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## **Appendix 3**

### **DOE 190-L Motor Freight Rates & Rules Schedule**

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(S) Denotes Original Schedule

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<b>Section I</b>	<b>Rules</b>
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<b>Air-Ride Equipped Transportation Equipment</b>	<b>Item 50</b>
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If an air-ride equipped tractor and trailer is requested, it shall be provided at no additional charge.

<b>Equipment Requested for Loading</b>	<b>Item 55</b>
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When the DOE consignor orders a specific type or size of equipment, and the carrier indicates it will provide such equipment in its tender, the carrier shall be responsible for providing it.

The carrier shall request of, and receive approval from, the consignor for any change in specified equipment prior to that equipment being dispatched. The transportation charges shall be assessed on the basis of the equipment ordered by the consignor, unless charges on the equipment that was furnished are lower.

If equipment other than that which has been specifically requested and/or approved is still dispatched by the carrier, the consignor shall not be required to load the shipment, and the carrier shall be required to provide the requested equipment within 24-hours at no additional cost to the consignor.

In the event that the consignor approves different equipment than originally requested as a convenience to the carrier, it shall be furnished by the carrier's at no additional cost to the consignor.

<b>Services Not Otherwise Specified</b>	<b>Item 75</b>
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When a carrier performs services that are required for normal movement of freight shipments and such services are not identified in this Rates & Rules Schedule (DOE 190-L), the charges for these services will be negotiated between the responsible consignor and the carrier. The carrier MUST provide the consignor an estimated charge for the service(s) and obtain approval from the consignor in writing prior to the performance of the service.

<b>Governing Publications</b>	<b>Item 100</b>
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This schedule is governed, except as otherwise provided herein, by the following publications, schedules or tariffs and by supplements thereto or successive issues thereof:

Publication or Tariff	Series
CZAR Lite Rates	May 2005
Motor Freight Rates & Rules Schedule	DOE 190-L
Mileage Guide – ALK Associates PC Miler – Practical Miles	Version 23 or later
U.S. Postal Service National Five Digit Zip Code Directory	

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**Definitions**

**Item 110**

1. **Less than truckload (LTL) rates** are those rates which are specifically designated LTL in this Schedule or in Schedules making reference to this Schedule and are those applicable to a quantity of freight less than the volume or truckload minimum weight specified.
2. **Shipment** means freight tendered to a carrier by one consignor at one place at one time for delivery to one consignee at one place on one bill of lading.
3. **Truckload (TL) rates** are those rates which are specifically designated TL in this Schedule or in Schedules making reference to this Schedule and are those for which a truckload minimum weight or charge is specifically provided.
4. For the purposes of identifying and rating truckload freight only, the following definitions apply:
  - a) **General Freight** is freight that is not included in any of the other definitions below, usually meant to define non-hazardous freight.
  - b) **Hazardous, Non-Radioactive** is freight that meets the definition of 49 CFR 171.8 for hazardous material, but does not meet the definition of Class 7, radioactive material.
  - c) **RCRA Waste** means any material that is subject to the Hazardous Waste Manifest Requirements of the U.S. Environmental Protection Agency specified in 40 CFR part 262. (from 49 CFR, § 171.8)
  - d) **Hazardous, Radioactive** means any material containing radionuclides where both the activity concentration and the total activity in the consignment exceed the values specified in the table in § 173.436 or values derived according to the instructions in § 173.433. (from 49 CFR, § 173.403) *Note: This definition is required to distinguish hazard class 7 materials from other hazard classes when being transported in truckload quantities. Transporters of radioactive materials in truckload quantities must meet the requirements of the DOE Motor Carrier Evaluation Program.*
  - e) **Highway Route Controlled Quantity** means a quantity within a single package which exceeds
    - (1) 3,000 times the A1 value of the radionuclides as specified in § 173.435 for special form Class 7 (radioactive) material;
    - (2) 3,000 times the A2 value of the radionuclides as specified in § 173.435 for normal form Class 7 (radioactive) material; or 1,000 TBq (27,000 Ci), whichever is least.
  - f) **Low Level Waste** or Low-level radioactive waste is radioactive waste that is not high level radioactive waste, spent nuclear fuel, transuranic waste, byproduct material (as defined in section 11e.(2) of the *Atomic Energy Act of 1954*, as amended), or naturally occurring radioactive material. [Adapted from: *Nuclear Waste Policy Act of 1982*, as amended] (from DOE M 435.1-1)
  - g) **Mixed Low Level Waste** or Mixed Waste is waste that contains both source, special nuclear, or by-product material subject to the *Atomic Energy Act of 1954*, as amended, and a hazardous component subject to the *Resource Conservation and Recovery Act*. [Adapted from: *Federal Facility Compliance Act of 1992*] (from DOE M 435.1-1)

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- h) **Spent Nuclear Fuel** is fuel that has been withdrawn from a nuclear reactor following irradiation, the constituent elements of which have not been separated by reprocessing. Test specimens of fissionable material irradiated for research and development only, and not production of power or plutonium, may be classified as waste, and managed in accordance with the requirements of this Order when it is technically infeasible, cost prohibitive, or would increase worker exposure to separate the remaining test specimens from other contaminated material. [Adapted from: DOE 5820.2A] (from DOE M 435.1-1)

<b>Application of Rate &amp; Rule Schedules</b>	<b>Item 150</b>
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Rates, rules, charges, and/or provisions contained herein apply to any shipment designated through the application of this Item, for which DOE or its contractor has responsibility for payment of freight charges. DOE Schedule 190-L and the DOE Rate Tender set forth the entire agreement as to rates, rules, charges, and/or provisions between DOE, its contractor(s), and the carrier. To the extent there are any conflicting, duplicating, or additional rates, charges, rules and/or provisions are agreed to elsewhere, they are hereby invalid and not applicable.

When a carrier performs services that are required for normal movement of freight shipments and such services are not identified in this Rules Schedule, the charges for these services will be negotiated between the responsible consignor and the carrier. The carrier **MUST** provide the consignor an estimated charge for the service(s) and obtain approval from the consignor in writing prior to the performance of the service.

<b>Carrier Liability</b>	<b>Item 175</b>
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Cargo transported under provisions of this rate tender will be valued at full value not to exceed \$100,000 unless otherwise stated on the Commercial Bill of Lading (CBL) that constitutes the contract of carriage between the consignor and Transportation Service Provider (TSP).

Full value is stated in U.S. dollars and is considered the actual value of the cargo for reimbursement purposes. In order to ensure that full value protection is provided to Government shipments, the shipping organization must provide the actual value of the shipment on the CBL.

To avoid risk to the Government if a loss and damage claim becomes necessary, consignors must also accurately describe the cargo on the CBL. The consignor must describe property in enough detail for the TSP to determine the type of equipment or any special precautions necessary to move the shipment. Details may include weight, volume, measurements, routing, hazardous cargo, or special handling designations.



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<b>Fuel Surcharge</b>	<b>Item 200</b>
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In the event the retail price of on-highway diesel fuel based upon the published U.S. Department of Energy (DOE) National Average is greater than or equal to \$2.30 per gallon, the following fuel surcharges (FSC) apply in connection with all net (e.g. after discount) freight charges. Accessorial services and charges which do not consume fuel are not subject to a FSC.

No FSC will be charged for deadhead movements.

The FSC in effect at the time of pickup will be the FSC for the entire movement. There will be no minimum charge for FSC.

Determination of Adjustment shall be made each Monday, or the first working day thereafter if the Monday falls on a Federal Holiday (hereinafter referred to as "Monday"), the Department of Energy, Energy Information Administration (EIA), posts the Weekly Retail On-Highway Diesel Prices.

If a rate adjustment is necessary per the matrix below, the FSC applies to shipments picked up that Wednesday through the following Tuesday (Note: shipment pickup date is controlling for FSC purposes). The carrier is responsible for monitoring the Weekly Retail On-Highway Diesel Prices each Monday to determine the applicable FSC for the one-week period beginning that Wednesday through Tuesday of the following week.

The Weekly Retail On-Highway Diesel Prices are available at:

- EIA Website: <http://www.eia.doe.gov/>
- EIA Weekly Petroleum Status Report
- EIA Hotline: (202) 586-6966

Truckload Mileage Based Rates Example: If the on-highway retail diesel fuel price of 3.923 dollars per gallon is reported by DOE on Monday February 3, 2014, the FSC per mile rate increase for TL shipments offered for transportation under DOE rate tenders during the period of Wednesday, February 5 through Tuesday, February 11, 2014 would be \$0.55 per mile.

Truckload Hourly & LTL Rate Example: The percentage applied to both the truckload hourly rate and less than truckload rates would be 28% under the same scenario as above.

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<b>DOE FUEL SURCHARGE PERCENTAGE MATRIX</b>											
<b>DOE NATIONAL AVERAGE HIGHWAY DIESEL PRICE PER GALLON</b>											
At Least	But Not Over	LTL & TL Hourly FSC %	TL FSC Cents Per Mile	At Least	But Not Over	LTL & TL Hourly FSC %	TL FSC Cents Per Mile	At Least	But Not Over	LTL & TL Hourly FSC %	TL FSC Cents Per Mile
2.30	2.349	12.0%	23	3.40	3.449	23.0%	45	4.50	4.549	34.0%	67
2.35	2.399	12.5%	24	3.45	3.499	23.5%	46	4.55	4.599	34.5%	68
2.40	2.449	13.0%	25	3.50	3.549	24.0%	47	4.60	4.649	35.0%	69
2.45	2.499	13.5%	26	3.55	3.599	24.5%	48	4.65	4.699	35.5%	70
2.50	2.549	14.0%	27	3.60	3.649	25.0%	49	4.70	4.749	36.0%	71
2.55	2.599	14.5%	28	3.65	3.699	25.5%	50	4.75	4.799	36.5%	72
2.60	2.649	15.0%	29	3.70	3.749	26.0%	51	4.80	4.849	37.0%	73
2.65	2.699	15.5%	30	3.75	3.799	26.5%	52	4.85	4.899	37.5%	74
2.70	2.749	16.0%	31	3.80	3.849	27.0%	53	4.90	4.949	38.0%	75
2.75	2.799	16.5%	32	3.85	3.899	27.5%	54	4.95	4.999	38.5%	76
2.80	2.849	17.0%	33	3.90	3.949	28.0%	55	5.00	5.049	39.0%	77
2.85	2.899	17.5%	34	3.95	3.999	28.5%	56	5.05	5.099	39.5%	78
2.90	2.949	18.0%	35	4.00	4.049	29.0%	57	5.10	5.149	40.0%	79
2.95	2.999	18.5%	36	4.05	4.099	29.5%	58	5.15	5.199	40.5%	80
3.00	3.049	19.0%	37	4.10	4.149	30.0%	59	5.20	5.249	41.0%	81
3.05	3.099	19.5%	38	4.15	4.199	30.5%	60	5.25	5.299	41.5%	82
3.10	3.149	20.0%	39	4.20	4.249	31.0%	61	5.30	5.349	42.0%	83
3.15	3.199	20.5%	40	4.25	4.299	31.5%	62	5.35	5.399	42.5%	84
3.20	3.249	21.0%	41	4.30	4.349	32.0%	63	5.40	5.449	43.0%	85
3.25	3.299	21.5%	42	4.35	4.399	32.5%	64	5.45	5.499	43.5%	86
3.30	3.349	22.0%	43	4.40	4.449	33.0%	65	5.50	5.549	44.0%	87
3.35	3.399	22.5%	44	4.45	4.499	33.5%	66	5.55	5.599	44.5%	88
2.25	2.299	11.5%	22	3.35	3.399	22.5%	44	4.45	4.499*	33.5%	66

\* For each increase of 5 cents per gallon or fraction thereof, the LTL Fuel Surcharge will be increased by 0.5% and the TL FSC will be increased by 1 cent.

The carrier shall itemize the applicable fuel surcharge percentage and appropriate extension on all invoices.

<b>Capacity Load</b>	<b>Item 390</b>
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Each vehicle loaded to capacity will be subject to a minimum charge based on the truckload rate (or rates) and truckload minimum weight applicable to the shipment. (See Note A)

On a shipment that requires more than one vehicle, all vehicles, except one, must be loaded to capacity and the excess or overflow portion, if any, that does not require that another vehicle be loaded to capacity, will be charged at the truckload rate except when the charge on the basis of the actual weight at the applicable LTL rate(s) is lower, such lower charge will apply.

<b>Note A</b>
“Capacity Load” means that quantity of freight which in the manner loaded so fills the vehicle that no additional article identical in size to the largest article in the shipment can be loaded in or on the vehicle.

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**Control & Exclusive Use Of Vehicles**

**Item 470**

When the exclusive use of a vehicle is provided by the carrier at the request of the consignor or consignee, the following provisions apply:

1. The request must be in writing and be placed on the bill of lading at the time of shipment.
2. Charges are to be guaranteed by the party requesting the service.
3. The vehicle will be devoted exclusively to the transportation of the shipment, without the breaking of locks or seals, unless authorized by the consignor or consignee. The carrier will endeavor to expedite the delivery of the shipment.
4. The charge for exclusive use of the carrier's vehicle will be the otherwise applicable truckload charge.

**Detention of Vehicle With Power Unit**

**Item 500**

**1) Free Time** (See Note A)

a) Except as otherwise provided, four (4) hours will be allowed for loading and four (4) hours for unloading. The time utilized for determining the start of free time shall commence when the carrier's vehicle arrives on the premises (i.e., Receiving, Security Gate, or similar) of the consignor or consignee and shall end at such time when all connections have been removed, necessary shipping documents have been executed, and the vehicle is released back to the carrier.

- b) If the free time is exceeded, the driver will, upon request and before leaving the premises, furnish the consignor's or consignee's representative a written (signed by both the driver and consignor's or consignee's representative) memorandum showing the date, time of arrival, time of departure, cause of delay, bill of lading number, order number or other information to identify the shipment. A copy of this memorandum will accompany all bills of detention rendered by the carrier as proof of delay.
- c) Shipments requiring stops for partial loading will be allowed two (2) additional hours of free time per each loading stop.
- d) Shipments requiring stops for partial unloading will be allowed two (2) additional hours of free time per each unloading stop.
- e) For vehicles returning to the origin site with dunnage and/or empty packagings, the 4 hours of free time for loading the vehicle for the return trip shall start at such a time when the vehicle would be released back to the carrier.

**2) Detention Time** (See Notes A & B)

- a) Time consumed by delays caused by the consignor or consignee beyond carrier's control in excess of free time allowed for loading and/or unloading will be charged at a rate of **\$75.00** per hour, subject to a maximum charge, per 24 hour period of:

Non cleared driver	\$825.00
Security cleared driver	\$900.00
Non cleared, team drivers	\$1,237.00
Security cleared, team drivers	\$1,350.00

- b) Detention time will start as soon as free time has expired.
- c) Detention charges will be in addition to all other applicable freight charges.

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**3) Layover Charge** (See Notes A & B)

- a) After 24-hours of detention, in the event any truck, through no fault of the driver, is required to layover to complete loading or unloading, the party responsible for the freight charges shall be charged the following layover charge per day the shipping/receiving location is closed. The detention rules and charges, if applicable, would be suspended when the shipping location closes and restart when it opens again.

Non cleared driver	\$300.00
Security cleared driver	\$330.00
Non cleared, team drivers	\$400.00
Security cleared, team drivers	\$440.00

<b>Note A</b>
When the carrier's equipment arrives at the origin, stop-off points, or final destination before normal business hours or the time of arrival specified, time between actual arrival time and normal business hours or time specified for arrival shall not be used to compute free or detention time. Normal business hours shall be defined by each specific site location. (Federal holidays are excepted). The <i>Generic DOE Detention Worksheet</i> or a similar form shall be used to document carrier detention and/or layover activities. The consignor or the carrier may provide the form.
<b>Note B</b>
Detention or layover charges will not be paid for detention of vehicles and drivers that result from the failure of the vehicles or drivers that are placed out of service in accordance with the provisions of the North American Out-of-Service Criteria, the Level VI Inspection Criteria, and Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and HRCQ of Radioactive Materials.

<b>Detention of Vehicle Without Power Unit</b>	<b>Item 501</b>
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**1) Free Time** (See Notes A & B)

- a) Except as otherwise provided, twenty-four (24) hours will be allowed for loading and twenty-four (24) hours for unloading.
- b) Loading or unloading time shall be deemed to begin at the time the carrier's vehicle arrives on the premises of the consignor or consignee until such time when the consignor, consignee, or other party designated by them, notifies the carrier that loading or unloading has been completed and the trailer is available for pick up.
- c) If the free time is exceeded, the driver will, upon request and before leaving the premises, furnish the consignor's or consignee's representative a written signed memorandum (signed by both the driver and consignor's or consignee's representative) showing the date, time of arrival, time of notification that trailer was released and available, cause of delay, bill of lading number, order number or other information to identify the shipment. A copy of this memorandum will accompany all bills of detention rendered by the carrier as proof of delay.

**2) Detention** (See Notes A & B)

- a) Time consumed by delays caused by the consignor or consignee beyond the carrier's control in excess of free time allowed for loading and/or unloading will be

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computed and detention charged for at a rate of **\$50.00** per vehicle per 24-hour period or fraction thereof, (Non-workdays and federal holidays are excepted).

b) Detention charges will be in addition to all other applicable freight charges.

<b>Note A</b>
When the carrier's equipment arrives at the origin, stop-off points, or final destination before normal business hours or the time of arrival specified, time between actual arrival time and normal business hours or time specified for arrival shall not be used to compute free or detention time. Normal business hours shall be defined by each specific site location. (Federal holidays are excepted).
<b>Note B</b>
Detention or layover charges will not be paid for detention of vehicles and drivers that result from the failure of the vehicles or drivers that are placed out of service in accordance with the provisions of the North American Out-of-Service Criteria, the Level VI Inspection Criteria, and Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and HRCQ of Radioactive Materials.

<b>Equipment Repositioning, Mobilization, &amp; Deadheading</b>	<b>Item 502</b>
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See Notes A & B

Item 502 is included to ensure that expectations of rating and invoicing are consistent between the consignor and carrier.

Movements of equipment for staging of trailers in support of single shipments and site shipping campaigns shall be made under the following rules:

1. **Inbound & Outbound Deadhead** – Deadheading of a tractor and/or trailer from a distance from the origin point of greater than 500 miles for live loading, the drop off of a trailer for future loading, or the pickup of a loaded trailer shall utilize the applicable transportation equipment's deadhead base CPM factor and applicable (single or team driver) minimum charge. Fuel Surcharge shall NOT be applied for deadheading of equipment.
2. **Roundtrip Return With Empty Equipment** – Return of driver(s) and empty equipment from delivery point back to origin so that the consignor may load another shipment shall utilize the applicable equipment's return empty deadhead base CPM factor + the applicable origin/destination pair CPM factor + the applicable driver/clearance CPM factor + the Fuel Surcharge CPM factor x the total miles traveled on return trip.
3. **Roundtrip Return With Dunnage/Package** – Return of driver(s) and trailer with dunnage and/or package from delivery point back to origin so that the consignor may load another shipment or offload the dunnage/package shall utilize the applicable equipment's base CPM factor + the applicable material type CPM factor + the applicable origin/destination pair CPM factor + the applicable driver/clearance CPM factor + the Fuel Surcharge CPM factor x the total miles traveled on return trip. Appropriate accessorial charges shall be added as requested and provided.
4. **Equipment Mobilization** – Providing a single driver or driver team (as requested) to deliver two or more empty trailers to a specific location for the staging and/or preloading of shipments shall utilize the applicable equipment's

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base CPM factor + the general freight material type CPM factor + the applicable origin/destination pair CPM factor + the applicable driver CPM factor + the Fuel Surcharge CPM factor x the total miles traveled for mobilization. Appropriate accessorial charges shall be added as requested and provided.

<b>Note A</b>
The carrier <b>MUST</b> advise the consignor of deadhead mileage prior to dispatching a tractor/trailer.
<b>Note B</b>
The consignor <b>MUST</b> advise the carrier of the need for an additional driver and/or security clearance prior to dispatching a tractor/trailer.

<b>Highway Route Controlled Quantity Shipments</b>	<b>Item 503</b>
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1. Carriers will provide the following accessorial services, at no additional charge(s), for highway route controlled quantity (HRCQ) shipments of radioactive materials:
  - a. Prepare the written route plan for HRCQ shipments as required by 49 CFR 397.101(d).
  - b. Supply a copy of the written route plan for the HRCQ shipment to the driver and the consignor before departure as required by 49 CFR 397.101(d).
  - c. Provide a driver(s) for the HRCQ shipment which have been trained in accordance with 49 CFR 397.101(e) (1) and who have in their possession HRCQ training documentation as required by 49 CFR 393.101(e) (2).
  - d. Provide the written notification to the U.S. Department of Transportation, Federal Motor Carrier Safety Administration, inclusive of all required documentation, within 90 days following the acceptance of the shipment as required by 49 CFR 397.101(g).
  - e. Provide drivers and vehicles for transportation of HRCQ shipments at the consignor’s facility as requested and allow one (1) hour of free time in addition to that provided in Item 500 of DOE Tariff 190 for the vehicle and driver to undergo a CVSA Level VI Inspection as required by 49 CFR 385.415(b)(1).
  - f. Shipments which are stopped in transit for CVSA Level VI Inspections will be allowed one (1) additional hour of free time for each inspection. Time consumed by Level VI Inspections in excess of free time allowed will be computed and detention charged at the rate of **\$75.00** per hour. This activity **MUST** be documented and signed by the driver and provided to the consignor as part of the invoice. A copy of the inspection results indicating the duration of the inspection may also serve as proof.

<b>Trailer Storage</b>	<b>Item 505</b>
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Upon reasonable request of the consignor, consignee, or others designated by them, the carrier may deliver an agreed upon number of trailers for storage purposes. Consignor or consignee or others designated by consignor or consignee shall be liable for all damage or loss, including a complete loss, occurring to the trailers while on the designated premises. Unless otherwise agreed upon, the charge for trailer storage shall not exceed **\$25.00 per day** or fraction thereof (non-workdays and Federal holidays included) and will commence on the 15th day in storage.

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<b>Consignors Acceptance of Drivers &amp; Transportation Equipment</b>
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<b>Item 506</b>
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The following requirements are applicable to drivers and transportation equipment that is supplied by the carrier to the consignor:

- 1) Equipment
  - a) All shipments
    - i) Must be able to **pass** a CVSA **Level I** inspection
    - ii) Must meet the consignors requested configuration requirements
    - iii) Shipments of radiological materials
    - iv) Must be free of contamination per 49 CFR 173.443
      - (1) Shipments containing Highway Route Control Quantities of radiological material or shipments identified by consignor to carrier as “high profile”
        - (a) Shall pass CVSA **Level VI** inspection
  - b) For shipments of Division 1.1, 1.2 and 1.3 (explosives) the carrier may have to submit to a site specific vehicle inspection prior to entry to the site.
- 2) Drivers
  - a) All shipments
    - i) Must possess current and appropriate driver license, endorsements, and training for the material being transported
    - ii) As applicable, must possess a valid and current medical card
    - iii) Must meet the applicable security requirements for origin and destination facilities
      - (1) Shipments containing Highway Route Control Quantities of Radiological material
        - (a) Must possess and have documentation of the appropriate HRCQ training per 49 CFR 397.101(e) (1).

In the event that the carrier supplies a driver or transportation equipment that is deemed “unacceptable” by the consignor, the carrier shall have 4 hours to bring the transportation equipment into compliance, at which point the carrier will be required to immediately provide an acceptable piece of equipment or driver. The time allowed to bring the equipment into compliance will not be part of the free time provided for in Item 500 in this Rules Schedule. There will be no charge to the consignor; replacement of equipment or driver will be at no extra cost. Any dispute over CVSA inspection results shall be settled by a CVSA certified inspector.

If the carrier requests assistance from the consignor to affect repairs of defective equipment, and the consignor is amenable to such a request, it will be with the understanding that any such assistance will be billed to the carrier by the consignor (or his designee) at the consignor’s standard rate for such work. At a minimum, work will not begin until there is a written agreement between both parties as to the scope and cost of the work. A hold harmless agreement may be necessary to protect both parties.

It will be within the consignor’s right to accept whether a 3<sup>rd</sup> party may complete any repairs on their premises. If acceptable to the consignor, all work performed by a 3<sup>rd</sup> party must meet the consignor’s work control, safety, and security requirements.

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<b>Equipment Ordered &amp; Not Used</b>	<b>Item 507</b>
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When the carrier's vehicle has been ordered for transportation purposes and, due to no fault on the part of the carrier, the order is cancelled after the vehicle has been dispatched, the following charges will apply:

Single Driver	\$200.00
Driver Team	\$400.00

A repositioning fee of 500 miles deadhead miles, or the mileage to the carrier's nearest terminal shall be charged, whichever is lower.

<b>Determination of Distances</b>	<b>Item 510</b>
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If rates are predicated upon mileage, the mileage shall be determined using the ALK Associates PC Miler – Practical Miles – Mileage Guide, Version 23, or later. All mileage will be rounded up to the nearest whole number.

Example: A mileage of 824.2 would be rounded up to 825 miles.

<b>Hazardous Materials, Substances, or Wastes, Transportation of</b>	<b>Item 540</b>
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See Note A

- 1) Carriers will accept shipments of hazardous materials, including radioactive material, hazardous wastes, or hazardous substances, in accordance with the requirements of the U.S. Department of Transportation, U.S. Department of Energy, and the U.S. Nuclear Regulatory Commission, subject to the following provisions:
  - a) Shipments of hazardous wastes (including radioactive material or mixed waste) and hazardous substances destined for treatment or disposal will be subject to the following requirements:
    - i) A notice of 48 hours must be given to the carrier before tendering the shipment, providing the name of the consignor, origin, consignee, and destination.
    - ii) The carrier will determine if the consignee will accept the shipment when tendered.
    - iii) Upon advice from the consignee that the shipment will be accepted, the carrier will accept the shipment.
    - iv) Upon advice from the consignee that the shipment will not be accepted, the shipment will be refused by the carrier.
    - v) Should the consignee advise that the shipment cannot be accepted (See Paragraph "d" above), the carrier will make an attempt to determine when such shipment will be accepted by consignee and advise the consignor.
    - vi) Shipments subject to this Item may not be interlined or transported by a subcontract carrier under a trip-lease arrangement without prior written approval of the consignor.
    - vii) See Item 503 for additional requirements applicable to HRCQ shipments.
    - viii) Shipments accepted by a carrier may not subsequently be brokered to another carrier without the prior written approval of the consignor.



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- 2) If required by federal, state, or local regulations, the carrier will prepare designated route plans which will identify the routes from the initial origin(s) to the final destination(s). The designated route will be the shortest practical route over the highways approved by the appropriate state or local agency for the transportation of hazardous materials, wastes, or substances. The total distance from the initial origin to the final destination via the designated route will be used to calculate charges. All mileages shall be computed by use of Mileage Guide PC Miler– Practical Miles.
- 3) When the consignor provides specific, preferred routing, the carrier and consignor shall agree to the actual mileage to be charged prior to transport.

<b>Note A</b>
Nothing in this rule shall obligate carriers to transport shipments beyond the scope of their operating credentials or in violation of any law, rule, regulation, or ordinance.

<b>Security Cleared &amp; Extra Drivers, Use of</b>	<b>Item 545</b>
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When requested by the consignor, the carrier shall supply a single driver, or driver team, with or without DOE security clearances. The carrier shall apply the appropriate cents per mile factor and minimum charge as provided below. Such charges shall apply in addition to all other applicable charges and are to be assessed on the basis of the mileage from the origin to the destination of the shipment.

Driver Quantity	Without DOE Security Clearance		With DOE Security Clearance	
	Cents per mile Factor	Minimum charge per shipment	Cents per mile Factor	Minimum charge per shipment
Single Driver	\$0.00	See Note A	\$0.35	\$175.00
Driver Team	\$0.30	\$75.00	\$0.50	\$250.00

<b>Note A</b>
Based on the DOE cents per mile factor of \$0.00, there is no minimum charge for a non-cleared single driver single.

<b>Security Convoy</b>	<b>Item 546</b>
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When a carrier is requested to supply a driver or team of drivers with a specified level of security clearance to convoy with two or more transport vehicles with non-cleared drivers or teams of non-cleared drivers, the carrier shall provide this service at no extra charge. Specific convoy requirements will be provided by the consignor.

<b>Disposition of Fractions</b>	<b>Item 565</b>
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In computing charges, fractions of less than one-half (1/2) cent will be dropped and fractions of one-half (1/2) cent or greater will be increased to the next whole cent.

See Item 510 “Determination of Mileage” for information concerning disposition of fractions of miles.

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<b>Light or Bulky Articles</b>	<b>Item 575</b>
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DOE shipments are not subject to cubic capacity, linear foot, or other density-related rules, rates, or provisions.

<b>Impracticable Operations</b>	<b>Item 576</b>
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Pickup or delivery service will not be performed by the carrier at any site from or to which it is impracticable to operate vehicles because of:

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

<b>Maximum Charges</b>	<b>Item 595</b>
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Except as otherwise provided herein, the charge for any shipment from and to the same points, via the same route of movement shall not be greater than the charge for a greater quantity of the same commodity in the same shipping form and subject to the same packing provisions at the rate and weight applicable to such greater quantity of freight.

Where the carrier's individual tender provides rates or charges based on cents-per-mile per vehicle used, charge per vehicle used or cents per hundred weight (CWT) rates in the same or in separate individual tenders, charges shall be the lowest that can be computed, either by use of the applicable cents per hundred weight rate at the actual weight or minimum weight or by use of the cents-per-mile per vehicle used rate, or the charge per vehicle used.

<b>Overdimensional and/or Overweight Freight</b>	<b>Item 670</b>
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See Notes A, B, and C

Charges provided in this item will apply on shipments containing one (1) or more articles which measure in excess of fifty-three feet (53') in length, eight feet, six inches (8'6") in width, thirteen feet six inches (13'6") in height from the ground after loading or one of such weight to require overweight/over-dimensional permit(s) from a state or local authority. In no case shall two (2) pieces be loaded together that would cause the weight or dimensions to exceed the above mentioned measurements or gross weight limitations. Charges are in cents per loaded mile.

<b>OVERWIDTH</b>			
Over	Not Over	Charge In Cents Per Mile	Minimum Charge
8'6"	10'	20	\$ 55.00
10'	12'	27	\$ 55.00
12'	13'	60	\$ 110.00
13'	14'	65	\$ 220.00
14'	15'	80	\$ 220.00
15'	16'	100	\$ 220.00
16'	17'	160	\$ 220.00
17'	---	275	\$ 220.00

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<b>OVERHEIGHT</b>			
Over	Not Over	Charge In Cents Per Mile	Minimum Charge
13'6"	14'6"	30	\$ 110.00
14'6"	15'	55	\$ 110.00
15'	16'	70	\$ 165.00
16'	17'	80	\$ 330.00
17'	18'	120	\$ 350.00
18'	---		
<b>OVERLENGTH</b>			
Over	Not Over	Charge In Cents Per Mile	Minimum Charge
53'	55'	17	\$ 55.00
55'	60'	28	\$ 55.00
60'	65'	35	\$ 55.00
65'	---	44*	\$ 110.00
*Plus 5 cents per foot on that portion over 65 feet.			
<b>OVERWEIGHT</b>			
Such shipments will be subject to freight charges, which are otherwise applicable.			

<b>Note A</b>
Whenever a vehicle contains a shipment which is overwidth, overheight, overlength, and/or overweight, only the dimension or weight providing the highest charge shall apply.
<b>Note B</b>
Any tolls or fees paid to a state or municipal government for overweight / over-dimensional permits or turnpike fees, as may be required in connection with such movement, will be added to the transportation charges, and receipts showing payment of these charges will be attached to the carrier's freight bill.
<b>Note C</b>
When state or municipal regulations require that one or more flagmen and/or pilot escort vehicle(s) be used in transporting a shipment for the protection of the public and to prevent property damage, all actual charges incurred by the carrier for such services will be added to the transportation charges.

<b>Payment of Charges</b>	<b>Item 720</b>
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All rates, charges or other amounts are to be stated in the U.S. currency and all rates, charges or other amounts are payable in the currency of the U.S. Unless charges are in dispute, standard terms of payment will be net/30; the consignor and carrier may agree to alternate terms.

<b>Pickup &amp; Delivery</b>	<b>Item 750</b>
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Unless otherwise provided, rates named herein include one pickup and one delivery service at all points within the limits of the cities, towns, or villages from, to, or between which the rates apply.

"Pickup" means calling for and receiving freight at any platform, doorway, or other place designated by the consignor, when directly accessible to the carrier's vehicle.

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“Delivery” means delivering freight at any platform, doorway, or other place designated by the consignee, when directly accessible to the carrier’s vehicle.

Shipments may not be interlined without prior written approval of the consignor.

<b>Pickup &amp; Delivery – Saturdays, Sundays or Federal Holidays</b>	<b>Item 754</b>
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- 1) Carriers are not obligated to pick up or deliver shipments on non-work days or holidays. However, if a carrier is requested to provide service and agrees to pick up or deliver freight on non-work days or a Federal Holiday, the following charges will be assessed against the party requesting the service and will be in addition to all other applicable charges:
  - a) **\$50.00** per hour or fraction thereof
  - b) **\$250.00** minimum Charge, per trailer, per day
- 2) The effective time shall be computed beginning at the time notification is given to the responsible representative of the consignor or consignee that the vehicle is available for loading or unloading at premises of the consignor or consignee, and ends at the time loading or unloading is completed and the driver is given a signed bill of lading or delivery receipt.
- 3) If a delivery date is noted on the Bill of Lading or Shipping Order, the notation must indicate if the date is a non-workday or Federal Holiday.
- 4) When the Federal Holiday occurs on a Saturday, the previous Friday will be considered a Holiday and when the Federal Holiday occurs on a Sunday, the following Monday will be considered a Holiday.

<b>Tarping</b>	<b>Item 755</b>
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At the request of the consignor, tarping of loads shall be accomplished by the driver at a charge of **\$100.00** for each vehicle tarped. This charge shall be in addition to all other applicable accessorial charges.

Tarping fees will not be assessed to shipments made using Conestoga and curtain – side van trailers.

<b>Temperature Controlled Service</b>	<b>Item 810</b>
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- 1) When shipments are temperature-sensitive, and the carrier is required to furnish temperature-controlled service, the shipment is subject to a rate of:
  - a) **\$0.20** per loaded mile or
  - b) A minimum charge of **\$40.00**, whichever is greater.
- 2) Whenever temperature-controlled service is necessary, the consignor shall notify the carrier in advance of shipment and must annotate the Bill of Lading “Temperature-Controlled Service requested, maintain a specific temperature of “\_\_\_\_\_” or “Maintain temperature range of “\_\_\_\_\_to\_\_\_\_\_.”

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<b>Reconsignment or Diversion</b>	<b>Item 820</b>
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A request for the reconsignment or diversion of a shipment will be subject to the following definitions, conditions, or charges:

1) **Definitions of Reconsignment or Diversion**

- a) For the purpose of this rule, the terms “reconsignment” and “diversion” are considered to be synonymous, and the use of either will be considered to mean:
  - i) A change in the name of the consignee.
  - ii) A change in the place of delivery within original destination point.
  - iii) A change in the destination point.

2) **Conditions**

- a) Requests for reconsignment must be made in writing or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so.
- b) The Carrier will execute each request for reconsignment.
- c) All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made.
- d) Only entire shipments, not portions of shipments, shall be reconsigned.
- e) An order for reconsignment will not be considered valid, unless and until the original bill of lading is surrendered for cancellation, endorsed, or exchanged.
- f) Requests for reconsignment of COD shipments will be accepted only from the consignor.
- g) The charges applicable to reconsigned shipments shall be the applicable rates to and from the reconsignment point but not less than the published rate from original point of origin to ultimate destination plus the appropriate Stop Off charge found in Item 900 in this Rules Schedule.

<b>Special Permits</b>	<b>Item 825</b>
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Except as otherwise provided in this rules schedule, the published rates or charges do not include tolls, fees, or charges levied by the Highway Department of states, cities or municipalities for special overweight / over-dimensional permits, flagman, bridge, ferry, highway, tunnel, pilot car escort service or other public charge of a like nature. All such charges shall be in addition to all other applicable charges plus a service charge of

**\$25.00** per permit. Except for this service charge, evidence of payment of all charges shall be furnished to the consignor upon request.

<b>Property of Unusual Value or Unsafe to Transport</b>	<b>Item 885</b>
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Carriers are not required to accept articles of unusual value or freight that may cause damage to other goods or to transport equipment without adequate consideration or compensation.

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<b>Satellite Tracking</b>	<b>Item 888</b>
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If tracking of a shipment utilizing the DOE TRANSCOM system is required, the carrier will provide the necessary interface to the DOE TRANSCOM tracking system at no additional charge.

Commercial tracking service (such as that provided by Qualcomm) shall be at no additional cost, unless special services are requested, such as geofencing, automatic location updates, or manual interfacing with the tracking software. These types of services will be at a cost of **\$25.00** per shipment.

<b>Signature Security Service</b>	<b>Item 889</b>
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When a carrier is requested to provide signature security by notation on the shipment's bill of lading, the charge for such service shall be **\$25.00** per shipment in addition to all other applicable charges.

<b>Changes to Bill of Lading</b>	<b>Item 890</b>
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Carrier will permit instructions on a company letterhead or email, in lieu of a Corrected Bill Lading, subject to all other provisions in this item. A Corrected Bill of Lading must identify the company and person submitting the correction and be received by the carrier within 30 days from the date of the carrier's original freight bill.

Corrected bills of lading or other written instructions to change the freight collection status from "PREPAID" to "COLLECT" will not be accepted once the shipment has been delivered.

A corrected bill of lading or other written instructions to change the original transportation contract from "PREPAID" to "COLLECT" will not be accepted if Section 7 (non-recourse clause) of the corrected bill of lading has been signed by the consignor.

Changes in description or weight will be permitted only upon presentation of satisfactory documentation (e.g., original invoice and descriptive literature) acceptable to the carrier that the original bill of lading was in error.

A charge of **\$10.00** in addition to all other applicable charges shall be assessed against the payer of the freight charges for processing such corrected bills of lading.

<b>Arbitrary Fee, New York City &amp; Long Island</b>	<b>Item 891</b>
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A maximum arbitrary charge of **\$200.00** shall be applied on truckload shipments destined to, or originating in, New York, NY and points on Long Island.

New York, NY includes all points in the Boroughs of the Bronx (including Bronx City), Brooklyn (including Brooklyn County), Manhattan (including all points within New York County), Queens (including all points in Queens County), and Staten Island (including all points in Richmond County).

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<b>Stop Offs</b>	<b>Item 900</b>
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A single shipment subject to truckload rates may be stopped for partial loading or partial unloading up to five times. When shipments are stopped in transit for partial loading or unloading, the charge shall be **\$75.00** per stop off:

The number of stop offs is exclusive of the stop at final destination.  
The mileage charge shall be based on the miles from origin to destination via the stop off point(s).

<b>DOT Safety Rating</b>	<b>Item 901</b>
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The carrier will provide DOE immediate notification of any change in the carrier's DOT Safety Rating or Safety Fitness Determination. The carrier is required to maintain a "SATISFACTORY", "CONTINUE TO OPERATE", or a rating of similar meaning.

<b>Insurance Certificates</b>	<b>Item 902</b>
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The carrier shall provide DOE all insurance certificates including general public liability, workers compensation, cargo liability, and hazardous and nuclear materials liability, as applicable, upon request.

<b>DOE Motor Carrier Evaluation Program</b>	<b>Item 903</b>
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Carriers may be subject to a comprehensive review by the DOE Motor Carrier Evaluation Program or similar assessment. Failure to successfully meet minimum criteria set forth in the initial evaluation will justify exclusion of a carrier from use.

<b>Claims, Loss, &amp; Damage</b>	<b>Item 998</b>
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Claims for loss or damage to cargo will be processed in accordance with Title 49 CFR Part 370—*Principles And Practices For The Investigation And Voluntary Disposition Of Loss And Damage Claims And Processing Salvage.*

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<b>Section II</b>	<b>Rates</b>
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<b>Application of Specific Truckload Rates</b>	<b>Item 1000</b>
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When truckload rates are published for a commodity transported from point of origin to point of destination, rates named in this Item will apply regardless of rates between the same points stated in Item 2000. (Rates in Cents per Mile, Except as Noted)

<b>Application of General Truckload Rates</b>	<b>Item 2000</b>
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When truckload rates are published for a commodity transported from point of origin to point of destination, rates named in this Item will not apply when rates from and to the same points over the same routes are published in Item 1000.  
(Rates in Cents per Loaded Mile, Except as Noted)

<b>Application of Less Than Truckload Rates</b>	<b>Item 3000</b>
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Rates in this Section apply on less than truckload (LTL) shipments. LTL shipments are defined as those shipments 20000 lbs. or less which do not meet the definition of a Capacity Load as found in DOE 190 Item 390. (See Note A)

Explanation of Weight Groups:

MC = Minimum Charge per Shipment L5C = Less than 500 lbs.

M5C = 500 lbs. Or more but less than 1000 lbs. M1M = 1000 lbs. Or more but less than 2000 lbs. M2M = 2000 lbs. Or more but less than 5000 lbs. M5M = 5000 lbs. Or more but less than 10000 lbs. M10M = 10000 lbs. Or more.

<b>Note A</b>
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When the charge computed on a higher rate for the applicable weight group at actual weight exceeds the charge computed on the lower rate for the next greater weight group at the lowest weight for that weight group, the lower charge will apply. (Rates in Cents per Loaded Mile, Except as Noted)
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<b>Section III</b>	<b>Governing Provisions</b>
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<b>Provisions Which Govern This Schedule</b>	<b>Item 9000</b>
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Explanation of reference marks and abbreviations for standard use throughout the schedule, as amended.

Symbol or Acronym	Explanation
(A)	Addition
(C)	Denotes changes, which result in neither an increase nor reduction in charges.
(I)	Denotes increase
(N)	Denotes no change in rates
(R)	Denotes reduction
*	Denotes footnote
(S)	Denotes Original Schedule
\$	Dollars
Conc.	Concluded
Cont.	Continued
CPM	Cents Per Mile
CWT	Cents Per Hundredweight
DOE	U.S. Department of Energy
DOT	U.S. Department of Transportation
FAK	Freight of All Kinds
FLMS	Federal Logistics Management System
FSC	Fuel Surcharge
Inc.	Incorporated
Lbs.	Pounds
LTL	Less than Truckload
MC	Minimum Charge
Min.	Minimum
No.	Number
STB	Surface Transportation Board
TL	Trailer load or Truckload
VT	Volume Truckload
Wt.	Weight

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<b>Section IV</b>	<b>Eligible DOE Contractors</b>	
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<b>DOE Contractor Matrix</b>	<b>Item 9001</b>
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This list of eligible DOE contractors is sorted by location zip code with associated DOE site name listed in parenthesis. Please note, this list changes on a constant basis due to contract awards, contact the points of contact listed in the *CY 2014 DOE Truckload Freight Rate Tender Bid Specifications* if you have questions concerning contractor status. Contact EM-33 if you have questions as to the eligibility of a specific contractor.

Zip Code	DOE Contractor Name (Site Name)	Contractor 4 Digit Code
08540 08543	Princeton Plasma Physics Laboratory	PPPL
11717	National Security Technologies, LLC (New York Operations)	NSTC
11973	Brookhaven Science Associates (Brookhaven National Laboratory)	BRSA
12020 12301	Bechtel Marine Propulsion Corporation (Knolls Atomic Power Laboratory)	KAPL
12309	URS/CH2 (Separations Research Process Unit)	URSC
14171	CH2M HILL B&W West Valley, LLC (West Valley Demonstration Project)	CHBW
15122	Bechtel Marine Propulsion Corporation (Bettis Atomic Power Laboratory)	BMPC
15236	Eagle Facility Management Services (Pittsburgh) (National Energy Technology Laboratory)	EFMS
20585	National Security Technologies (DOE/NNSA Headquarters)	NSTC
20762	National Security Technologies, LLC (Washington Aerial Measurement Operations)	NSTC
23606	Jefferson Science Associates, LLC (Thomas Jefferson National Accelerator Facility)	JSAL
26507	Eagle Facility Management Services (Morgantown) (National Energy Technology Laboratory)	EFMS
29808	Savannah River Nuclear Solutions Parsons Infrastructure & Technology Group Savannah River Remediation, LLC WSI-SRS Shaw AREVA MOX Services, LLC (Savannah River Site)	SRNS PITG SRRL WSSR SHAR
37771	Wastren Advantage, Inc.	WTAD
37830	Isotek Systems, LLC LATA-Sharp Remediation Services, LLC Oak Ridge Associated Universities Oak Ridge Institute for Science & Education UT-Battelle, LLC (Oak Ridge National Lab) URS/CH2M Oak Ridge, LLC Enterprise Advisory Services, Inc.	ISOT LATS ORAU ORISE UTBL UCOR EASI

**DOE 190-L**  
**MOTOR FREIGHT RATES & RULES SCHEDULE**

Revision/Issue Date 10/1/2013 Effective Date  
1/1/2014

<b>Zip Code</b>	<b>DOE Contractor Name (Site Name)</b>	<b>Contractor 4 Digit Code</b>
37830	Babcock & Wilcox Technologies, Y-12 Plant Nuclear Fuel Services (Y-12 National Security Complex)	BWXT NFSL
37830	URS/CH2M Oak Ridge, LLC Energy Solutions/Duratek Services Materials & Energy Corporation Nuclear Fuel Services (East Tennessee Technology Park)	UCOR ESDT MECP NFSL
42053 42086	LATA/Environmental Service of Kentucky, LLC Paducah Remediation Services Wastren-EnergX Mission Support, LLC (Paducah Gaseous Diffusion Plant)	LATK PDRS WSTR
45661	Fluor, Babcock-Wilcox Portsmouth, LLC B&W Conversion Services, LLC United States Enrichment Corporation Wastren-EnergX Mission Support, LLC (Portsmouth Gaseous Diffusion Plant)	FBWP BWCS USEC WSTR
50110	Iowa State University (Ames Laboratory)	AMES
60439	UChicago Argonne LLC New Brunswick Laboratory (Argonne National Laboratory)	ANLE NWBL
60510	Fermi Research Alliance, LLC (Fermi National Accelerator Laboratory)	FRAL
41316	Honeywell FM&T (Kansas City Plant)	HFMT
74005	BDM-Oklahoma, Inc.	BDMO
70123 70560 70764 77541 77665	DynMcDermott Petroleum Operations    (Strategic Petroleum Reserve Project Management Office)	DMPO
79120	Babcock & Wilcox Technical Services Pantex, LLC (Pantex Plant)	BWXP
80225	Western Area Power Administration	WAPA
80401	MRIGlobal Midwest Research Institute	MRIG
83401 83415	Battelle Energy Alliance CHM2-WG Idaho, LLC Idaho Treatment Group (Idaho National Laboratory)	BEAI CWGI IDTG
87115	Lovelace Respiratory Research Institute	LRRI
87117	Honeywell FM&T (Kirtland Operations)	HFMT
87123	Sandia National Laboratories National Security Technologies, LLC (Sandia Site Office)	SNLA NSTC
87544 87545	Los Alamos National Security, LLC National Security Technologies Terranear PMC, LLC (Los Alamos National Laboratory)	LANS NSTC TPMC
88220 88221	Nuclear Waste Partners (Waste Isolation Pilot Plant)	NUWP

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89023 89030	National Security Technologies, LLC Navarro-Intera, Inc. Wackenhut Services, Inc. Nevada (Nevada National Security Site)	NSTC NVII WSNV
89049	Sandia National Laboratories National Security Technologies, LLC (Tonopah Test Range)	SNLA NSTC
91304	CDM (Energy Technology Engineering Center at Santa Susanna Field)	CDML
92121	General Atomics (DOE Office of Science-BSO)	GNAT
89191	National Security Technologies (Nellis Air Force Base)	NSTC
93117	National Security Technologies (Special Technologies Laboratory)	NSTC
94025	Stanford University (Stanford Linear Accelerator Center)	SLAC
94550	Lawrence Livermore National Security, LLC Sandia National Laboratory – Livermore National Security Technologies (Lawrence Livermore National Laboratory)	LLNS SNLA NSTC
94720	University of California, Berkeley (Lawrence Berkeley National Laboratory)	LBLN
97232 98666	Bonneville Power Administration - Headquarters Bonneville Power Administration – JD Ross Complex	BNPH BNPR
99352 99354	Bechtel National, Inc. Mission Support Alliance CH2MHill Plateau Remediation Company, LLC EnergySolutions, LLC Washington Closure Hanford, LLC Battelle Pacific Northwest National Laboratory Washington River Protection Solutions Permafrix Northwest (Hanford Site)	BNAT MSSA CPRC ENSL WACH PNNL WRPS PRMF