; building special crates for shipper.
 - (B) Such third party charges will be listed as Third Party Charges on the bill of lading. These third party charges are in addition to all other charges provided in this tariff and shall be paid by consignee as set forth in Rule 11 (Payments).
 - (C) If the route of a move requires the use of toll ferries, and the ferry fares are not paid directly by the shipper, the costs to the carrier will likewise be listed as third party charges on the bill of lading.
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Rule 45 – WAREHOUSE PICKUP AND 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 unloading or loading at door, platform, or other point convenient or accessible to the vehicle.
 - (B) When the carrier enters a warehouse, including self-storage/mini-storage locations, at the shipper's request to remove items stored from or place items into the warehouse space rented by the shipper, Section IV, Item 4 (Labor Charges) will apply.
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Rule 46 – DIVERSION OF SHIPMENTS

No longer applicable, effective 1/1/26

Rule 47 – CONSOLIDATED SHIPMENTS

- (A) Property of two or more families or establishments will not be accepted for transportation as a single shipment. Property of each family or establishment must be handled as a separate shipment on a separate bill of lading.
- (B) The name of only one shipper and one consignee shall appear on one bill of lading, but the bill of lading may also specify the name of a party to notify of the arrival of the shipment at destination.

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Rule 48 – STORAGE-IN-TRANSIT

- (A) Storage-in-transit of shipments covered by this tariff is the holding of the shipment in the warehouse *owned by the carrier or in a public warehouse with which the carrier has a long-term lease agreement for storage*, pending further transportation, and will be affected only at the specific request of the shipper. *Carriers providing storage-in-transit are required to file proof of insurance for such storage with their Annual Report.*
- (B) Subject to Rule 11 (Payments), payment for accumulated transportation and other lawful charges, at the option of the carrier, may be required from the consignor or consignee at time storage-in-transit shipment is delivered to the storage warehouse.
- (C) Except as otherwise provided in paragraph (E), shipments moving under this rule may be stored only once and for a period not to exceed one hundred eighty (180) days from date of unloading into the warehouse. At the expiration of the 180-day period, the intrastate character of the shipment will cease, and the shipment will revert to permanent storage. The warehouse shall be considered the destination of the shipment; the warehouseman shall be agent for the shipper; and the property shall then be subject to the rules, regulations, and charges of the warehouseman.
- (D) When a shipment remains in storage after sixty (60) days, all accumulated carrier charges must be paid as follows:
1. Transportation charges for pickup or delivery as provided in paragraph (E).
 2. Storage charges for sixty (60) days as provided by this tariff.
 3. Additional services, advances, or other lawful charges, if any.
- (E) When, during any one of the 30-day periods within the storage-in-transit period provided herein, the shipper has given notice for final delivery of the shipment on a date fifteen (15) days prior to the expiration of such 30-day period, and the carrier, by no fault of the shipper, fails to provide transportation within such 30-day period, storage-in-transit or storage charges shall not apply beyond such 30-day period unless shipper cancels or rescinds order for final delivery. All other provisions under the tariff will continue in effect until further transportation is made available by the carrier. Until all lawful charges are paid, property will remain in carrier's or agent's warehouse subject to a lien for all such charges.
- (F) The transportation charges to apply on shipments stored in transit under this rule and forwarded from warehouse will be (a) the applicable tariff rate from initial point of pickup to warehouse, and (b) the applicable tariff rate from warehouse location, which, for rate application purposes, will be considered a new point of origin, to destination point, viz:
1. When storage-in-transit is accorded at point of origin or destination, for distances of fifty (50) miles or less, the pickup or delivery transportation rate will be as shown in Section IV, Item 14 (Pickup or Delivery Transportation Rates to Apply on Storage-In-Transit Shipments).

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2. When storage-in-transit is accorded at any other point of origin or destination, the pickup or delivery transportation rate for distances beyond fifty (50) miles will be as shown in Section III and mileage determined as provided by effective mileage guide.
- (G) Shipper or owner, upon proper notice in writing to the carrier before departure of the shipment, may change destination originally shown on the bill of lading. When the destination of the shipment is changed, such change must be recorded on the bill of lading. When the intrastate character of the shipment is terminated at the warehouse before the expiration of the time limit specified in paragraph (C), the transportation and other lawful charges shall apply in identical manner as provided in paragraph (C).
- (H) When a storage-in-transit shipment has been placed in a carrier's or agent's warehouse, both the carrier and the warehouse must have in their possession records showing the following:
1. An itemized list of the shipment with the bill of lading number noted thereon.
 2. Point of origin and destination.
 3. Condition of each article when received at and forwarded from the warehouse.
 4. The dates when all charges, advances, or payments were made or received.
 5. Dates shipment was delivered into and forwarded from the warehouse.
- (I) During the storage-in-transit period, shipper may withdraw a portion of the property, provided that all accrued charges on the shipment are paid prior to such withdrawal, except as provided by Rule 11 (Payments). Such portion shall be weighed to determine the weight of the remaining storage-in-transit shipment. When the selection of the items to be withdrawn requires unstacking and/or restacking of the shipment, charges for such handling shall be assessed in accordance with Section IV, Item 4 (Labor Charges). Charges for transportation furnished, if any, for portion selected for delivery shall be assessed on the same basis as would apply to that portion as an individual shipment. With reference to the portion of the shipment which remains in the warehouse, the shipper may elect in writing to terminate the storage-in-transit service and place the remaining property in storage with the warehouseman in possession, in which event the warehouse shall be considered the destination of the shipment. If the shipper elects to have remaining portion remain in storage-in-transit, the following shall be applicable:
1. Storage charges, if any, for the balance of the storage-in-transit period, shall be assessed on the same basis as would apply to that remainder as an individual shipment.
 2. Charges for transportation furnished, if any, for delivery of the remainder of the shipment shall be assessed on the same basis as would apply to that portion as an individual shipment.
- (J) The transportation rates and charges applicable to shipments stored in transit are those in effect on the date of the original shipment.

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Rule 49 – PUBLIC WAREHOUSE DELIVERY

When goods are consigned or delivered to a warehouse, the location of the warehouse will be considered the destination and must be so noted on the bill of lading. The liability on the part of the carrier will cease when the shipment is unloaded at the warehouse. The shipment will be stored in the name of the owner, shipper, or consignee, subject to a lien for transportation and other lawful charges.

Rule 50 – OVERFLOW

When a shipment is so loaded that one or more vehicles are loaded to capacity and an overflow remains which does not require the full capacity of another vehicle, such overflow will be charged for the actual weight and at the applicable rate or rates of the combined weight of the total shipment.

Rule 51 – LOST OR DESTROYED SHIPMENTS

No motor carrier transporting household goods, as defined in Commission Rule R2-37, in intrastate commerce shall collect or require a shipper to pay any published freight charges (including accessorial or terminal service) when a shipment is completely or totally lost or destroyed in transit. A carrier shall collect and the shipper would be required to pay any specific valuation charges that may be due. This rule shall not apply to the extent that any such loss or destruction is due to the act or omission of the shipper. Carrier shall maintain ownership of any and all items reimbursed to shipper in this situation.

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Rule 52 – CLAIMS

- (A) Any claim for loss, damage, or overcharge shall be in writing and filed with carrier within nine (9) months after a reasonable time for delivery has lapsed. As a condition precedent to any claim adjustment or payment, said claim shall be accompanied by the original paid bill for transportation and original bill of lading, if not previously surrendered to the carrier. Carrier may require certified or sworn statement of claim.
- (B) Carrier shall be immediately notified of all claims for concealed and/or external damage and shall be given reasonable opportunity to inspect alleged external damage or concealed damage in original package.
- (C) The carrier's liability shall not exceed the cost of repairing or replacing the property lost or damaged with material of like kind and quality not exceeding the replacement value of the property at time and place of loss, but in no event to exceed the released value as declared by the shipper as determined under Rule 7 (Valuation).
- (D) The carrier shall not be liable for loss or damage occurring after the property has been delivered to and receipted for by the consignee or shipper, or the authorized agent of either. When the carrier is directed to unload or to deliver property (or render any services) at a place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.
- (E) When the carrier is directed to load property from (or render any services at) a place or places at which the consignor or its agent is not present, the property shall be at the risk of the owner before loading.
- (F) The 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 released value as declared by the shipper as determined under Rule 7 (Valuation).
- (G) All claims are subject to the Contract Terms and Conditions of Uniform Household Goods Bill of Lading affixed in Section V, and the FVP inventory completed prior to the start of the move.
- (H) Upon the carrier's receipt of a written claim, an acknowledgement notice with corresponding claim procedures shall be provided to shipper promptly, but no later than fifteen (15) days after receipt of a written claim; with the final claim resolution settled within sixty (60) days from date of receipt; or within a justifiable timeline for the carrier to perform due diligence and to resolve the particulars of the claim.
- (I) When goods are consigned or delivered to a public warehouse facility, the carrier's liability will cease upon the unload of the shipment at the facility, and any claim must be submitted to carrier at the time of delivery.

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Section II - Hourly Rates for Moves of 50 Miles and Less

Rule 53 – HOURLY CHARGES

On shipments as defined in Rule 17 (Hourly Rate Transportation Application), the following maximum hourly rates and other charges shown herein shall apply:

Regular Time (See Rule 12, Regular Hours of Service)	Overtime (See Rule 12, Regular Hours of Service)		
Vehicle & 2 CREW	\$ 188.40	Vehicle & 2 CREW	\$ 235.15
Vehicle & 3 CREW	243.30	Vehicle & 3 CREW	310.25
Vehicle & 4 CREW	297.90	Vehicle & 4 CREW	385.15
Vehicle & 5 CREW	352.95	Vehicle & 5 CREW	460.10
Each additional crew	54.80	Each additional crew	74.85
Each additional vehicle	52.50	Each additional vehicle	65.75

The time shall be charged beginning with arrival of vehicle and crew at shipment's origin and ending at completion of all carrier's services at shipment's destination. NOTE: A maximum of one (1) hour travel time for each total of 50 miles *or fraction thereof*, from the two-warehouse trips, may be added to the chargeable time.

NOTE: For additional Vehicle(s) to be billed, a standard 26-foot vehicle's capacity must be exceeded in each preceding vehicle. Where additional men and equipment are to be so used, the number of vehicle(s) and/or additional men to be used shall be agreed to by shipper in writing prior to the move.

Rule 54 - PACKING AND UNPACKING CHARGES

- (A) **SERVICES PERFORMED AT THE ACTUAL TIME OF THE MOVE.** When incidental packing and/or unpacking services are requested by the shipper or agent for up-to a single residential room or area and carrier furnishes packing materials and performs packing and/or unpacking services using crew during actual time of an hourly move, charges will be based on the same rate as shown in Rule 53 (Hourly Charges). In addition, charges for containers furnished by the carrier will be those charges in Section IV, Item 3 (Packing Container Charges).
- (B) **SERVICES PERFORMED PRIOR TO THE ACTUAL TIME OF THE MOVE.** When packing and/or unpacking services are requested by the shipper or agent and carrier furnishes packing materials and performs packing and/or unpacking services, charges will be based on Section IV, Item 1 (Packing and Unpacking) or Section IV, Item 2 (Overtime Packing and Unpacking), if applicable.

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Section III - Weight and Distance Rates for Moves Over 50 Miles

Rule 55 – RATES APPLY ON AND ARE SUBJECT TO A MAXIMUM RATE AS FOLLOWS:

Shipments released to a value not exceeding \$.60 per pound per article.

Shipments transported between all points in the State of North Carolina within the same loading day or following day, EXCEPT shipments moving under provisions and/or charges in Section II, Rule 21, Rule 23, Rule 24, or Rule 25.

Rates apply without additional valuation charges when shipment is released to a value not exceeding \$.60 per pound per article. When shipment is released to full value protection or shipper declares a valuation on entire shipment, rates herein apply plus Valuation Charges named in Section IV, Item 18.

Rates are in dollars and cents per 100 pounds applied to actual weight and include loading and unloading within regular conditions and the actual movement or transportation of property from origin to destination. Rates do not include Additional Services and Charges detailed in Section IV.

NOTE: In the following table, “Break Point” indicates the weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket.

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	1000 TO 1999 LBS	BREAK POINT	2000 TO 3999 LBS	BREAK POINT	4000 TO 7999 LBS	BREAK POINT	8000 TO 11999 LBS	BREAK POINT	12000 TO 15999 LBS	BREAK POINT	16000 LBS AND OVER
51-60	64.05	1,593	51.00	3,353	42.75	6,298	33.65	11,002	30.85	14,471	27.90
61-70	67.10	1,561	52.35	3,355	43.90	6,251	34.30	11,231	32.10	14,231	28.55
71-80	70.00	1,561	54.60	3,316	45.25	6,418	36.30	11,025	33.35	14,801	30.85
81-90	72.40	1,550	56.10	3,309	46.40	6,544	37.95	10,799	34.15	14,970	31.95
91-100	74.60	1,543	57.55	3,278	47.15	6,601	38.90	10,581	34.30	15,114	32.40
101-110	76.35	1,538	58.70	3,251	47.70	6,701	39.95	10,664	35.50	14,829	32.90
111-120	79.30	1,519	60.20	3,230	48.60	6,659	40.45	10,666	35.95	14,866	33.40
121-130	81.80	1,531	62.60	3,167	49.55	6,717	41.60	10,457	36.25	14,985	33.95
131-140	84.45	1,524	64.35	3,140	50.50	6,765	42.70	10,539	37.50	15,147	35.50
141-150	86.50	1,507	65.15	3,132	51.00	6,801	43.35	10,658	38.50	14,982	36.05
151-160	88.50	1,511	66.85	3,142	52.50	6,820	44.75	10,713	39.95	14,999	37.45
161-170	91.00	1,513	68.80	3,149	54.15	6,789	45.95	10,564	40.45	15,091	38.15
171-180	93.05	1,494	69.50	3,189	55.40	6,737	46.65	10,701	41.60	15,116	39.30
181-190	94.80	1,495	70.85	3,171	56.15	6,832	47.95	10,687	42.70	15,082	40.25
191-200	97.15	1,477	71.70	3,189	57.15	6,832	48.80	10,980	44.65	14,908	41.60
201-220	99.25	1,489	73.85	3,180	58.70	6,883	50.50	10,919	45.95	15,095	43.35
221-240	101.40	1,492	75.60	3,186	60.20	6,884	51.80	11,051	47.70	15,011	44.75
241-260	104.40	1,505	78.55	3,125	61.35	6,866	52.65	11,123	48.80	15,214	46.40
261-280	106.85	1,500	80.10	3,154	63.15	6,968	55.00	11,084	50.80	15,308	48.60
281-300	108.75	1,516	82.40	3,124	64.35	6,950	55.90	11,271	52.50	15,391	50.50
301-320	112.05	1,508	84.45	3,150	66.50	7,026	58.40	11,302	55.00	15,215	52.30
321-340	115.10	1,504	86.50	3,138	67.85	7,045	59.75	11,478	57.15	15,343	54.80
341-360	117.80	1,497	88.15	3,163	69.70	7,042	61.35	11,482	58.70	15,305	56.15
361-380	120.65	1,498	90.35	3,150	71.15	7,101	63.15	11,440	60.20	15,296	57.55
381-400	122.50	1,502	91.95	3,172	72.90	7,073	64.45	11,479	61.65	15,507	59.75
401-420	125.10	1,491	93.20	3,211	74.80	7,150	66.85	11,552	64.35	15,255	61.35
421-440	128.15	1,470	94.15	3,212	75.60	7,281	68.80	11,442	65.60	15,403	63.15
441-460	130.00	1,478	96.05	3,205	76.95	7,257	69.80	11,631	67.65	15,244	64.45
461-480	131.65	1,476	97.15	3,247	78.85	7,275	71.70	11,632	69.50	15,390	66.85
481-500	134.25	1,470	98.65	3,258	80.35	7,304	73.35	11,592	70.85	15,538	68.80
501-520	136.00	1,483	100.80	3,282	82.70	7,236	74.80	11,503	71.70	15,510	69.50
521-540	137.90	1,494	102.95	3,284	84.50	7,158	75.60	11,572	72.90	15,320	69.80
541-560	140.05	1,491	104.40	3,286	85.75	7,124	76.35	11,608	73.85	15,416	71.15
561-580	141.05	1,500	105.75	3,318	87.70	7,134	78.20	11,479	74.80	15,583	72.85
581-600	142.95	1,498	107.00	3,309	88.50	7,169	79.30	11,494	75.95	15,558	73.85
601-620	144.65	1,504	108.75	3,324	90.35	7,243	81.80	11,472	78.20	15,417	75.35
621-640	146.55	1,507	110.40	3,332	91.95	7,196	82.70	11,442	78.85	15,412	75.95
641-660	148.00	1,515	112.05	3,328	93.20	7,185	83.70	11,463	79.95	15,400	76.95
661-680	149.20	1,514	112.90	3,350	94.55	7,150	84.50	11,617	81.80	15,423	78.85

ISSUED: December 30, 2025

EFFECTIVE: January 1, 2026

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681-700	151.70	1,518	115.10	3,342	96.15	7,198	86.50	11,612	83.70	15,637	81.80
701-725	153.40	1,516	116.25	3,357	97.55	7,205	87.85	11,557	84.60	15,641	82.70
726-750	154.90	1,523	117.90	3,347	98.65	7,291	89.90	11,547	86.50	15,621	84.45
751-775	157.30	1,524	119.80	3,366	100.80	7,270	91.60	11,509	87.85	15,582	85.55
776-800	159.15	1,525	121.35	3,384	102.65	7,252	93.05	11,594	89.90	15,440	86.75

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Section IV - Additional Services and Charges

Item 1 – PACKING AND UNPACKING

Item 1 and Item 2 rates include packing labor, the use of packing containers and materials from origin to destination, and unpacking. Rates do not include unpacking WHEN:

1. Shipper elects not to have unpacking performed and elects to retain the containers and specifically directs carrier or its agent not to perform unpacking.
2. Shipper elects not to have unpacking performed at time of delivery and specifically so directs carrier or its agent.
3. Shipment is delivered to a warehouse (EXCEPT when delivery to warehouse is for storage-in-transit and delivery from warehouse is made within the storage-in-transit period provided in applicable rules).
4. Regular unpacking services to consist of removal of carrier packed items from carrier furnished materials, basic placement of items in suitable location, and disposal of unwanted packing materials, at the time of delivery. Specialized unpacking services may be requested by shipper at agreed-upon cost.
5. When both packing and unpacking are performed before 8:00 a.m. or after 5:00 p.m., on weekdays, or during any hour on Saturdays, Sundays, or legal holidays (national, state, or municipal), rates in Item 2 are applicable.

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SERVICE (Packing and Unpacking)	PER	MAX RATES (dollars/cents)
DRUM, DISH-PACK: (Drum, dish-pack, barrel, or other specially designed containers of not less than 5 cu. ft. capacity, for use in packing glassware, chinaware, bric-a-brac, table lamps, or similar fragile articles).....	Each	74.05
BOXES: Not over 5 cu. ft.	Each	25.20
Over 5 not over 8 cu. ft. (Over 8 cu. ft. see crates)	Each	44.65
CARTONS: (See Notes 1 and 2)		
1.5 cu. ft.	Each	13.90
3 cu. ft. (Not less than 200 lb. test)	Each	22.25
4 1/2 cu. ft. (Not less than 200 lb. test)	Each	26.65
6 cu. ft. (Not less than 200 lb. test)	Each	26.80
6 1/2 cu. ft. (Not less than 275 lb. test)	Each	29.25
Note 1: When cartons of more than 3 cu. ft. capacity are used and no rate is shown for the size carton used, charges shall be based on the rate for the next lower size carton shown.		
Note 2: Length, width, and depth by inches and cubical content must be shown on all cartons.		
WARDROBE CARTON: Not less than 10 cu. ft.	Each	33.10
CRIB MATTRESS CARTON:	Each	14.40
MATTRESS CARTON: (Twin)	Each	26.65
MATTRESS CARTON: (Double)	Each	29.75
MATTRESS CARTON: (King/Queen)	Each	47.95
MATTRESS CARTON: (King Single)	Each	25.85
Note: If the size of the mattress carton exceeds the size for which charges are shown, the charge for the next greater size shall apply.		
MATTRESS COVER: (Paper or plastic)	Each	13.20
CORRUGATED CONTAINERS: (Specially designed for mirrors, paintings, glass or marble tops, and similar fragile articles.)	Each	47.60
CRATES: (Other than corrugated containers, specially constructed for mirrors, paintings, glass or marble tops, and similar fragile articles.) Gross measurement of crate	Each Cu. Ft. or fraction thereof	26.95 (Min. charge) 107.85 per crate
2.5 Cu. Ft. OFFICE TOTE BOX	Each	11.75
GRANDFATHER CLOCK CARTON	Each	99.20
Packing and Unpacking:		
Flat Screen TVs (less than 40" diagonally)	Small	109.65
Flat Screen TVs (40" or more diagonally)	Large	125.50

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Item 2 – OVERTIME PACKING AND UNPACKING

SERVICE (Overtime Packing and Unpacking)	PER	MAX RATES (dollars/cents)
DRUM, DISH-PACK: (Drum, dish-pack, barrel, or other specially designed containers of not less than 5 cu. ft. capacity, for use in packing glassware, chinaware, bric-a-brac, table lamps, or similar fragile articles)	Each	76.75
BOXES: Not over 5 cu. ft.	Each	35.40
Over 5 not over 8 cu. ft. (Over 8 cu. ft. see crates)	Each	62.45
CARTONS: (See Notes 1 and 2)		
1.5 cu. ft.	Each	19.45
3 cu. ft. (Not less than 200 lb. test)	Each	31.00
4 1/2 cu. ft. (Not less than 200 lb. test)	Each	37.45
6 cu. ft. (Not less than 200 lb. test)	Each	37.45
6 1/2 cu. ft. (Not less than 275 lb. test)	Each	40.55
Note 1: When cartons of more than 3 cu. ft. capacity are used and no rate is shown for the size carton used, charges shall be based on the rate for the next lower size carton shown.		
Note 2: Length, width, and depth by inches and cubical content must be shown on all cartons.		
WARDROBE CARTON: Not less than 10 cu. ft	Each	46.40
CRIB MATTRESS CARTON:	Each	20.30
MATTRESS CARTON: (Twin)	Each	37.65
MATTRESS CARTON: (Double)	Each	41.70
MATTRESS CARTON: (King/Queen)	Each	67.05
MATTRESS CARTON: (King Single)	Each	36.25
Note: In applying charge for mattress cartons, if the size furnished exceeds the size for which charges are shown, the charge for the next greater size shall apply.		
CORRUGATED CONTAINERS: (Specially designed for mirrors, paintings, glass or marble tops, and similar fragile articles)	Each	54.15
CRATES: (Other than corrugated containers, specially constructed for mirrors, paintings, glass or marble tops, and similar fragile articles.) Gross measurement of crate	Cu. Ft. or fraction thereof	34.65 Minimum charge 138.60 (per crate or container)
Flat Screen TVs (less than 40" diagonally)	Small	119.35
Flat Screen TVs (40" or more diagonally)	Large	135.35

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Item 3 – PACKING CONTAINER CHARGES (When furnished to the shipper by the carrier)

SERVICE (Packing Container Charges)	PER	MAX RATES (dollars/cents)
DRUM, DISH-PACK: (Drum, dish-pack, barrel, or other specially designed containers of not less than 5 cu. ft. capacity, for use in packing glassware, chinaware, bric-a-brac, table lamps, or similar fragile articles)	Each	17.35
CARTONS:		
Less than 3 cu. ft. (Not less than 200 lb. test).....	Each	4.20
3 cu. ft. (Not less than 200 lb. test).....	Each	7.05
4 1/2 cu. ft. (Not less than 200 lb. test).....	Each	8.30
6 cu. ft. (Not less than 200 lb. test).....	Each	9.45
6 1/2 cu. ft. (Not less than 275 lb. test).....	Each	9.45
WARDROBE CARTON: Not less than 10 cu. ft.	Each	22.50
CRIB MATTRESS CARTON:.....	Each	7.70
MATTRESS CARTON: (Twin).....	Each	14.40
MATTRESS CARTON: (Double).....	Each	17.60
MATTRESS CARTON: (King/Queen).....	Each	26.40
MATTRESS CARTON: (King Single).....	Each	16.70
MATTRESS COVER: (Paper or Plastic).....	Each	7.90
CORRUGATED CONTAINERS: (Specially designed for mirrors, paintings, glass or marble tops, and similar fragile articles.)	Each	18.50
PAPER, Unprinted newsprint.....	Pound	1.90
TAPE, Plastic 2".....	Roll	7.20
Packing Container Charges:		
Flat Screen TVs (less than 40" diagonally)	Small	66.50
Flat Screen TVs (40" or more diagonally)	Large	82.50

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Item 4 – LABOR CHARGES

SERVICE (Labor Charges - Subject to Rule 18) <i>(Applicable on W/D moves only)</i>	PER	MAX RATES (dollars/cents)
Covers labor services beyond standard transportation charges, which are not otherwise provided in tariff when such services are requested by the shipper, per crew member, per hour:	Hour Per Crew Member	41.85
(a) Except as provided in paragraph (b) below.....		
(b) When performed before 8:00 a.m. or after 5:00 p.m. on weekdays, or during any hour on Saturdays, Sundays, or legal holidays (national, state, or municipal).....	Hour Per Crew Member	51.40

**Item 5 – HOUSEHOLD APPLIANCES OR OTHER ARTICLES
REQUIRING SPECIAL SERVICING FOR SAFE TRANSPORTATION**
(Applicable on Hourly or W/D moves)

SERVICE (Subject to request of shipper, owner, or consignee) (Subject to Rule 35, Servicing Special Articles)	PER	MAX RATES (dollars/cents)
CARRIER SERVICING of appliances or articles at origin:		
First article.....	Article	32.80
Each additional article.....	Article	19.80
CARRIER UNSERVICING of appliances or articles at destination:		
First article.....	Article	19.80
Each additional article.....	Article	15.20

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Item 6 – BULKY ARTICLES, LOADING/UNLOADING CHGS., WGT. ADDITIVES *(Applicable on Hourly or W/D moves)*

SERVICE (Bulky Articles, Loading/Unloading Charges, Wgt. Additives)	PER	MAX RATES (dollars/cents)
When a shipment includes bulky articles as named below, the following additional loading and unloading charge or weight additive will apply: LOADING AND UNLOADING CHARGES include BOTH loading and unloading service and the handling and blocking of such article, and applies each time loading and unloading service is required (except for carrier convenience).		
AIRPLANES OR GLIDERS.....	Each	268.10
AUTOMOBILES, TRUCKS, OR VANS.....	Each	188.70
BOAT, SAILBOATS, AND BOAT TRAILERS (See Weight Additives)		
FARM TRACTORS.....	Each	160.80
HOT TUBS, SPAS, WHIRLPOOLS, & JACUZZIES over 100 cu. ft.	Each	186.50
MOTORCYCLES, TRACTORS, GO CARTS, & RIDING MOWERS under 25 H.P.	Each	107.15
SNOWMOBILES OR RIDING GOLF CARTS.....	Each	107.15
SATELLITE T.V., RADIO DISCS, OR DISHES 4 ft. & over....	Each	174.80
TRACTORS, RIDING MOWERS 25 H.P. & over, and ALL TERRAIN VEHICLES 110 cc and over.....	Each	160.80
TRAILERS (other than boat trailers).....	Each	118.80
CAMPERS, UNMOUNTED ON TRUCKS (designed for carriage or pickup trucks).....	Each	308.00
CAMPERS MOUNTED ON PICKUP TRUCKS (apply above charge for trucks)		
PLAYHOUSES, TOOL SHEDS, UTILITY SHEDS (transported set-up, not dismantled, in excess of 100 cu. ft.)	Each	202.85
HOME GYM EQUIPMENT - ELECTRONIC STAIRSTEPPERS, TANNING BEDS, ELECTRONIC NORDIC TRACKS, AND BOWFLEXES.....	Each	107.15
LARGE SCREEN TV's (Over 40 inches).....	Each	179.90
ANY BULKY ARTICLE OVER 400 LBS. not specified above ...	Each	151.40

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WEIGHT ADDITIVES: When shipment includes a boat, sailboat, and/or boat trailer, the transportation charges will be based on the net scale weight of the shipment, plus a weight additive calculated in accordance with the table shown below:

- BOATS 14 ft. and over in length: 115 pounds per linear foot of total length. BOAT
- TRAILERS any length: 75 pounds per linear foot.
- CANOES, ROWBOATS 14 ft. and over: 40 pounds per linear foot.
- SAILBOATS 14 ft. and over in length: 125 pounds per linear foot of total length.

NOTE 1: This weight additive will not apply to boats or sailboats less than 14 feet in length, nor on dinghies, kayaks, sculls, or skiffs of any size.

NOTE 2: When shipment contains two or more articles subject to weight additives, the total weight additives for that shipment will be the sum of the individual additives for each bulky article calculated separately.

NOTE 3: In determining lengths for the purpose of this item, all fractions of a foot will be disregarded.

NOTE 4: The length of boats or sailboats shall be determined by the straight center line distance between the top center point of the transom and a point perpendicular with foremost part of the bow. Manufacturer's length overall or center line length shall apply as the correct length for the purposes of this item in lieu of physical measurement by carrier.

NOTE 5: The length of Boat Trailers shall be the straight center line distance from a point equal to the rearmost part of the trailer to the foremost part of the trailer tongue. Manufacturer's length overall shall apply as the correct length for the purposes of this item in lieu of physical measurement by carrier.

EXCEPTION: This item will not apply if shipment is ordered under binding estimate or weight.

Items 7 – EXTRA PICKUP OR DELIVERY *(Applicable on W/D moves only)*

SERVICE (Extra Pickup or Delivery)	PER	MAX RATES (dollars/cents)
See Rule 42	Stop	93.30

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Item 8 – AUXILIARY SERVICE (Applicable on Hourly or W/D moves)

SERVICE (Auxiliary Service)	PER	MAX RATES (dollars/cents)
<p>AUXILIARY SERVICE, necessary for pickup or delivery except as provided in Item 9. Applies to all auxiliary pickup or delivery services requested by the shipper. Subject to Rule 18 (Disposition of Fractions, etc.) and Rule 37 (Impractical Delivery or Auxiliary Service)</p> <p>Per additional vehicle (if used)</p> <p>Labor Charges: For rates to apply, see Item 4.</p>	Hour	52.50

Item 9 – WAITING TIME (Applicable on Hourly or W/D moves)

SERVICE (Waiting Time)	PER	MAX RATES (dollars/cents)
<p>WAITING TIME, not the fault of the carrier, per vehicle and driver Each Additional Man: For rates to apply, see Item 4.</p> <p>NOTE 1: Unless otherwise provided by agreement, loading and unloading will be performed between the hours of 8:00 a.m. and 5:00 p.m., and free waiting time will be applicable only between these hours subject to the following allowable free waiting time: When shipment is traveling more than 100 miles but less than 200 miles, one (1) hour free waiting time will be allowed. When shipment is traveling 200 miles or more, three (3) hours free waiting time will be allowed.</p> <p>NOTE 2: This item not applicable on Sundays or on all legal holidays (national, state, or municipal).</p> <p>NOTE 3: This item will apply on shipments moving under Section III, Weight & Distance Rates for Moves Over 50 Miles.</p>	Hour	94.50

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**Item 10 – PIANO, ORGAN, POOL TABLES, OR LADEN HOME FREEZER
CARRY CHARGES** *(Applicable on Hourly or W/D moves)*

SERVICE (Piano, Organ, Pool Tables, etc.)	PER	MAX RATES (dollars/cents)
PIANO, ORGAN, POOL TABLES, OR LADEN HOME FREEZER CARRY CHARGES:		
HANDLING CHARGE for pipe organs, all grand pianos, and all other pianos of 38 inches or more in height. (Charge is in addition to the flight carry charges - See Notes 4 and 5)	Flat charge	111.90
HANDLING CHARGE for all other types of organs and all other pianos less than 38 inches in height. (Charge is in addition to the flight carry charges - See Notes 4 and 5)	Flat charge	81.65
HANDLING CHARGE for any laden home freezer containing frozen foods - See Rule 40. (Charge is in addition to the flight carry charges - See Note 4)	Flat charge	93.30
HANDLING CHARGE for pool tables with slate tops which are at least 42 inches in width, 84 inches in length, and weight more than 400 lbs. This charge does not include disassembling or reassembling by carrier. When such service is rendered by carrier, the Labor Charges in Item 4 will apply. (Charge is in addition to the flight carry charges - See Note 4)	Flat charge	128.25
FLIGHT CARRY CHARGE-INSIDE A BLDG. OR HOUSE: First Flight (one floor or story to the next floor or story) (See Notes 1, 3, 5, and 6)	First flight	33.55
Each additional flight	Flight	16.85
FLIGHT CARRY CHARGE-OUTSIDE A BLDG. OR HOUSE: First Flight (8 but not more than 20 steps) (See Notes 2,3,5 and 6)	First flight	32.15
Each additional step over 20 steps	Step	0.60

- NOTE 1: Inside a building or house, the first flight shall consist of at least 8 steps. Additional flights shall be defined as the number of complete floors above or below the first flight. If an elevator is employed, it will be considered one flight.
- NOTE 2: Outside a building or house, the first flight shall consist of 8 but not more than 20 steps. Steps less than 8 will not be considered a flight.
- NOTE 3: Flight carrier charges apply each time service is rendered.
- NOTE 4: Handling charge applies once per shipment for each piano, organ, pool table, or laden home freezer.
- NOTE 5: Handling and flight carry charges will not apply to portable organs or pianos capable of being conveniently hand carried by one person.
- NOTE 6: The flight carrier charges will not apply when the elevator or stair carry charges under Item 20 is applicable.

**NORTH CAROLINA UTILITIES COMMISSION
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Item 11 – EMPTY MILEAGE CHARGE (Applicable on Hourly or W/D moves)

SERVICE (Empty Mileage Charge)	PER	MAX RATES (dollars/cents)
EMPTY MILEAGE CHARGE: Empty miles traveled at request of shipper. (Subject to Rule 22, 53)	Mile	1.30

Item 12 – STORAGE-IN-VEHICLE CHARGE (Applicable on Hourly or W/D moves)

SERVICE (STORAGE-IN-VEHICLE Charge)	PER	MAX RATES (dollars/cents)
The maximum charge for temporary shipment storage in a suitable vehicle for each shipper requested 24-hour time period, beyond scheduled load/unload day(s), for total duration not to exceed 10-calendar days or one (1) month’s warehouse storage charge will be	24 Hours/ Each Vehicle	257.75

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Item 13 – STORAGE-IN-TRANSIT RATES

SERVICE (Storage-In-Transit Rates)	PER	MAX RATES (dollars/cents)
Application subject to Rule 48. Subject to 1,000 pound minimum. STORAGE RATE (See Notes 1, 2, and 3)	100 lbs	6.40
CLIMATE CONTROLLED STORAGE RATE (See Notes 1, 2, and 4)	100 lbs	8.50
WAREHOUSE HANDLING RATE (See Note 1)	100 lbs	10.85

NOTE 1: Storage charges apply for each 30 days or fraction thereof each time storage-in-transit service is rendered. Warehouse handling charge applies once each time shipment is placed in storage-in-transit.

NOTE 2: For valuation charge applying on storage-in-transit shipments, see Item 18.

NOTE 3: Not applicable when climate control is required.

NOTE 4: Climate controlled storage means that adequate heating and air conditioning equipment is in place to maintain a temperature range of 60 to 85 degrees and humidity reading of no greater than 90% at all times.

**Item 14 - PICKUP OR DELIVERY TRANSPORTATION RATES TO
APPLY ON STORAGE-IN-TRANSIT SHIPMENTS**

SERVICE (Pickup or Delivery Transportation Rates)	PER	MAX RATES (dollars/cents)
Application subject to Rule 48, Storage-In-Transit. Subject to 1,000 pound minimum.		
1,000 to 1,999 lbs. incl. (Break point wt. 1,562 lbs.)	100 lbs	30.10
2,000 to 3,999 lbs. incl. (Break point wt. 3,334 lbs.)	100 lbs	23.50
4,000 to 7,999 lbs. incl. (Break point wt. 6,527 lbs.)	100 lbs	19.60
8,000 lbs. and over	100 lbs	16.00

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Item 15 – REWEIGHING CHARGE (Applicable on W/D moves only)

SERVICE (Subject to Rule 29, Basis of Weight)	PER	MAX RATES (dollars/cents)
REWEIGHING CHARGE: Charge when reweighing done at request of shipper	Service	53.60

Item 16 – WRAPPING AND PADDING MATERIALS (Applicable on Hourly or W/D moves)

SERVICE (Wrapping and Padding Materials)	PER	MAX RATES (dollars/cents)
WHEN REQUESTED BY SHIPPER		
Bubble Wrap and Padding	Lin. Ft.	2.40
Papering and Padding	Lin. Ft.	1.00
Wrapping and/or Metal Banding (Rugs, foot lockers, trunks, etc.)	Each	11.75
Shrink Wrap	Roll	25.35

Item 17 – DEPRECIATION VALUATION CHARGES

No longer applicable, effective 1-1-2015. (Docket No. T-100, Sub 90)

**NORTH CAROLINA UTILITIES COMMISSION
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Item 18 - FULL VALUE PROTECTION

<i>SERVICE (Full Value Protection – Subject to Rule 7 - Valuation) Applies to Weight/Distance and Hourly Moves</i>	<i>PER</i>	<i>RATES (in dollars/cents)</i>
<i>Coverage is subject to \$5.00 /lb. minimum on shipments where up-to a single standard 26-foot transport vehicle’s capacity is sufficient, or a higher value declared by the shipper</i>	<i>\$100</i>	<i>\$1.00</i>
<i>Coverage is subject to \$6.00 /lb. minimum on shipments where more than a single standard 26-foot transport vehicle’s capacity is required, or a higher value declared by the shipper</i>	<i>\$100</i>	<i>\$1.25</i>

- (A) When Full Value Protection is ordered in writing by the customer, carrier will guarantee either replacement of articles lost or damaged while in carrier's custody, reimbursement for full replacement cost (as determined by current market value), or repairs or cost of the repairs to damaged item(s) to the extent necessary to restore the item to the same condition as when received by carrier from the shipper. Actual replacement articles shall consist of articles of like kind and quality without deduction for depreciation.
- (B) Carrier's maximum liability shall not exceed the released or declared value on the shipment or the full cost of repair to the damaged property, whichever is less. Carrier shall have the option of repair or replacement of damaged articles.
- (C) All items which are replaced or for which the full current market value has been paid become the property of the carrier.
- (D) Full Value Protection will be provided by carrier only if shipment is declared or released to a minimum valuation of \$5.00 or \$6.00 for each pound of weight in the shipment.
- (E) The rate for Full Value Protection provided by the carrier will be either \$1.00 or \$1.25, for each \$100.00, or fraction thereof, of released or declared value.
EX: 10,840lb. shipment is calculated at the value of \$65,040. Since \$40.00 is a fraction of \$100.00, the charge would be based on a valuation of \$65,100. (10,840 x 6 = \$65,040) (\$65,100 x \$1.25/100 = \$813.75)
- (F) ON SHIPMENTS WHICH ALSO INVOLVE STORAGE-IN-TRANSIT, the following additional valuation charge will apply: For each storage period of 30 days or fraction thereof, the additional valuation rate of 15 percent of the full value protection rate provided for in Item 18.
- (G) Protection under this item will not apply to specific articles or matched sets of articles which are valued at \$5,000 or more, unless shipper puts carrier on notice in writing that such articles are included in the shipment.

NOTE: See Rule 7 (Valuation), Rule 9 (Articles of Extraordinary Value).

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Item 19 - OVERTIME LOADING AND UNLOADING (*Applicable on W/D moves only*)

SERVICE (Overtime Loading and Unloading)	PER	MAX RATES (dollars/cents)
An additional charge for either loading or unloading after regular hours or days (see Note 3) will be assessed on all moves. THE ADDITIONAL CHARGE FOR EACH OVERTIME LOADING OR EACH OVERTIME UNLOADING WILL BE ...	100 lbs.	5.05

- NOTE 1: This overtime service will be rendered only upon request of the shipper and at the option of the carrier. If overtime loading or unloading is done at the carrier's convenience, no charge will apply.
- NOTE 2: Charge will be based on actual weight, subject to a 1000 pound minimum.
- NOTE 3: Other than regular hours or days are as follows: between 5:00 p.m. and 8:00 a.m. weekdays and during any hour on Saturday, Sunday, and all official holidays (national, state, and municipal).
- NOTE 4: Bill of Lading to be marked or stamped as follows: (a) loading requested after regular hours or days; (b) unloading requested after regular hours or days.

**NORTH CAROLINA UTILITIES COMMISSION
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Item 20 – ELEVATOR, STAIR, AND EXCESSIVE DISTANCE CARRY CHARGES *(Applicable on W/D moves only)*

SERVICE (Elevator, Stair, and Excessive Distance Carry Charges)	PER	MAX RATES (dollars/cents)
ELEVATOR, STAIR, AND EXCESSIVE DISTANCE CARRY CHARGES involved in pickup or delivery. ELEVATORS (Subject to Notes 1, 2, 3, 4, 5, 6, 8, and 10) Where pickup or delivery involves use of adequate elevator service up or down one or more flights (see Note 6), a charge will be assessed, viz: One or more flights at origin (see Notes 3, 4, and 5) One or more flights at destination (see Notes 3, 4, and 5)	100 lbs. 100 lbs.	3.10 3.10
STAIRS (INSIDE A BUILDING) (Subject to Notes 1,2,5,6,8,10) Where pickup or delivery involves carriage up or down one or more flights of stairs (see Note 6), a charge will be assessed, viz: Per each flight at origin Per each flight at destination	100 lbs. 100 lbs.	2.20 2.20
STAIRS (OUTSIDE) ATTACHED TO A BUILDING (Subject to Notes 1, 2, 5, 7, 8, and 10): Where pickup or delivery involves carriage up or down one or more outside flights of stairs attached to a building (see Note 7), a charge will be assessed, viz: Per each flight at origin Per each flight at destination	100 lbs. 100 lbs.	2.20 2.20
EXCESSIVE DISTANCES (Subject to Notes 2, 9, and 10): Where pickup or delivery involves one or more extra carries (see Note 9), a charge will be assessed, viz: Per each extra carry at origin Per each extra carry at destination.....	100 lbs. 100 lbs.	2.20 2.20

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- NOTE 1: Inside elevator and stair carry charges will not apply when pickup or delivery is within a single-family dwelling. Outside a single-family dwelling, stair carry charges will apply if the stairs are the only way to get in or out of the single family dwelling. (Effective 11-27-19)
- NOTE 2: Charges will be based on actual weight of the shipment, except as follows:
(a) When under the provisions of Rule 42 (Extra Pickup and Delivery), portions of the shipment are picked up or delivered at more than one place, the charges will apply only to the actual weight of that portion of the shipment picked up or delivered at other than ground floor.
(b) When an automobile is included in a shipment with other personal effects, the weight of the automobile will be deducted when determining applicable charges under this item.
- NOTE 3: When two or more elevators providing parallel service are utilized, charges will apply per shipment, not per elevator.
- NOTE 4: Where an elevator is used and the shipment must be transferred to a second elevator or carried one or more flights, charges will be made once for the first elevator and again for each additional elevator or stair carry service.
- NOTE 5: When stairs and elevator are both available, charge will be based on the method that results in the lower cost to the shipper.
- NOTE 6: One inside flight shall mean from one complete floor above or below a floor.
- NOTE 7: Outside a building, or dwelling, the first flight shall consist of 8 but not more than 20 steps. Steps less than 8 will not be considered a flight. In a single family dwelling, if pick-up or delivery requires outside stairs, the outside stair carry charge will apply. (Effective 11-27-19)
- NOTE 8: When a piano or organ is included in the shipment, the minimum stair carry charges on the entire shipment, inside or outside a building, shall be \$20.15 for the first flight and \$10.15 for each additional flight. The minimum elevator charge shall be \$20.15. The minimum charge will apply each time the service is performed at origin and/or destination.
- NOTE 9: An extra carry means each carriage of 50 feet or fraction thereof after the first 75 feet (not including elevator or stair distance for which charges herein apply) between the vehicle and:
(a) The entrance or door of a detached or single family dwelling, or
(b) The applicable individual apartment within a multiple occupancy building.
- NOTE 10: When a piano and/or organ is included in a shipment, the handling charge for pianos and organs provided in Item 10 (Piano, Organ, etc.) will be in addition to the applicable charges in this item. The flight carry charges in Item 10 will not apply when this item is applicable.

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Section V – Definitions, Forms, and Brochure

DEFINITIONS

CARRIER - Motor carrier of household goods.

COMMISSION or NCUC - North Carolina Utilities Commission.

CONSIGNEE - The person named in the bill of lading to whom or to whose order the bill promises delivery.

CONSIGNOR - The person named in the bill of lading as the person from whom the goods have been received for shipment.

DEBTOR - The person(s) and/or corporation(s) obligated to pay a freight charge of a carrier.

ESTIMATED COST OF SERVICES - A written document prepared by the carrier and furnished to the shipper, which shows the total cost estimated by the carrier for the services as described thereon.

HOUSEHOLD GOODS - Any personal effects and property used or to be used in a dwelling as more fully defined in Commission Rule R2-37.

MAXIMUM FIXED RATE - Any specific rate named in this tariff. Carriers may not charge a rate higher than a maximum fixed rate.

MOTOR VEHICLE - Any vehicle, machine, tractor, semi-trailer, or any combination thereof, which is propelled or drawn by mechanical power and used upon the highways within the State.

PACKING - Any accessorial service performed in preparing a shipment (or portion thereof), prior to loading, except services for which rates and charges are otherwise provided in this tariff.

RATE - Any unit charge for services including the rating, governing rules, and accessorial charges applying in connection with that service.

REPLACEMENT VALUE - The amount of money needed to replace an asset in its pre-loss condition with an asset of similar kind and quality. Replacement value means paying for the loss without a deduction for depreciation, based on the cost of replacement at the time of the loss.

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SHIPMENT - A quantity of property tendered for transportation to one carrier at a time on one shipping document by:

- (a) One shipper at one point of origin for one consignee at one point of destination; or
- (b) One shipper at more than one point of origin for one consignee at one point of destination: or
- (c) One shipper at one point of origin for one consignee at more than one point of destination (Extra Delivery); or
- (d) One shipper at more than one point of origin or one shipper at more than one point of destination (Extra Pickup and Extra Delivery).

SHIPPER - The party which contracts with a carrier to cause property to be moved from one place to another.

STORAGE-IN-TRANSIT - Storage of a shipment at request of consignor or consignee at one point between point(s) of origin and point(s) of destination for a period not to exceed 180 days.

UNPACKING - Any accessorial service performed in connection with delivery of a shipment (or portion thereof), subsequent to unloading, except services for which rates and charges are otherwise provided in this tariff.

ABBREVIATIONS

- cont..... continued
- cu. ft.....cubic foot or cubic feet
- cwt..... hundredweight
- lbs..... pounds
- lin. ft..... linear foot
- no..... number
- wgt. or wt.....weight

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 2**

**FORMS: NCUC UNIFORM HOUSEHOLD GOODS BILL OF LADING;
CONTRACT TERMS AND CONDITIONS; ESTIMATED COSTS OF
SERVICES; CLAIMS LOG: AND MOVING BROCHURE**

CARRIER ADDRESS:
CARRIER PHONE#:
CREW NAMES:

CARRIER C#:
CARRIER NAME:



NCUC UNIFORM HOUSEHOLD GOODS BILL OF LADING

QUESTIONS ABOUT YOUR RIGHTS OR YOUR MOVE? Call the NCUC-Public Staff's Transportation Division at 919-733-7766

SHIPPER:	CONSIGNEE:
ORIGIN ADDRESS / CITY:	DESTINATION ADDRESS / CITY:
TELEPHONE:	LOAD/UNLOAD DATE(s):

I HAVE RECEIVED A COPY OF THE *NCUC BROCHURE* EXPLAINING MY RIGHTS. Shipper signature:
(SHIPPER MUST SIGN ONE (1) OPTION FOR SELECTED ESTIMATE AND VALUATION TYPE)

BINDING ESTIMATE: I understand this shipment is moving under the attached binding estimate. I will be required to pay in accordance with the estimate. **Binding Amount: \$** _____ SHIPPER SIGNATURE

NON-BINDING ESTIMATE: I understand this shipment is moving under the attached nonbinding estimate. I will be required to pay the charges shown on this contract, up to 120% of the estimate amount, unless a change order/estimate addendum is completed prior to the start of the move or upon additional service request by shipper. **Non-Binding Amount: \$** _____ SHIPPER SIGNATURE

NO WRITTEN ESTIMATE: I did not request a written estimate. I understand I will be required to pay the charges on this contract. SHIPPER SIGNATURE

FULL VALUE PROTECTION: This additional protection is based on a minimum shipment value of \$5X of the determined shipment weight with a single up-to-26 ft. vehicle, or \$6X determined weight when more vehicles are required. A shipper may declare a greater coverage value, with corresponding valuation cost. The carrier shall complete a pre-move inventory with identifiable existing damages, within standard transportation charges. If item(s) are damaged or lost, the carrier will have the option to either: Repair item; Pay repair cost; Replace item with articles of like kind and quality; Pay replacement cost as determined by current replacement value. Items replaced/reimbursed at full-replacement value become carrier's property. I release this shipment to a value of \$ _____ times weight in lbs. of shipment, or the declared lump sum value of \$ _____ SHIPPER SIGNATURE
COST: \$1 or \$1.25 / \$100

BASIC VALUE PROTECTION: This lower level of value protection is provided at no additional cost and only provides minimal protection. The carrier's maximum liability shall be \$.60 per pound for the actual weight of any lost or damaged item(s), if the shipment is expressly released by the shipper to such value per article. In the event of damaged or lost items, item values will be considerably less than their original or current value. Protection is minimal coverage, and it is likely that settlement of any claim under this level of valuation will be insufficient. (Ex: A 65-inch 50-lb. LED TV has a damaged value of \$30, regardless of item cost.) SHIPPER SIGNATURE

EXTRAORDINARY VALUE ARTICLE DECLARATION: I acknowledge that I have prepared and retained a copy of "Inventory of Items Valued in Excess of \$100 Per Pound Per Article" and that I have given a copy of this inventory to the carrier. I also acknowledge that carrier's liability for loss of or damage to any article valued in excess of \$100 per pound per article will be limited to \$100 per pound for each pound of the damaged article (based on actual article weight) not to exceed the declared value of the entire shipment, unless I have specifically identified such articles on the inventory and for which a claim for loss or damage is made.
SHIPPER SIGNATURE: _____

<p>I have read this contract and its attachments thoroughly and release my property to the carrier subject to the terms and conditions thereof. SHIPPER SIGNATURE/DATE: _____</p> <p>TO BE SIGNED WHEN SHIPMENT IS RECEIVED BY CARRIER: All property received. (For FVP: FVP inventory completed and provided to shipper) DRIVER SIGNATURE/DATE: _____</p>	<p>TO BE SIGNED AT THE TIME OF DELIVERY: I acknowledge receipt of shipment. Any claim(s) are subject to MRT rules 7/52, BOL contract terms & conditions, and valuation inventory. SHIPPER SIGNATURE/DATE: _____</p> <p>Notes: _____</p>
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HOURLY (local): MOVES UNDER 50 MILES					WEIGHT/DISTANCE (W/D): MOVES OVER 50 MILES		
MOVE START					GROSS lbs.:	FUEL RATE	FUEL SURCHARGE \$
MOVE END					TARE lbs.:	ONE-WAY MILES:	
Regular Hours	# HOURS	#CREW/#VEHICLES	\$ RATE	TOTAL \$	NET lbs.:	HAUL RATE per 100:	
Overtime Hours	# HOURS	#CREW/#VEHICLES	\$ RATE	TOTAL \$	BREAK POINT lbs.:	HAUL TOTAL: \$	
Travel Time: (1 HR per 50-miles or fraction thereof)				\$ RATE	TOTAL \$	BINDING WEIGHT: SUBJECT to MRT RULES (14/21/23/24/25/29)	
					SHIPMENT MOVING AT SET lbs.:		
TOTAL HOURLY CHARGES: \$ _____					TOTAL LINEHAUL CHARGES: \$ _____		

(SIT) STORAGE-IN-TRANSIT - To / From Warehouse (Less than 180-days)							
Lbs. IN	Lbs. OUT	RATE/100	\$ SIT-HAUL CHARGE	\$ WAREHOUSE HANDLING CHARGE (once)			
DD/MM/YY	DD/MM/YY	#MONTHS	\$ STORAGE CHARGE	\$ EXTENDED VALUATION (15% of FVP / Month)			
SIT TOTAL \$							

PACKING AND ADDITIONAL CHARGES								
Carton	1.5	Qty.	Rate	Charge	Materials Purchased by Shipper	Qty.	Rate	Charge
	3.0	Qty.	Rate	Charge				
	4.5	Qty.	Rate	Charge				
	6.0	Qty.	Rate	Charge				
Dishpacks		Qty.	Rate	Charge	Third Party Charges	Qty.	Rate	Charge
Wardrobes		Qty.	Rate	Charge				
Twin		Qty.	Rate	Charge	Additional Labor (W/D, MRT Item 4)	#Hours	Rate	Charge
Queen/King		Qty.	Rate	Charge				
Mattress Bags		Qty.	Rate	Charge	Credit Card Fee	Qty.	Rate	Charge
Mirror Cartons		Qty.	Rate	Charge				
		Qty.	Rate	Charge		Qty.	Rate	Charge
		Qty.	Rate	Charge		Qty.	Rate	Charge
TOTAL PACKING / Additional Charges: \$								
TOTAL CHARGES: \$			PRE-PAYMENT: \$		AMOUNT DUE: \$			

MOVE NOTES

CONTRACT TERMS AND CONDITIONS OF UNIFORM HOUSEHOLD GOODS BILL OF LADING

This contract is subject to all rules, regulations, rates, and charges in Maximum Rate Tariff No. 2 on file with the North Carolina Utilities Commission including, but not limited to, the following terms and conditions:

SECTION 1. The carrier shall be liable for physical loss of or damage to any articles from external cause while being carried or held in storage-in-transit EXCEPT loss, damage, or delay caused by or resulting:

- (a) From an act, omission, or order of shipper;
- (b) From defect or inherent vice of the article, including susceptibility to damage because of atmospheric conditions such as temperature and humidity or changes therein;
- (c) From (1) hostile or warlike action in time of peace or war, including action in hindering combating or defending against an actual, impending, or expected attack: (A) by any government or sovereign power or by any authority maintaining or using military, naval, or air forces; or (B) by military, naval, or air forces; or (C) by an agent of any government, power, authority, or forces; (2) any weapon of war employing atomic fission or radioactive force whether in time of peace or war; (3) insurrection, rebellion, revolution, civil war, usurped power, or action taken by governmental authority in hindering, combating, or defending against such an occurrence; (4) seizure or destruction under quarantine or customs regulations; (5) confiscation by order of any government or public authority; or (6) risks of contraband or illegal transportation or trade;
- (d) From strikes, lockouts, labor disturbances, riots, civil commotions, or the acts of any person or persons taking part in any such occurrence or disorder; and
- (e) From Acts of God.

SUBJECT, in addition to the foregoing, the following limitations apply on the carrier's liability: The carrier's maximum liability shall be one of the following:

- (1) The actual loss or damage not exceeding \$.60 per pound of the weight of any lost or damaged article when the shipper has released the shipment to carrier, in writing, with liability limited to \$.60 per pound per article; or
- (2) Replacement value of the lost or damaged item beyond repair provided that shipper elects such valuation coverage and agrees to pay applicable rates or the option of satisfactory repairs. FURTHER, a shipper's failure to notify the carrier in writing that an article or articles having a value that exceeds \$100 per pound will be included in the shipment will restrict the carrier's maximum liability to \$100 per pound for each pound of any lost or damaged article (based on actual article weight), not to exceed the declared value of the entire shipment.

SECTION 2. The carrier shall not be liable for delay caused by highway obstruction, or faulty or impassable highways, or lack of capacity of any highway, bridge, or ferry, or caused by breakdown or mechanical defect of vehicles or equipment, or from any cause other than negligence of the carrier; nor shall the carrier be bound to transport by any particular schedule, means, vehicle, or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination.

SECTION 3. Shipper's or consignor's and/or consignee's liability shall include the following:

- (a) The shipper (individual or commercial) and consignor upon tender of the shipment to carrier, and the consignee, upon the acceptance of delivery of shipment from carrier, shall be liable, jointly and severally, for all unpaid charges payable on account of a shipment in accordance with the applicable tariffs including, but not limited to sums advanced or disbursed by a carrier on account of such shipment. The extension of credit to either shipper or consignee for such unpaid charges shall not thereby discharge the obligation of either party to pay such charges in the event the party to whom credit has been extended shall fail to pay such charges.
- (b) Shipper and/or consignor acknowledge that no explosives and/or dangerous articles or goods shall be contained in shipment. However, shipper and/or consignee shall indemnify carrier against any loss or damage caused by the negligent or intentional inclusion of explosives or dangerous goods therein.

SECTION 4. If for any reason other than the fault of carrier, delivery cannot be made at address shown on the face hereof, or at any changed address of which carrier has been notified, carrier, at its option, may cause articles contained in shipment to be stored in a warehouse selected by it at the point of delivery or at other available points, and were held without liability on the part of the carrier, at the cost of the owner, and subject to a lien for all accrued tariff and other lawful charges.

SECTION 5. If shipment is refused by consignee at destination, or if shipper, consignee, or owner of property fails to receive or claim it within fifteen (15) days after written notice of United States mail addressed to shipper and consignee at post office addresses shown on face hereof, or if shipper fails or refuses to pay lawfully applicable charges in accordance with carrier's applicable tariff, carrier may sell the property at its option, either (a) upon notice in the manner authorized by law, or (b) at public auction to highest bidder for cash at a public sale to be held at a time and place named by carrier, thirty (30) days notice of which sale shall have been given in writing to shipper and consignee, and there shall have been published at least once a week for two consecutive weeks in a newspaper of general circulation at or near the place of sale, a notice thereof containing a description of the property as described in the bill of lading, and the names of the consignor and consignee. The proceeds of any sale shall be applied toward payment of lawful charges applicable to shipment and toward expenses of notice, advertising, and sale, and of storing caring for, and maintaining property prior to sale, and the balance, if any, shall be paid to owner of property; PROVIDED that any perishable articles contained in said shipment may be sold at public or private sale without such notices if, in the opinion of carrier, such action is necessary to prevent deterioration or further deterioration.

SECTION 6. As a condition precedent to recovery, a claim for any loss or damage, injury, or delay, must be filed in writing with carrier within nine (9) months after delivery to consignee as shown on face hereof, or in case of failure to make delivery, then within nine (9) months after a reasonable time for delivery has elapsed; and suit must be instituted against carrier within two (2) years and one (1) day from the date when notice in writing is given by carrier to the claimant that carrier has disallowed the claim or any part or parts thereof specified in the notice. Where a claim is not filed or suit is not instituted thereon in accordance with the foregoing provisions, carrier shall not be liable and such a claim will not be paid.

ESTIMATED COST OF SERVICES



Carrier Address

Carrier Name

Carrier Telephone

NCUC Carrier C #

QUESTIONS ABOUT THIS FORM OR YOUR MOVE? Call the NCUC Public Staff's Transportation Division at 919-733-7766

ORIGIN		DESTINATION	
SHIPPER	PHONE	CONSIGNEE	PHONE
LOADING ADDRESS		DELIVERY ADDRESS	
CITY	NC	CITY	NC
PREFERRED LOAD DATE		PREFERRED DELIVERY DATE	

IMPORTANT NOTICES

- A. This proposal is for listed items and services only. Additional items and services may result in additional costs.
- B. Carrier and shipper agree that any additional items or services not included in this proposal may be set forth in an addendum executed by the carrier and shipper.
- C. Shipper must choose a level of carrier liability (valuation protection) for the shipment. Options are basic value protection (\$.60/lb./article) and full value protection. See the MOVING 101 BROCHURE issued by the NC Utilities Commission explaining these options. If the carrier neglects obtaining the shipper's valuation selection on the Bill of Lading, the shipment will be deemed released to Full Value Protection as provided in MRT Rule 7 section B (1) or (2), at no additional cost to the shipper.
- D. Shipper shall be required to pay for all charges prior to unloading, in cash, money order, certified check, or traveler's check, except where credit cards or other satisfactory arrangements have been made between the carrier and the shipper, consignor, or consignee, in accordance with the rules and regulations of the North Carolina Utilities Commission.
- E. Nonbinding estimates are subject to "120% Rule" (MRT Rule 13). The total amount paid shall not exceed 120% of the estimate amount, unless a Change Order/Addendum to this Estimate form is completed and signed by shipper, prior to the start of the move or upon additional service request.

TYPE OF ESTIMATE (See Important Notices Above)

_____ Proposed charges set forth below are NONBINDING for listed services. Actual charge shall be determined after all services have been completed. (120% Rule)

_____ Proposed charges set forth below are BINDING for the listed services for _____ days.

PROPOSED COST OF SERVICES FOR TRANSPORTATION OF SHIPMENT

Weight/Distance: (MRT Sec. III)	\$ Fuel Surcharge	One-Way Miles	Haul Rate per 100 lbs.	\$ Optional FVP	ESTIMATED lbs.	BINDING lbs. (MRT 14/21/23/24/25)	\$ HAUL TOTAL
Hourly: (MRT Sec. II)	Travel Time (1hr/per 50 miles)	# of Crew	# of Vehicles	\$ Optional FVP	ESTIMATED Hours	Hourly Rate	\$ HOURLY TOTAL

(SIT) PROPOSED COST OF SERVICES FOR STORAGE-IN-TRANSIT (less than 180-days)

lbs. IN:	lbs. OUT:	\$ RATE/100 (MRT Item 14):	\$ IN:	\$ OUT:
Rate: /\$ TOTAL:		Storage Rate per 100 lbs.	# Months	\$ Total Storage
Extended Valuation: 15% of Full Value Protection Rate Per Month: \$ (Does not apply to Basic Value Protection)			\$ SIT TOTAL CHARGES:	

PROPOSED COST OF SERVICES FOR PACKING AND ADDITIONAL ITEMS

Carton	Qty.	Rate	Charge				
	1.5			Materials Purchased by Shipper	Qty.	Rate	Charge
	3.0						
	4.5						
	6.0						
				Additional Labor (W/D only, MRT Item 4)	Qty.	Rate	Charge
Dishpacks	Qty.	Rate	Charge				
Wardrobes	Qty.	Rate	Charge	Third-Party	SERVICE(s)	Rate	Charge
Twin	Qty.	Rate	Charge				
Queen/King	Qty.	Rate	Charge	Credit Card Fee	Rate	Charge	
Mattress Bags	Qty.	Rate	Charge				
Mirror Cartons	Qty.	Rate	Charge	Total Packing / Additional Charges: \$			

TOTAL ESTIMATED COSTS:			
Estimator	Date	Shipper Signature	Date

Notes:

CHANGE ORDER/ADDENDUM TO ESTIMATED COST OF SERVICES

CARRIER'S NAME
CARRIER'S ADDRESS
CARRIER'S CITY & STATE
CARRIER'S TELEPHONE
CARRIER'S C#

Shipper _____
Origin _____

Date of Shipment _____
Destination _____

The undersigned states that the circumstances of the shipment of the household goods have changed since the original Estimated Cost of Services. The following changes need to be made to the original Estimated Cost of Services.

CHANGES AFFECTING COST

Prior Total Weight _____ / _____

Prior Total Cost _____

Description of Changes:

Amount

\$ _____
\$ _____
\$ _____
\$ _____
\$ _____
\$ _____
\$ _____

New Total Weight _____

New Total Cost \$ _____

CHANGES NOT AFFECTING COST

Previous Dates For: Packing _____ Loading _____ Unloading _____	New Dates For: Packing _____ Loading _____ Unloading _____
--	---

New Delivery Address _____

I have read this document, and I agree to the changes noted herein as they affect my shipment.

Shipper _____

Date _____

Carrier's Representative _____

Date _____

CARGO CLAIMS LOG FORM

FILE #	DATE OF CLAIM	PERSON FILING CLAIM	CLAIM	ACTION TAKEN	DATE CLOSED

Section VI – CHECK SHEET OF TARIFF PAGE REVISIONS

All of the pages contained in this tariff are listed consecutively by number and revision number. The pages of this tariff and the supplements to the tariff listed on this page bear issue dates which are the same as or prior to the issue date of this page.

See Section 1, Rule 6, Cancellation of Original and Revised Pages for the method of cancelling original and revised pages.

Page	Revision	Page	Revision	Page	Revision	Page	Revision
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Section VIII – FUEL SURCHARGE

**Supplement No. XX
Cancels
Supplement No. XX**

FUEL SURCHARGE

NORTH CAROLINA UTILITIES COMMISSION

MAXIMUM RATE TARIFF NO. 2

INTRASTATE RATES AND CHARGES

Applying on

HOUSEHOLD GOODS

as described in

NCUC RULE R2-37

Between

POINTS IN NORTH CAROLINA

MAXIMUM RATE TARIFF NO. 2

ISSUED XX

EFFECTIVE: XX

ISSUED BY

NORTH CAROLINA UTILITIES COMMISSION

430 N. Salisbury Street

4325 Mail Service Center

Raleigh, North Carolina 27699-4300

Telephone: 919-733-4036

www.ncuc.gov

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 2**

FUEL SURCHARGE

1. Effective on and after X, and until further order of the Commission, a maximum rate of \$X per bill of lading mile may be assessed as a fuel surcharge on all North Carolina intrastate household goods, weight/distance shipments governed by the Commission's Maximum Rate Tariff No. 2 (MRT). This charge is approved in accordance with the procedures in Commission Rule R2-16.2.

2. All fuel surcharge revenue assessed and collected shall be passed on or otherwise credited to the purchaser of the fuel. In addition, the fuel surcharge is to be assessed once per shipment regardless of the number of vehicles used.

Example: 150 bill of lading miles \times \$1.19 = \$178.50

Section IX – List of Carriers

A list of authorized HHG carriers is maintained by the NC Commission at <https://www.ncuc.gov/Industries/documents/carriers.pdf>

Section X – Carriers Using Mileage Guide 18 and MileMaker Software

A list of HHG carriers that use is Mileage Guide 18 and MileMaker Software is maintained by the NC Commission at <https://www.ncuc.gov/>

Section XI – List of Carriers Authorized to use Electronic Bill of Lading

A list of HHG carriers that are authorized to use an electronic bill of lading is maintained by the NC Commission at <https://www.ncuc.gov/>