

NORTH CAROLINA UTILITIES COMMISSION

MAXIMUM RATE TARIFF NO. 1

INTRASTATE RATES AND CHARGES

Applying on

HOUSEHOLD GOODS

as described in

NCUC Rule R2-37

Between

POINTS IN NORTH CAROLINA

MAXIMUM RATE TARIFF NO. 1

ISSUED: November 1, 2002

EFFECTIVE: January 1, 2003

ISSUED BY

NORTH CAROLINA UTILITIES COMMISSION

430 N. Salisbury Street

4325 Mail Service Center

Raleigh, North Carolina 27699

Telephone - 919/733-4035

www.ncuc.net

**NORTH CAROLINA UTILITIES COMMISSION
 NCUC HHG NO. 1**

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ISSUED: August 13, 2007

EFFECTIVE: August 13, 2007

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LIST OF CARRIERS ISSUED A CERTIFICATE OF EXEMPTION

A+ Moving and Storage, A+ Relocation Services, Inc., d/b/a, Fayetteville, NC	C-2340
A 1 Pack Load and Moving, A 1 Pack and Load, Inc., Raleigh, NC	C-2481
A-1 Clean-Up & Movers, Inc., Charlotte, NC	C-2257
A-1 Moving, Douglas Warren Handshoe, Rural Hall, NC	C-2506
A & A Moving, Pitt Movers, Inc., d/b/a, Greenville, NC (Certificate Suspension Temporarily Lifted 11-28-11; Previous-Authorized Suspension Until 11-30-12)	C-1641
AAA Moving & Storage, LLC, Hickory, NC	C-2260
AAA Storage Company, Inc., Fayetteville, NC	C-715
ABC Moving and Storage, Inc., Greenville, NC	C-676
A & D Relocation, Inc., Goldsboro, NC	C-2296
A Few Good Men Moving & Storage, LLC, Wake Forest, NC	C-2489
ASE Moving Services, American Star Enterprises, Inc., d/b/a, Raleigh, NC (Auth. Susp. Until 8-16-12)	C-1818
Absolute Moving & Storage, Inc., Holly Ridge, NC	C-2432
ACE Movers, ACE Group Corporation Incorporated, d/b/a, Harmony, NC	C-2412
Acme Movers & Storage Company, Inc., Morehead City, NC	C-613
Act of Class Relocation, Inc., Indian Trail, NC	C-2290
Advance Moving & Storage, Inc., Winterville, NC	C-2343
Affordable Moving Solutions, RD Companies, Inc., d/b/a, Charlotte, NC	C-2500

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All American Moving & Storage of Fayetteville, Inc., Fayetteville, NC	C-2354
All American Relocation, Inc., Raleigh, NC	C-1590
All My Sons Moving and Storage, Bournias, Inc., d/b/a, Charlotte, NC	C-601
All My Sons Moving and Storage of Raleigh, SG of Raleigh, Inc., d/b/a, Raleigh, NC	C-2261
All The Right Moves, Inc., Raleigh, NC	C-2319
Allen's Moving Service of Fayetteville, Inc., Fayetteville, NC	C-584
Allstar Moving & Storage Co., Inc., Fayetteville, NC	C-2365
All Ways Moving, Inc., Wilmington, NC	C-2507
American Moving & Hauling, Inc., Winston-Salem, NC (Authorized Suspension Until 7-6-12)	C-2411
American Moving Systems & Storage, Inc., Durham, NC (Certificate Suspended 1-1-11; Previous-Authorized Suspension Until 5-12-11)	C-2265
Anderson, Andy, Moving Company, Craig M. Anderson, d/b/a, Fayetteville, NC	C-2042
Antiques Abroad, Ltd., Charlotte, NC	C-2361
Anytime Movers, John Michael Garver, d/b/a, Belmont, NC (Certificate Suspended 1-1-11)	C-2326
Appalachian Moving & Storage, LLC, Deep Gap, NC (Company Name Changed 2-22-12)	C-2462
Apple Country Movers, Inc., Hendersonville, NC	C-2484
Armor Bearer Discount Movers, Christopher Devon Brown, d/b/a, Greensboro, NC	C-2353
Armstrong Relocation, Armstrong Relocation Co., Inc., d/b/a, Morrisville, NC	C-641
Armstrong Transfer & Storage Co., Inc./Armstrong Relocation Company, Charlotte, NC	C-760
Arpin, Paul, Van Lines, Inc., East Greenwich, RI	C-640
Atlantic Moving Systems, Murray Transfer & Storage Company, Inc., d/b/a, Wilmington, NC	C-2464

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Ballantyne & Beyond Moving, Kenneth James Scallions, d/b/a, Charlotte, NC	C-2468
Barringer Moving & Storage, LLC, Hickory, NC	C-2509
Bay Moving & Storage, Inc., Morehead City, NC	C-2488
Beach Movers, Inc., Kill Devil Hills, NC	C-2377
Beltmann Group Incorporated, Roseville, Minnesota	C-2527
Berger Charlotte, Inc., Charlotte, NC	C-976
Blue Ridge Movers, Inc., Boone, NC (Authorized Suspension Until 8-16-12)	C-927
BMS Moving & Storage, Gayla Lynch Black, d/b/a, Hendersonville, NC	C-2449
Bright's Moving, Susan Bright Melton, d/b/a, Forest City, NC	C-2389
Brooks Coast to Coast Transport, Floyd Allen Brooks, Jr., d/b/a, Washington, NC	C-2379
Bruce's Transfer, Inc., Matthews, NC	C-2294
Bulldog Moving, LLC, Charlotte, NC	C-2424
Byers, Sam A., & Sons Moving Service, Inc.	C-2302

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Cameron, B., & Cameron, Inc., Durham, NC	C-2323
Campbell's Transfer & Storage, Tommy Campbell, d/b/a, Kannapolis, NC	C-1737
Caraway Moving, Inc., Monroe, NC	C-2305
Carey Moving & Storage of Asheville, Inc., Arden, NC	C-64
Carlins Moving, Daniel Joseph Carlin, d/b/a, Albemarle, NC (Authorized Suspension Until 8-24-11)	C-2494
Carolina Classic Transport, LLC, Henderson, NC	C-2304
Carolinas Office Relocation Experts, LLC, Clemmons, NC	C-2505
CEH Moving, Inc., Wake Forest, NC	C-2524
C & H Movers, Harvey Reginald Reid, d/b/a, Carrboro, NC (Authorized Suspension Until 11-7-12)	C-2516
Central Moving & Storage, Inc., Sanford, NC	C-2277
Chapel Hill Moving Company, Inc., Chapel Hill, NC	C-2288
Charlotte Van and Storage Co., Inc., Charlotte, NC	C-622
China Grove & Landis Moving, Ecil Campbell, d/b/a, Landis, NC	C-2254
City Transfer & Storage Co., High Point, NC	C-131
Citywide Moving Systems, Inc., Matthews, NC	C-2235
Coastal Carriers Moving & Storage Co., Coastal Carriers, Inc., d/b/a, Wilmington, NC	C-2286
Coastal Moving Company, Inc., Jacksonville, NC	C-617
Coastline Relocation, LLC, Fayetteville, NC	C-2480
Coleman American Moving Services, Inc., Midland City, AL	C-2355
College Hunks Hauling Junk and Moving, Steven Roper, Inc., d/b/a, Wake Forest, NC (Certified 1-9-12)	C-2526
College Hunks Moving, Triad Expeditors, Inc., d/b/a, Asheboro, NC	C-2525
Covan World-Wide Moving, Incorporated, Fayetteville, NC	C-473
Crofutt & Smith Storage Warehouse of North Carolina, Inc., Landing, NJ	C-2058
Crown Moving & Storage, Inc., Fayetteville, NC	C-1011
Custom Moving and Storage, Inc., Fayetteville, NC	C-777

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D C Movers LLC, Durham, NC	C-2336
Dedmon, A. V., Trucking, Inc., Shelby, NC	C-146
Dedmon Moving and Storage, Inc., Shelby, NC	C-2409
DeHaven's Transfer & Storage, Inc., Durham, NC	C-347
DeHaven's Transfer & Storage of Charlotte, Inc., Charlotte, NC	C-2483
DeHaven's Transfer & Storage of Greensboro, Inc., Greensboro, NC	C-611
DeHaven's Transfer & Storage of Raleigh, Inc., Morrisville, NC	C-624
DeHaven's Transfer & Storage of Wilmington, Inc., Wilmington, NC	C-2482
DeHaven's Transfer & Storage of Wilson, Inc., Morrisville, NC	C-637
Delancey Street Moving & Transportation, Delancey Street North Carolina, d/b/a, Greensboro, NC	C-1769
DK Love Movers, LLC, Linden, NC	C-2487
Doma Moving and Storage, LLC, Raleigh, NC (Authorized Suspension Until 3-11-12)	C-2442
Dry Ridge Moving and Transportation, LLC, Asheville, NC	C-2490
D. R. Moving Company, Darian Jaimelle Reid, d/b/a, Charlotte, NC (Auth. Susp. Until 2-16-13)	C-2518
DSR Moving Corporation, Raleigh, NC	C-2515
Duke, D. R., Moving, Inc., Charlotte, NC	C-2293
Dunnagan's Moving & Storage, James G. Dunnagan, d/b/a, Wilmington, NC	C-1456
E-Z Move, Inc., Raleigh, NC (Certificate Suspended 1-1-11)	C-2281
East Coast Moving, LLC, Shallotte, NC	C-2332
Easy Movers, Inc., Pineville, NC	C-2225
Excel Moving and Storage, Inc., Raleigh, NC	C-731
Excel Moving & Storage of Greensboro, Inc., Greensboro, NC	C-2311
Exodus Works, Exodus Outreach Foundation, Inc., d/b/a, Hickory, NC	C-2458
Express Movers, The, d/b/a Johnny Ray Tesh, Greensboro, NC	C-2508

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Fayetteville Moving & Storage, Inc., Fayetteville, NC	C-704
Ferguson, Gene, Moving Co., Inc., Waynesville, NC (<i>Authorized Suspension Until 2-6-13</i>)	C-2338
Few Moves, LLC, Wrightsville Beach, NC	C-2521
Fidelity Moving & Storage Co., Inc., Fayetteville, NC	C-869
First Choice Moving & Storage, Inc., Jacksonville, NC	C-200
First Class Move, Lawrence Eugene Hinnant, III, d/b/a, Raleigh, NC	C-2523
Fleming-Shaw Transfer and Storage, Incorporated, Greensboro, NC (Auth. Suspension Until 1-20-13)	C-174
Fox Brothers of Boone, Inc., Boone, NC	C-842
GT Moving, Inc., Fayetteville, NC (Certificate Suspended 5-1-11)	C-2435
Gasperson Transfer, WNC Moving & Storage, Inc., d/b/a, Asheville, NC	C-664
Gentle Giant Moving Company (NC), LLC, Matthews, NC	C-2406
Gillespie's Local Moving Service, James Felton Gillespie, d/b/a, West End, NC	C-2511
Goldsboro Van & Storage, Inc., Goldsboro, NC	C-1019
Grade A Movers, LLC, Charlotte, NC	C-2503
Graebel/North Carolina Movers, Inc., Charlotte, NC	C-1256
Grand Strand Moving & Storage, LLC, Myrtle Beach, SC	C-2491

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Handy Help Moving, LLC, East Bend, NC	C-2312
Hardy Moving & Storage, Kitchen Distributors of North Carolina, Inc., d/b/a, Point Harbor, NC	C-2256
Harrison's Moving & Storage Co., Inc., Chesapeake, VA	C-2455
Harvel's, Cliff, Moving Company, Inc., Winston-Salem, NC	C-634
Helms, R D, Transfer Co., Anna Ritch Helms, d/b/a, Charlotte, NC (Auth. Susp. Until 5-24-12)	C-2317
Highland Moving & Storage Co., City Transfer Fayetteville, LLC, d/b/a	C-2450
Hill, I. H., Transfer and Storage, Inc., Durham, NC	C-650
Hilldrup Moving & Storage, Hilldrup Companies, Inc., d/b/a, Stafford, VA	C-2210
Holloway Moving and Storage, Inc., Raleigh, NC	C-2240
Home to Home in Guilford, LLC, Greensboro, NC	C-2499
Homeward Bound Moving, Inc., Fuquay Varina, NC	C-2287
Hood's Movers, Linwood Hood, d/b/a, Greensboro, NC	C-2421
Horne Moving Systems, Inc., Goldsboro, NC	C-252
Humphrey, Troy, Moving & Storage, Inc., Jacksonville, NC	C-700
In & Out Moving and Delivery, LLC	C-2502
International Moving & Storage, Inc., Fayetteville, NC	C-441
Jackson Moving and Storage Company, Goldsboro, NC	C-652
John's Moving & Storage, Outstanding Service Corp., d/b/a, Raleigh, NC	C-2248
Keever Moving Service, Larry Edward Hoyle, d/b/a, Lenoir, NC (Authorized Suspension Until 8-16-12)	C-665
Kelly Moving, Inc., Campobello, SC	C-2469
Kepley Moving and Storage, Inc., Lexington, NC	C-727
Ladd, J. E., & Son Transfer, James Edgar Ladd, IV, d/b/a, Durham, NC	C-628
Lafayette Moving & Storage, Inc., Fayetteville, NC	C-951
Lawrence Transportation Systems, Inc., Roanoke, VA	C-2211
Lil John Movers, Johnnie Peele, d/b/a, Vanceboro, NC (Authorized Suspension Until 2-15-12)	C-2402
Little Lloyd Moving & Transit, Kenneth Frederick Lloyd, d/b/a, Greensboro, NC	C-2337
Long Transfer, Inc., Highlands, NC	C-1237
Lytle's Transfer & Storage, Inc., Duncan, SC	C-697

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Markethouse Moving and Storage, Inc., Fayetteville, NC	C-710
Marrins' Moving Systems, Ltd., Bronxville, NY	C-2413
Mark's Movers, d/b/a, Mark John Rupsky, Raleigh, NC	C-2492
Mather Brothers Moving Company, LLC, Garner, NC	C-2320
Matthews Moving Systems, Inc., Charlotte, NC	C-1650
MBM Moving Systems, LLC, Greensboro, NC	C-1588
McCollister's Transportation Systems, Inc., Burlington, NJ	C-2271
Merchants Moving & Storage, Inc., Fayetteville, NC	C-702
Milestone Relocation Solutions, Inc., Tampa, Florida	C-2520
Miscellaneous Plus, Inc., Raleigh, NC	C-2457
Mitchell Movers, Leo Mitchell, d/b/a, New Bern, NC	C-2348
Modern Moving and Storage, Inc., Fayetteville, NC	C-626
Move It Now, Jabear, Inc., d/b/a, Monroe, NC	C-2382
Movers At Demand, Inc., Fayetteville, NC	C-2356
Movers Not Shakers, Thomas James Simpson, d/b/a, Raleigh, NC (Certificate Suspended 5-1-11)	C-2438
Movin' On Movers, Inc., Apex, NC	C-1990
Moving Simplified, Inc., Huntersville, NC	C-2486
Murphy Movers, Inc., Hayesville, NC	C-2385
Murray Transfer & Storage Company, Inc., Wilmington, NC	C-279
Muscle Movers, Inc., Wilmington, NC (Certificate Suspended 5-1-11; Previous-Authorized Suspension Until 11-2-10)	C-2335
Nelson's Delivery Service, Susan Dianne Belleville, d/b/a, Jacksonville, NC	C-1954
Nevius Logistics, LLC, Greensboro, NC	C-2495
New Beginnings Moving & Storage, Inc., Charlotte, NC	C-2359
New Bell Storage, A & E Moving and Storage, Inc., d/b/a, Norfolk, VA	C-2315
New World Van Lines, Inc., Chicago, IL	C-2378
Nilson Van & Storage, Inc., Fayetteville, NC	C-173
North Star Movers, Igor Nesterenko, d/b/a, Indian Trail, NC (<i>Certificate Suspension Lifted 1-4-12</i>)	C-2444

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Old Farm Rd. Moving & Storage, Timothy Cobb Robinson, d/b/a, Roanoke Rapids, NC	C-2454
Oliver Moving Service, Garry Lafaye Oliver, d/b/a, Rural Hall, NC	C-2496
Omni Moving and Storage, Inc., Fayetteville, NC	C-436
On The Road Movers, Jerry Thomas Ellis, d/b/a, Charlotte, NC	C-2522
Open Box Moving Solutions The, The Open Box, LLC, d/b/a, Asheville, NC	C-2498
Parks Moving & Storage, Inc., Fayetteville, NC (<i>Certificate Suspension Lifted 2-3-12</i>)	C-2285
Parks Transfer, Walter Randolph Parks, d/b/a, Asheboro, NC (<i>Authorized Suspension Until 2-16-13</i>)	C-2401
Patterson Storage Warehouse Company, Inc., Fayetteville, NC	C-586
Paxton Van Lines of North Carolina, Inc., Charlotte, NC	C-372
Peach Movers of North Carolina, Inc., Charlotte, NC (Certificate Suspended 1-1-11)	C-2400
Piedmont Van and Storage Co., Fayetteville, NC	C-631
Pilot Van Lines, Inc., Jacksonville, NC	C-515
Pinnacle Movers, LLC, Pinnacle, NC	C-2493
Port City Transfer & Storage, LLC, Mooresville, NC (Certificate Suspended 1-1-11)	C-2344
Premium Moving, Inc., Bolivia, NC	C-2279
Prestige Moving, Professional Moving & Storage, Inc., d/b/a, Durham, NC (Auth. Susp. Until 11-7-12)	C-2300
Primary Moving & Storage, Joseph Anthony Maldonado, d/b/a, Hickory, NC	C-2513
Principle Moving, Inc., Monroe, NC	C-2497
Pro Movers, LLC, Raleigh, NC (Certificate Suspended 1-1-11)	C-2434
Pro Relocation of the Carolinas, Inc., Smithfield, NC	C-2510
Quick Moves, Inc., Asheville, NC	C-2504
Randy Owen Moving Service, LLC, Brevard, NC	C-2453
Regency Moving & Storage, LLC, Raleigh, NC (<i>Certificated 2-3-12</i>)	C-2514
Ray Moving & Storage, Inc., Greensboro, NC	C-593
Redi-Care Movers, LLC, Durham, NC	C-2394
Reliable Moving Co., LLC, New Bern, NC	C-2467
Reliable Van & Storage, Inc., Goldsboro, NC	C-1009

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

LIST OF CARRIERS ISSUED A CERTIFICATE OF EXEMPTION

Salisbury Moving and Storage, Darril Earl Fortson, d/b/a, Salisbury, NC	C-343
Sandhills Moving & Storage Co., Southern Pines, NC (<i>Certificate Suspension Lifted 1-30-12</i>)	C-865
Sawyers E Z Move, Sawyer Enterprises of Pensacola, Inc., d/b/a, Mooresville, NC	C-2470
Scott, Bill, Trucking, William B. Scott, d/b/a, Brevard, NC	C-2373
Seaboard Moving & Storage, Inc., Jacksonville, NC	C-1026
Sells Service, Inc., Statesville, NC	C-609
Small Moves, Mark Daniel Powell, d/b/a, Asheville, NC (Certificate Suspended 4-5-11; Previous-Authorized Suspension Until 10-27-10)	C-2346
Smith Dray Line & Storage Co., Inc., Asheville, NC	C-651
Smith, W. E., Moving Co., City Transfer Fayetteville, LLC, d/b/a, High Point, NC	C-2451
Smoky Mountain Moving Co., Inc., Franklin, NC	C-2219
Smooth Movin Services, Inc., Hampstead, NC	C-2371
Sossamon's Conveyance, LLC, Concord, NC	C-2512
Southern Moving, Inc., Charlotte, NC	C-2297
Staley's Moving Vans, Donald Joseph Staley, d/b/a, Millers Creek, NC	C-685
State Moving and Storage, Incorporated, Fayetteville, NC	C-659
Steele & Vaughn Moving, Johnson TV Service Center, Inc., d/b/a, Greensboro, NC	C-2331
Stevens Van Lines, Inc., Saginaw, MI	C-1314
Suddath Relocation Systems, Suddath Relocation Systems of Charlotte, LLC, d/b/a, Charlotte, NC	C-2465

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LIST OF CARRIERS ISSUED A CERTIFICATE OF EXEMPTION

T & J Movers, Tyrone Lamont Levan, d/b/a , Charlotte, NC	C-2446
T-N-T Moving Systems, Inc., Charlotte, NC	C-2299
TROSA Moving, Triangle Residential Options for Substance Abusers, Inc., d/b/a, Durham, NC	C-726
Taylor's Moving Company, Orlandus Dungee Taylor, d/b/a, Durham, NC	C-2295
Terminal Storage Company, Inc., Fayetteville, NC	C-595
Thomas, J. E., & Sons Moving, John E. Thomas, d/b/a, Jacksonville, NC	C-2399
Todd's Easy Moves, Todd Bentley Cummings, d/b/a, Winston-Salem, NC	C-2276
Trading Post, Inc., The, Carrboro, NC	C-2284
Triangle Moving Service, Inc., Hillsborough, NC	C-932
Tri-City Movers, Kelvin Plummer Kearney, d/b/a, High Point, NC	C-2478
Truckin' Movers Corporation, Durham, NC	C-2262
Tru-Pak Moving Systems, Inc., Conover, NC	C-694
Two Men and A Truck, Soaring Eagle, Inc., d/b/a, Greensboro, NC	C-126
Two Men and A Truck of Asheville, AMS & Sons Moving Co., LLC, d/b/a, Fletcher, NC	C-2425
Two Men and A Truck of Charlotte, Roeder & Moore, LLC, d/b/a, Charlotte, NC	C-602
Two Men and A Truck of Durham, NC, Oliver & Finley, LLC, d/b/a, Durham, NC	C-2369
Two Men and A Truck of Eastern, NC, ARRGH LLC, d/b/a, Durham, NC	C-2443
Two Men and A Truck of Fayetteville, Green Leaf Associates, Inc., d/b/a, Fayetteville, NC	C-2445
Two Men and A Truck of Raleigh, SOKO, Inc., d/b/a, Raleigh, NC	C-2253
Two Men and A Truck of Wilmington, T & K Moving, Inc., d/b/a, Wilmington, NC	C-2066
Two Men and A Truck of Winston-Salem, Kline, LLC, d/b/a, Winston-Salem, NC	
	(Transfer and Name Change 1-30-12) C-2289
Two Strong Dudes Moving Company, LLC, Charlotte, NC	C-2456

**NORTH CAROLINA UTILITIES COMMISSION
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LIST OF CARRIERS ISSUED A CERTIFICATE OF EXEMPTION

Umstead Brothers, Inc., Raleigh, NC (Certificate Suspended 1-1-11; Previous-Authorized Suspension Until 6-22-11)	C-661
Union Transfer and Storage Company, Inc., Arden, NC	C-2216
United States Van Lines of North Carolina, LLC, Greensboro, NC	C-2517
Unity Moving and Storage, Inc., Wake Forest, NC	C-2384
VIP Transport Services, Langlois Ventures, Inc., d/b/a, Durham, NC	C-2471
Wainwright Transfer Co. of Fayetteville, Inc., Fayetteville, NC (<i>Certificate Suspension Lifted 5-6-11</i>)	C-1063
Weathers Brothers Moving and Storage Company, Inc., Fayetteville, NC	C-572
Weathers Moving & Distribution, Weathers Bros. Transfer Co., Inc., d/b/a, Fayetteville, NC	C-2282
Webb Co., Inc., The, The Webb Company of North Carolina, d/b/a, Charlotte, NC	C-2291
Wile Transfer and Storage Co., Inc., Hendersonville, NC	C-638
Willis Moving and Storage, Inc., Jacksonville, NC (<i>Certificate Suspension Lifted 5-23-11</i>)	C-712
Woodruff Trucking, Inc., Henderson, NC	C-2321
Worldwide Relocation Services, Inc., Smithfield, NC	C-2426

**NORTH CAROLINA UTILITIES COMMISSION
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**USERS OF THE OFFICIAL HOUSEHOLD GOODS TRANSPORTATION MILEAGE GUIDE
NO. 19 OR RAND MCNALLY ELECTRONIC MILEMAKER SOFTWARE**

AAA Storage Company, Inc., Fayetteville, NC
 All American Relocation, Inc., Raleigh, NC
 Allen's Moving Service of Fayetteville, Inc., Fayetteville, NC
 Armstrong Relocation, Armstrong Relocation Co., Inc., d/b/a, Morrisville, NC
 Armstrong Transfer & Storage Co., Inc./Armstrong Relocation Company, Charlotte, NC
 Berger Charlotte, Inc., Charlotte, NC
 Carolina Office Relocation Experts, CORE, LLC, d/b/a, Clemmons, NC
 Charlotte Van and Storage Co., Inc., Charlotte, NC
 City Transfer & Storage Co., High Point, NC
 Citywide Moving Systems, Inc., Matthews, NC
 Crofutt & Smith Storage Warehouse of North Carolina, Inc., Landing, NJ
 DeHaven's Transfer & Storage, Inc., Durham, NC
 DeHaven's Transfer & Storage of Charlotte, Inc., Charlotte, NC
 DeHaven's Transfer & Storage of Greensboro, Inc., Greensboro, NC
 DeHaven's Transfer & Storage of Wilmington, Inc., Wilmington, NC
 Delancey Street Moving & Transportation, Delancey Street North Carolina, d/b/a, Greensboro, NC
 Excel Moving and Storage, Inc., Raleigh, NC
 Excel Moving & Storage of Greensboro, Inc., Greensboro, NC
 Fayetteville Moving & Storage, Inc., Fayetteville, NC
 Gasperson Transfer, WNC Moving & Storage, Inc., d/b/a Asheville, NC
 Hilldrup Moving & Storage, Hilldrup Transfer & Storage, Inc., d/b/a, Stafford, VA
 Horne Moving Systems, Inc., Goldsboro, NC
 Jackson Moving and Storage Company, Goldsboro, NC
 Lafayette Moving & Storage, Inc., Fayetteville, NC
 Lawrence Transportation Systems, Inc., Roanoke, VA
 Long Transfer, Inc., Highlands, NC
 Lytle's Transfer & Storage, Inc., Duncan, SC
 Markethouse Moving and Storage, Inc., Fayetteville, NC
 Paxton Van Lines of North Carolina, Inc., Charlotte, NC
 Piedmont Van and Storage Co., Fayetteville, NC
 Ray Moving & Storage, Inc., Greensboro, NC
 Sells Service, Inc., Statesville, NC
 Smith Dray Line & Storage Co., Inc., Asheville, NC
 TROSA Moving, Triangle Residential Options for Substance Abusers, Inc., Durham, NC
 Two Men and A Truck of Fayetteville, Green Leaf Associates, Inc., d/b/a, Fayetteville, NC
 Union Transfer and Storage Company, Inc., Arden, NC
Weathers Brothers Moving and Storage Company, Inc., Fayetteville, NC
Weathers Moving & Distribution, Weathers Bros. Transfer Co., Inc., d/b/a, Fayetteville, NC

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

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
Title	0	16	2	41	0	66	10
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7-A	26	30	1	55	12		
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11	0	36	0	61	11		
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13	0	38	1	63	2		
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15	1	40	0	65	8		

SECTION I

RULES

AND

REGULATIONS

SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF

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 17 (*Depreciation* Valuation Charges) and Item 18 (Full Value Protection) include 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.

ISSUED: May 6, 2005

EFFECTIVE: May 6, 2005

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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 uncanceled revised or original pages or uncanceled 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.

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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 and/or hourly rated movements pursuant to the provisions of this tariff, the carrier's maximum liability shall be either (1) \$1.25 times the actual weight (in pounds) of the shipment (constructive weight on hourly shipments- see Rule 29(B) (Basis of Weight)), or the declared lump sum value, whichever is greater; or (2) \$.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 value per article. 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 either the lump sum value declared by the shipper or an amount equal to \$1.25 for each pound of weight in the shipment, whichever is greater.
- (C) The released value must be shown on the bill of lading in the following form and must be initialed only by the person signing the bill of lading:

VALUATION: Shipper must initial the option selected.

_____ Basic Value Protection. I release this shipment to a value of \$.60 per pound per article.

_____ Depreciated Value Protection. I release this shipment to a value of \$1.25 times actual weight in pounds of shipment or declared lump sum value of \$_____, less depreciation. (Declared value must be at least \$1.25 per pound times weight of shipment.)

_____ Full Value Protection. I release this shipment to a value of \$4.00 times actual weight in pounds of shipment or declared lump sum value of \$_____. (Declared value must be at least \$4.00 per pound times weight of shipment.)

See attached "Addendum to Uniform Household Goods Bill of Lading."

- (D) If the shipper fails to make the entry required in subsection (C) of this rule, the shipment will be deemed released to an amount equal to \$1.25 times the actual weight of the shipment (in pounds).

(Continued on next page)

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 7 (cont.)

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

(Continued on next page)

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 8 (cont.)**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 is 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

ISSUED: June 7, 2005

EFFECTIVE: June 7, 2005

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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 the inventory sheet*.

(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).

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.

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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.

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.

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 13

NONBINDING ESTIMATES SUBJECT TO 110% 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 be prepared in such format as provided in Section V. At the time of delivery of a collect-on-delivery shipment, the shipper may request delivery of the shipment upon payment, in the form acceptable to the carrier, of an amount not to exceed 110% of the estimated charges. This provision would not apply when such shipment is being delivered to a warehouse for storage at the request of the shipper. The carrier must, upon request of the shipper, relinquish possession of the shipment upon payment of not more than 110% of the estimated charges and shall defer demand for the payment of the balance of any remaining charges for a period of thirty (30) days following the date of delivery.

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 500 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 500 pounds.

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 15

BINDING NOT-TO-EXCEED ESTIMATES

Motor carriers subject to the rules and regulations of this tariff must, upon shipper request, provide a binding not-to-exceed 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 services performed by the carrier at the request of the shipper and not covered in the binding not-to-exceed estimate will be billed at the appropriate rate, and a *Change Order/Addendum to Estimated Cost of Services form* will be completed.

EXCEPTION: Binding not-to-exceed 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 500 pounds.

RULE 16

MILEAGE AND APPLICATION

(A) Except as otherwise provided herein, where rates herein are based on mileage, the applicable distance or mileage shall be that shown on the current highway map as published by the North Carolina Department of Transportation and shall be computed in the following manner:

1. When the point of origin and point of destination are shown in "city-to-city mileage chart" on this map, such mileage will apply regardless of mileage that may be determined by adding the individual distances shown on the map.
2. When the point of origin and the point of destination are not shown in the "mileage chart" on this map, then the mileage shall be determined by adding the individual distances shown on the map, via the shortest practical route.

(B) If the shipper requests a longer route than the shortest practical route as shown on the above-mentioned highway map, the mileage over the longer route shall apply.

(C) If transportation rates are not shown herein for the actual distance provided on the above-mentioned highway map, the rate shown for the next greater distance shall apply.

(Continued on next page)

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 16 (cont.)

(D) Mileage may also be determined by the Official Household Goods Transportation Mileage Guide No. 19 or the corresponding Rand McNally MileMaker software. Users of the Mileage Guide or the MileMaker software shall be listed on Page 9 following the List of Carriers Issued a Certificate of Exemption at the beginning of this tariff.

(E) Carriers listed on Page 9 of this tariff must use those products for all weight/distance moves and may not alternate between those products and the NC Department of Transportation highway map.

RULE 17

HOURLY RATE TRANSPORTATION APPLICATION

In calculating transportation on shipments moving for a ratemaking distance of thirty-five (35) 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 thirty-five (35) 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.

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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 800 miles, charges shall be computed as follows: (1) First find the rate for 800 miles in the applicable table of rates (Section III); (2) Next find the rate for the excess distance over 800 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 500 pounds shall be accepted only at a weight of 500 pounds and applicable rates and charges based on weight shall be subject to 500 pound minimum.

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**SECTION I
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RULE 21

COMPLETE OCCUPANCY OF VEHICLE

(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 Van Space).

(B) Bill of Lading to be marked or stamped:

COMPLETE OCCUPANCY OF A VEHICLE
SHIPMENT MOVING AT WEIGHT OF _____ POUNDS
ACTUAL WEIGHT _____ POUNDS

RULE 22

MOVEMENT OF EMPTY VEHICLES

(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 that shown on the current highway map as published by the North Carolina Department of Transportation.

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RULE 23

EXCLUSIVE USE OF A VEHICLE

(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 Van Space)

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

_____ Exclusive Use of a _____ cu. ft. vehicle (Minimum 1,000 cu. ft.)
 Shipment Moving at _____ lbs.
 Actual Weight of _____ lbs.
 Signature of Shipper or Agent: _____

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 less 2,100 pounds
 More than 300 cu. ft. 700 pounds per 100 cu. ft. unit ordered

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RULE 24 (cont.)

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

_____ Space Reservation of _____ cu. ft. (Minimum 300 cu. ft.)
Shipment Moving at _____ lbs.
Actual Weight of _____ lbs.
Signature of Shipper or Agent: _____

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:

- a. Less than 4,000 lbs. and moving a distance of 80 miles or less;
- b. Less than 5,000 lbs. and moving a distance of 81 miles and not more than 150 miles;
- c. Less than 8,000 lbs. and moving a distance of 151 miles or more.

(B) Subject to availability of equipment for the particular service desired, shippers may obtain expedited service on shipments of less than the weights described in (A) above, and 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) Bill of Lading to contain the following language:

_____ Expedited Service of _____ miles
Shipment Moving at _____ lbs.
Actual Weight of _____ lbs.
Signature of Shipper or Agent: _____

(D) 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.

(E) Valuation shall be at actual weight.

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RULE 26

DISPLAY OF VAN SPACE

The number of cubic feet of van 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.

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

Any alteration, addition, or erasure 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.

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RULE 27 (cont.)

When a consignor elects not to accept any of the terms of such bill of lading he 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."

(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, (2) an amount equal to \$1.25 times the actual weight in pounds of the shipment for depreciated valuation, or (3) an amount equal to \$4.00 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 17 (*Depreciation* Valuation Charges) and Item 18 (Full Value Protection) will apply. If the shipper wishes to avoid these additional charges, he 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.

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.

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RULE 28 (cont.)

(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 70 through 73 of this tariff contain the sample bill of lading, and the actual contract terms and conditions that must appear on the bill of lading.

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 weighmaster 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 that in instances where no adequate scale is available, the constructive weight, based on seven pounds per cubic foot of properly loaded van 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.

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RULE 29 (cont.)

(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.

NOTE: For reweighing charges see Section IV, Item 15 (Reweighing Charge).

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.

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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.

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.

Packing to Be Accomplished by Shipper or Carrier

(B) 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.

Protection By Carrier

(C) 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.

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**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 32 (cont.)

Musical Instruments

(D) 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.

Containers Required

(E) 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.

Fragile Articles

(F) Fragile articles such as showcases, wall cases, cameos, works of art, scenery, lighting fixtures, linoleums, statuary, marble slabs, mirrors, glass tops, pictures, 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.

Mechanical Equipment

(G) 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.

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**SECTION I
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RULE 32 (cont.)

Secureness of Containers

(H) 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.

Carrier Not Obligated To Accept

(I) 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.

Machinery and Equipment

(J) 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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**SECTION I
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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.
-

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.

NOTE: This rule also applies to impractical pickups.

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**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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.

(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 van, storage of same within the van 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).

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**SECTION I
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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.

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).

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, swingsets, 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

ISSUED: October 8, 2004**EFFECTIVE: October 8, 2004**

**NORTH CAROLINA UTILITIES COMMISSION
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**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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.

RULE 46

DIVERSION OF SHIPMENTS

(A) Upon instructions made or confirmed in writing by the consignor, consignee, or owner, a shipment will be diverted subject to the following provisions:

(B) The term diversion as used herein means:

- (1) A change in the name of the consignor.
- (2) A change in the name of the consignee.
- (3) A change in the destination.
- (4) A change in the route.
- (5) Any other instructions given which are necessary to effect delivery and requiring any addition to or a change in billing or an additional movement of the shipment, or both.

(C) When an order for diversion under this rule is received by a carrier, diligent effort will be made to locate the shipment and effect the change desired, but the carrier will not be responsible for failure to effect the change ordered unless such failure is due to the error or negligence of the carrier or its employees.

(D) Charges on a shipment which has been diverted will be assessed at the lawfully applicable rate from origin to destination via the point of diversion over the route of movement, plus the charges as provided for in Section IV, Item 12 (Diversion Charge).

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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.

RULE 48

STORAGE-IN-TRANSIT

(A) Storage-in-transit of shipments covered by this tariff is the holding of the shipment in the warehouse of the carrier or its agent for storage, pending further transportation, and will be effected only at the specific request of the shipper. For the purpose of this rule, a carrier may designate any warehouse to serve as its agent.

(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 (D), 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. When a shipment remains in storage after expiration of the 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.

(Continued on next page)

**NORTH CAROLINA UTILITIES COMMISSION
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**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 48 (cont.)

(D) 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.

(E) 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, the pickup or delivery transportation rate for distances of thirty-five (35) miles or less will be as shown in Section IV, Item 14 (Pickup or Delivery Transportation Rates to Apply on Storage-In-Transit Shipments).
2. When storage-in-transit is accorded at any other point, the pickup or delivery transportation rate for distances beyond thirty-five (35) miles will be as shown in Section III and mileage determined as provided by effective mileage guide.

(F) 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).

(G) 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.

(Continued on next page)

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**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 48 (cont.)

(H) 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.

NOTE: The transportation rates and charges applicable to shipments stored in transit are those in effect on the date of the original shipment.

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.

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

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.

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 actual cash 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).

(Continued on next page)

**NORTH CAROLINA UTILITIES COMMISSION
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**SECTION I
RULES AND REGULATIONS GOVERNING THIS TARIFF**

RULE 52 (cont.)

(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).

SECTION II

Hourly Rates for Moves of 35 Miles and Less

Rule 53 Hourly Charges

Rule 54 Hourly Packing and Unpacking Charges at Time of Move

**NORTH CAROLINA UTILITIES COMMISSION
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**SECTION II
HOURLY TRANSPORTATION CHARGES**

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)	
VAN & 2 MEN	\$ 132.80	VAN & 2 MEN	\$ 165.75
VAN & 3 MEN	171.45	VAN & 3 MEN	218.60
VAN & 4 MEN	210.05	VAN & 4 MEN	271.50
VAN & 5 MEN	248.75	VAN & 5 MEN	324.35
Each additional man	38.60	Each additional man	52.85

The time shall be charged beginning with arrival of van 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 50 miles traveled may be added to the chargeable time.

NOTE: Where additional men and equipment are to be so used, the number of vans and/or additional men to be used shall be agreed to by shipper in writing prior to the move.

RULE 54

HOURLY PACKING AND UNPACKING CHARGES

(A) **SERVICES PERFORMED AT 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 using van crew during actual time of the 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 using a pack crew prior to the actual time of the move, charges will be based on Section IV, Item 1 (Packing and Unpacking) or Section IV, Item 2 (Overtime Packing and Unpacking), if applicable.

ISSUED: December 20, 2011

EFFECTIVE: January 1, 2012

SECTION III

Weight & Distance Rates

for Moves Over

35 Miles

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION III
DISTANCE TRANSPORTATION RATES**

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 EXCEPT shipments moving under provisions and/or charges in Section II.

Rates apply without additional valuation charges when shipment is released to a value not exceeding \$.60 per pound per article. When shipment is not released to a value not exceeding \$.60 per pound per article or shipper declares a valuation on entire shipment, rates herein apply plus Valuation Charges named in Section IV, Item 17. Rates are in dollars and cents per 100 pounds applied to actual weight and include loading and unloading and the actual movement or transportation of property from origin to destination. Rates do not include Additional Services and Charges detailed in Section IV.

Break Point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket.

MILES	500 TO 999 LBS	BREAK POINT	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
36-50	66.75	661	44.10	1579	34.80	3351	29.15	6272	22.85	10793	20.55	14833	19.05
51-60	68.95	655	45.15	1593	35.95	3350	30.10	6300	23.70	11038	21.80	14386	19.60
61-70	71.85	660	47.35	1559	36.90	3361	31.00	6246	24.20	11257	22.70	14168	20.10
71-80	74.65	662	49.35	1559	38.45	3319	31.90	6421	25.60	10993	23.45	14875	21.80
81-90	77.35	660	51.00	1553	39.60	3304	32.70	6545	26.75	10767	24.00	15034	22.55
91-100	79.60	661	52.60	1539	40.45	3284	33.20	6603	27.40	10599	24.20	15108	22.85
101-110	81.90	657	53.80	1538	41.35	3251	33.60	6691	28.10	10677	25.00	14817	23.15
111-120	84.10	666	55.95	1520	42.50	3229	34.30	6648	28.50	10632	25.25	14892	23.50
121-130	86.10	671	57.70	1527	44.05	3165	34.85	6738	29.35	10447	25.55	14967	23.90
131-140	88.20	676	59.55	1524	45.35	3136	35.55	6763	30.05	10543	26.40	15152	25.00
141-150	90.85	671	60.95	1507	45.90	3133	35.95	6799	30.55	10665	27.15	14940	25.35
151-160	92.95	672	62.40	1510	47.10	3143	37.00	6811	31.50	10705	28.10	15004	26.35
161-170	95.20	675	64.20	1510	48.45	3146	38.10	6804	32.40	10556	28.50	15102	26.90
171-180	97.90	671	65.60	1493	48.95	3200	39.15	6734	32.95	10689	29.35	15074	27.65

(Continued on next page)

**NORTH CAROLINA UTILITIES COMMISSION
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**SECTION III
DISTANCE TRANSPORTATION RATES**

MILES	500 TO 999 LBS	BREAK POINT	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
181-190	100.45	666	66.80	1496	49.95	3176	39.65	6820	33.80	10669	30.05	15095	28.35
191-200	102.05	671	68.45	1477	50.55	3185	40.25	6848	34.45	10938	31.40	14956	29.35
201-220	104.65	668	69.90	1488	52.00	3181	41.35	6878	35.55	10937	32.40	15087	30.55
221-240	107.45	666	71.55	1489	53.25	3193	42.50	6871	36.50	11047	33.60	15001	31.50
241-260	109.80	670	73.55	1506	55.35	3122	43.20	6862	37.05	11158	34.45	15188	32.70
261-280	112.60	669	75.25	1502	56.50	3151	44.50	6967	38.75	11087	35.80	15330	34.30
281-300	115.05	667	76.70	1513	58.00	3128	45.35	6951	39.40	11270	37.00	15373	35.55
301-320	117.95	670	78.95	1509	59.55	3151	46.90	7011	41.10	11314	38.75	15216	36.85
321-340	120.20	676	81.15	1503	60.95	3141	47.85	7048	42.15	11460	40.25	15345	38.60
341-360	123.25	674	83.00	1496	62.05	3166	49.10	7039	43.20	11487	41.35	15343	39.65
361-380	125.40	679	85.05	1498	63.70	3146	50.10	7106	44.50	11461	42.50	15229	40.45
381-400	127.70	677	86.35	1503	64.85	3171	51.40	7074	45.45	11459	43.40	15540	42.15
401-420	129.95	679	88.20	1490	65.70	3215	52.80	7137	47.10	11555	45.35	15242	43.20
421-440	132.90	679	90.15	1472	66.35	3211	53.25	7279	48.45	11443	46.20	15412	44.50
441-460	134.95	679	91.60	1480	67.75	3206	54.30	7249	49.20	11635	47.70	15246	45.45
461-480	137.50	675	92.75	1477	68.45	3253	55.65	7267	50.55	11621	48.95	15396	47.10
481-500	140.65	673	94.60	1470	69.50	3258	56.60	7308	51.70	11594	49.95	15520	48.45
501-520	142.70	672	95.80	1484	71.05	3277	58.20	7258	52.80	11489	50.55	15494	48.95
521-540	144.45	673	97.20	1493	72.55	3287	59.60	7148	53.25	11584	51.40	15316	49.20
541-560	146.65	674	98.70	1491	73.55	3288	60.45	7120	53.80	11599	52.00	15416	50.10
561-580	148.40	670	99.35	1500	74.50	3316	61.75	7139	55.10	11500	52.80	15561	51.35
581-600	150.35	671	100.75	1498	75.45	3309	62.40	7174	55.95	11454	53.40	15581	52.00
601-620	151.50	674	102.00	1504	76.70	3323	63.70	7247	57.70	11460	55.10	15420	53.10
621-640	153.50	673	103.30	1507	77.80	3335	64.85	7180	58.20	11475	55.65	15354	53.40
641-660	154.45	676	104.40	1513	78.95	3329	65.70	7185	59.00	11462	56.35	15418	54.30
661-680	155.85	675	105.15	1514	79.55	3349	66.60	7160	59.60	11618	57.70	15432	55.65
681-700	157.40	680	107.00	1517	81.15	3345	67.85	7187	60.95	11617	59.00	15648	57.70
701-725	159.10	680	108.10	1516	81.90	3356	68.70	7203	61.85	11583	59.70	15598	58.20
726-750	160.20	682	109.20	1522	83.10	3346	69.50	7293	63.35	11546	60.95	15633	59.55
751-775	162.00	684	110.80	1525	84.45	3366	71.05	7274	64.60	11490	61.85	15600	60.30
776-800	163.10	688	112.15	1528	85.65	3377	72.30	7259	65.60	11589	63.35	15445	61.15

SECTION IV

Additional Services and Charges

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 1

PACKING AND UNPACKING

Rates include packing, 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).

(Continued on next page)

ITEM 1 (cont.)

SERVICE (Packing and Unpacking)	PER	RATES (in 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	52.15
BOXES: Not over 5 cu. ft.	Each	17.75
Over 5 not over 8 cu. ft. (Over 8 cu. ft. see crates)	Each	31.40
CARTONS: (See Notes 1 and 2)		
1.5 cu. ft.	Each	9.80
3 cu. ft. (Not less than 200 lb. test)	Each	15.70
4 1/2 cu. ft. (Not less than 200 lb. test)	Each	18.90
6 cu. ft. (Not less than 200 lb. test)	Each	18.95
6 1/2 cu. ft. (Not less than 275 lb. test)	Each	20.55
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	23.30
CRIB MATTRESS CARTON:	Each	10.20
MATTRESS CARTON: (Twin)	Each	18.90
MATTRESS CARTON: (Double)	Each	21.00
MATTRESS CARTON: (King/Queen)	Each	33.80
MATTRESS CARTON: (King Single)	Each	18.25
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	9.30
CORRUGATED CONTAINERS: (Specially designed for mirrors, paintings, glass or marble tops, and similar fragile articles.)	Each	33.50
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	19.05 (Min. charge) 76.35 per crate
2.5 Cu. Ft. OFFICE TOTE BOX	Each	8.30
GRANDFATHER CLOCK CARTON	Each	69.85

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 2

OVERTIME PACKING AND UNPACKING

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 this item apply.

(Continued on next page)

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 2 (Cont.)

SERVICE (Overtime Packing and Unpacking)	PER	RATES (in 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	54.10
BOXES: Not over 5 cu. ft.	Each	24.95
Over 5 not over 8 cu. ft. (Over 8 cu. ft. see crates)	Each	43.95
CARTONS: (See Notes 1 and 2)		
1.5 cu. ft.	Each	13.70
3 cu. ft. (Not less than 200 lb. test)	Each	21.90
4 1/2 cu. ft. (Not less than 200 lb. test)	Each	26.35
6 cu. ft. (Not less than 200 lb. test)	Each	26.35
6 1/2 cu. ft. (Not less than 275 lb. test)	Each	28.55
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	32.70
CRIB MATTRESS CARTON:	Each	14.30
MATTRESS CARTON: (Twin)	Each	26.55
MATTRESS CARTON: (Double)	Each	29.45
MATTRESS CARTON: (King/Queen)	Each	47.25
MATTRESS CARTON: (King Single)	Each	25.55
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	38.10
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	24.45 Minimum charge 97.50 (per crate or container)

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 3

**PACKING CONTAINER CHARGES
(When furnished to the shipper by the carrier)**

SERVICE (Packing Container Charges)	PER	RATES (in 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	12.25
CARTONS:		
Less than 3 cu. ft. (Not less than 200 lb. test)	Each	2.95
3 cu. ft. (Not less than 200 lb. test)	Each	4.95
4 1/2 cu. ft. (Not less than 200 lb. test)	Each	5.90
6 cu. ft. (Not less than 200 lb. test)	Each	6.55
6 1/2 cu. ft. (Not less than 275 lb. test)	Each	6.55
WARDROBE CARTON: Not less than 10 cu. ft.	Each	15.90
CRIB MATTRESS CARTON:	Each	5.40
MATTRESS CARTON: (Twin)	Each	10.20
MATTRESS CARTON: (Double)	Each	12.35
MATTRESS CARTON: (King/Queen)	Each	18.65
MATTRESS CARTON: (King Single)	Each	11.70
MATTRESS COVER: (Paper or Plastic)	Each	5.50
CORRUGATED CONTAINERS: (Specially designed for mirrors, paintings, glass or marble tops, and similar fragile articles.)	Each	13.05
PAPER, Unprinted newsprint	Pound	1.45
TAPE, Plastic 2"	Roll	5.10

**NORTH CAROLINA UTILITIES COMMISSION
NCUC HHG NO. 1**

**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 4

LABOR CHARGES

SERVICE (Labor Charges - Subject to Rule 18, Disposition of Fractions and Parts of Hours)	PER	RATES (in dollars/cents)
Covers labor services for which charges are not otherwise provided in tariff when such services are requested by the shipper, per man, per hour:	Hour per man	29.60
(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 man	36.20

ITEM 5

**HOUSEHOLD APPLIANCES OR OTHER ARTICLES
REQUIRING SPECIAL SERVICING FOR SAFE TRANSPORTATION**

SERVICE (Subject to request of shipper, owner, or consignee) (Subject to Rule 35, Servicing Special Articles)	PER	RATES (in dollars/cents)
CARRIER SERVICING of appliances or articles at origin:		
First article	Article	23.05
Each additional article	Article	13.95
CARRIER UNSERVICING of appliances or articles at destination:		
First article	Article	13.95
Each additional article	Article	10.65

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ADDITIONAL SERVICES AND CHARGES**

ITEM 6 - BULKY ARTICLES, LOADING/UNLOADING CHGS., WGT. ADDITIVES

SERVICE (Bulky Articles, Loading/Unloading Charges, Wgt. Additives)	PER	RATES (in 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	189.00
AUTOMOBILES, TRUCKS, OR VANS	Each	133.00
BOAT, SAILBOATS, AND BOAT TRAILERS (See Weight Additives)		
FARM TRACTORS	Each	113.35
HOT TUBS, SPAS, WHIRLPOOLS, & JACUZZIES over 100 cu. ft.	Each	131.50
MOTORCYCLES, TRACTORS, GO CARTS, & RIDING MOWERS under 25 H.P.	Each	75.50
SNOWMOBILES OR RIDING GOLF CARTS	Each	75.50
SATELLITE T.V., RADIO DISCS, OR DISHES 4 ft. & over....	Each	123.20
TRACTORS, RIDING MOWERS 25 H.P. & over, and ALL TERRAIN VEHICLES 110 cc and over	Each	113.35
TRAILERS (other than boat trailers)	Each	83.75
CAMPERS, UNMOUNTED ON TRUCKS (designed for carriage or pickup trucks)	Each	217.05
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	142.90
HOME GYM EQUIPMENT - ELECTRONIC STAIRSTEEPERS, TANNING BEDS, ELECTRONIC NORDIC TRACKS, AND BOWFLEXES	Each	75.50
LARGE SCREEN TV's (Over 40 inches)	Each	126.80
ANY BULKY ARTICLE OVER 400 LBS. not specified above ...	Each	106.75

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ITEM 6 (cont.)

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 when shipper orders Exclusive Use of a Vehicle under Rule 23.

ITEM 7

EXTRA PICKUP OR DELIVERY

SERVICE (Extra Pickup or Delivery)	PER	RATES (in dollars/cents)
See Rule 42	Stop	65.75

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ITEM 8**AUXILIARY SERVICE**

SERVICE (Auxiliary Service)	PER	RATES (in 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	37.00

ITEM 9**WAITING TIME**

SERVICE (Waiting Time)	PER	RATES (in 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 35 Miles.</p>	Hour	66.55

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**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 10

PIANO, ORGAN, POOL TABLES, OR LADEN HOME FREEZER CARRY CHARGES

SERVICE (Piano, Organ, Pool Tables, etc.)	PER	RATES (in 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	78.90
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	57.55
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	65.75
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	90.25
FLIGHT CARRY CHARGE-INSIDE A BLDG. OR HOUSE:	First flight	23.60
First Flight (one floor or story to the next floor or story) (See Notes 1, 3, 5, and 6)	Flight	11.85
Each additional flight	First flight	22.75
FLIGHT CARRY CHARGE-OUTSIDE A BLDG. OR HOUSE:	flight step	0.50
First Flight (8 but not more than 20 steps) (See Notes 2,3,5 and 6) Each additional step over 20 steps		

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ADDITIONAL SERVICES AND CHARGES**

ITEM 10 (cont.)

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.

ITEM 11

EMPTY MILEAGE CHARGE

SERVICE (Empty Mileage Charge)	PER	RATES (in dollars/cents)
EMPTY MILEAGE CHARGE: Empty miles traveled at request of shipper. (Subject to Rule 53)	Mile	1.00

ITEM 12

DIVERSION CHARGE

SERVICE (Diversion Charge)	PER	RATES (in dollars/cents)
DIVERSION CHARGE: The charge for each diversion in connection with a shipment will be	Each	9.45

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ITEM 13**STORAGE-IN-TRANSIT RATES**

SERVICE (Storage-In-Transit Rates)	PER	RATES (in dollars/cents)
Application subject to Rule 48. Subject to 1,000 pound minimum. STORAGE RATE (See Notes 1, 2, and 3)	100 lbs	4.50
CLIMATE CONTROLLED STORAGE RATE (See Notes 1, 2, and 4)	100 lbs	6.00
WAREHOUSE HANDLING RATE (See Note 1)	100 lbs	7.60

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 17.

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	RATES (in dollars/cents)
Application subject to Rule 48, Storage-In-Transit. Subject to 500 pound minimum.		
500 to 999 lbs. incl. (Break point wt. 626 lbs)	100 lbs	26.35
1,000 to 1,999 lbs. incl. (Break point wt. 1,648 lbs.)	100 lbs	16.50
2,000 to 3,999 lbs. incl. (Break point wt. 3,603 lbs.)	100 lbs	13.60
4,000 to 7,999 lbs. incl. (Break point wt. 7,478 lbs.)	100 lbs	12.25
8,000 lbs. and over	100 lbs	11.45

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ADDITIONAL SERVICES AND CHARGES**

ITEM 15

REWEIGHING CHARGE

SERVICE (Subject to Rule 29, Basis of Weight)	PER	RATES (in dollars/cents)
REWEIGHING CHARGE: Charge when reweighing done at request of shipper	Service	37.80

ITEM 16

WRAPPING AND PADDING MATERIALS

SERVICE (Wrapping and Padding Materials)	PER	RATES - in dollars/cen ts
WHEN REQUESTED BY SHIPPER		
Bubble Wrap and Padding	Lin. Ft.	1.65
Papering and Padding	Lin. Ft.	0.75
Wrapping and/or Metal Banding (Rugs, foot lockers, trunks, etc.)	Each	8.30
Shrink Wrap	Roll	17.85

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**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 17

DEPRECIATION VALUATION CHARGES

Depreciated Valuation will apply unless shipper expressly releases the shipment to a value not exceeding \$.60 cents per pound per article *or selects Full Value Protection (see Item 18)*. *If shipper does not choose an option, the shipment defaults to Depreciated Value Protection which requires payment from the shipper.*

On shipments expressly released to a *minimum* value of *\$1.25 per pound times weight of shipment*, the following valuation charge will be assessed: For each \$100.00 or fraction thereof, of released or declared value - \$.50 per each \$100.00. EXAMPLE: Shipment valuation calculation for a value of \$20,335.00. Since \$35.00 is a fraction of \$100.00, the charge will be based on a valuation of \$20,400.00.

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 10 percent of the applicable storage-in-transit rate provided for in Item 13.

NOTE: If the shipper wishes to avoid these depreciation valuation charges, he must agree that if any articles are lost or damaged, the carrier's liability will not exceed \$.60 cents per pound for the actual weight for any lost or damaged article or articles in the shipment.

NOTE: See Rule 7 (Valuation).

ITEM 18

FULL VALUE PROTECTION

(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 the cost of 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, if any, 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 \$4.00 for each pound of weight in the shipment.

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**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 18 (cont.)**EXCEPTIONS:**

1. In lieu of rates in Item 17 (*Depreciation* Valuation Charges), the rate for Full Value Protection provided by the carrier will be \$.75 for each \$100.00 or fraction thereof, of release or declared value. (The additional valuation charge for storage-in-transit will apply.)

EXAMPLE: Shipment valuation calculation for a value of \$20,335.00. Since \$35.00 is a fraction of \$100.00, the charge would be based on a valuation of \$20,400.00.

2. Full Value Protection in this item applies only to shipments of household goods as defined in Rule 4 (Commodity Description).

3. Protection under this item will not apply to specific articles or matched sets of articles which are valued at \$3,000 or more, unless shipper puts carrier on notice in writing that such articles are included in the shipment.

NOTE: See Rule 7 (Valuation).

ITEM 19

OVERTIME LOADING AND UNLOADING

SERVICE (Overtime Loading and Unloading)	PER	RATES (in 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.	3.60

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 500 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.

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**SECTION IV
 ADDITIONAL SERVICES AND CHARGES**

ITEM 20

ELEVATOR, STAIR, AND EXCESSIVE DISTANCE CARRY CHARGES

SERVICE (Elevator, Stair, and Excessive Distance Carry Charges)	PER	RATES (in dollars/cent s)
<p>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:</p>		
<p> One or more flights at origin (see Notes 3, 4, and 5)</p>	100 lbs.	2.05
<p> One or more flights at destination (see Notes 3, 4, and 5)</p>	100 lbs.	2.05
<p>STAIRS (INSIDE A BUILDING) (Subject to Notes 1,2,5,6,8,10)</p>		
<p>Where pickup or delivery involves carriage up or down one or more flights of stairs (see Note 6), a charge will be assessed, viz:</p>		
<p> Per each flight at origin</p>	100 lbs.	1.55
<p> Per each flight at destination</p>	100 lbs.	1.55
<p>STAIRS (OUTSIDE) ATTACHED TO A BUILDING (Subject to Notes 1, 2, 5, 7, 8, and 10):</p>		
<p>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:</p>		
<p> Per each flight at origin</p>	100 lbs.	1.55
<p> Per each flight at destination</p>	100 lbs.	1.55
<p>EXCESSIVE DISTANCES (Subject to Notes 2, 9, and 10):</p>		
<p>Where pickup or delivery involves one or more extra carries (see Note 9), a charge will be assessed, viz:</p>		
<p> Per each extra carry at origin</p>	100 lbs.	1.55
<p> Per each extra carry at destination</p>	100 lbs.	1.55

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**SECTION IV
ADDITIONAL SERVICES AND CHARGES**

ITEM 20 (cont.)

NOTE 1: Elevator and stair carry charges will not apply when pickup or delivery is within a single family dwelling.

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, the first flight shall consist of 8 but not more than 20 steps. Steps less than 8 will not be considered a flight.

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 \$14.25 for the first flight and \$7.15 for each additional flight. The minimum elevator charge shall be \$14.25. 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.

SECTION V

Definitions

Forms including:

Bill of Lading

Addendum to Bill of Lading

Contract Terms and Conditions

Estimated Cost of Services

**Addendum to Estimated Cost of
Services**

Claims Log

Information Booklet

**NORTH CAROLINA UTILITIES COMMISSION
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**SECTION V
DEFINITIONS AND FORMS**

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.

NOT-TO-EXCEED PRICE - The maximum charge that may be assessed on a shipment, subject to any Change Order for Services.

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.

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**SECTION V
DEFINITIONS AND FORMS**

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

New carriers appearing for the first time in the List of Carriers Issued A Certificate of Exemption pages will appear in bold and italics.

UNIFORM HOUSEHOLD GOODS BILL OF LADING

CARRIER'S NAME & ADDRESS
CARRIER'S TELEPHONE

CARRIER'S C#

CARRIER REFERENCE NO.

[QUESTIONS ABOUT THIS FORM OR YOUR MOVE? Call the NCU/Public Staff's Transportation Division at 919-733-7766.]

SHIPPER:
COMPANY:
STREET ADDRESS:
CITY & STATE
TELEPHONE:

CONSIGNEE
STREET ADDRESS
CITY & STATE

NOTIFY IN CASE OF DELAY _____ CHARGES _____
NAME
ADDRESS
TELEPHONE

AGREED LOAD DATE:
PREFERRED DELIVERY DATE:
I HAVE RECEIVED A COPY OF THE BROCHURE EXPLAINING MY RIGHTS.
SHIPPER'S SIGNATURE:

BILL TO:
ADDRESS
CITY & STATE
ATTN: _____ PO. NO. _____

Exclusive Use of a _____ cu. ft. vehicle (Minimum 1000 cu. ft.)
Space Reservation of _____ cu. ft. (Minimum 300 cu. ft.)
Expedited Service of _____ miles
Shipment Moving at _____ lbs
Actual Weight of _____ lbs
Signature of Shipper or Agent:

FOR ALL MOVES LESS THAN 35 MILES					
H O U R L Y	Time Move Started				
	Time Move Finished				
	Travel Time (Max 1 hr/50 mi.)				
		Men	Hours	Rate	Charges
	Regular Hours				
	Overtime Hours				
	Depreciated Value Protection				
	Full Value Protection				
				Total Hourly Charges	

NOTE: SHIPPER MUST INDICATE CHOICES MADE ON BOTH OF THE ITEMS SHOWN BELOW BY INITIALING THE APPROPRIATE LINE (Estimates & Valuation)

ESTIMATES: Shipper must initial the option selected.

_____ I did not request a written estimate on this shipment and understand that I will be required to pay charges shown on this contract.
_____ I understand this shipment is moving under a binding estimate (guaranteed or not-to-exceed) and that I will be required to pay in accordance with that estimate.
_____ I understand this shipment is moving under a nonbinding estimate and I will be required to pay charges shown on this contract.
See attached "**Estimated Cost of Services.**"

VALUATION: Shipper must initial the option selected.

_____ **Basic Value Protection.** I release this shipment to a value of 60 cents per pound per article.
_____ **Depreciated Value Protection.** I release this shipment to a value of \$1.25 times actual weight in pounds of shipment or declared lump sum value of \$_____, less depreciation. (Declared value must be at least \$1.25 per pound times weight of shipment.)
_____ **Full Value Protection.** I release this shipment to a value of \$4.00 times actual weight in pounds of shipment or declared lump sum value of \$_____ (Declared value must be at least \$4.00 per pound times weight of shipment.)
See attached "**Addendum to Uniform Household Goods Bill of Lading.**"

Description	Quantity	Rate	Charges
P A C K I N G	Dishpack or Barrel		
	Cartons	1.5	
		3.0	
		4.5	
		6.0	
		6.5	
	Wardrobes		
	Crib Mattress		
	Twin Mattress		
	Double Mattress		
King/Queen Mattress			
King Single Mattress			
Corrugated Cont.(Mirror & Picture)			
Crates, minimum			
Crates _____ cu ft			
Grandfather Clock Carton			

	ORIGINAL	REWEIGH	
LBS. GROSS			Total Packing Charges
LBS. TARE			
LBS. NET			
BREAK POINT WT.			

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's representative. I also acknowledge that the 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.
SIGNED: _____

To be signed when shipment is received by carrier

All property was received in good condition, except as noted on the inventory form.
Driver's signature: _____ Date: _____

I have read this contract and its attachments thoroughly and release my property to the carrier subject to the terms and conditions thereof.

Shipper's signature: _____ Date: _____

To be signed at time of delivery

All property was received in good condition, except as noted on the inventory form.

Shipper's signature: _____ Date: _____

Tariff	Sec	Miles	Weight	Rate	Linehaul Charges
MRT	3				

Description	Rate	Charges
-------------	------	---------

Extra Pickup or Delivery:				
At:				
Excessive Distance Carry at Origin:		ft.		
Excessive Distance Carry at Destination:		ft.		
Flight Carry at Origin:				
Flight Carry at Destination:				
Appliance Service				
Appliance Unservice				
Piano Handling				
Additional Labor:				
Bulky Articles:				
Packing Material Purchased by Shipper				
Advanced Charges:				
Third Party Charges				
Depreciated Value Protection				
Full Value Protection				
Storage-In-Transit		Rate	Charges	
Transportation To or From Whse:		lbs.		
Warehouse Handling				
Storage From:	To:	No. Mos.		
Extended Valuation (10% of Storage Charge)				
Payment Acknowledgment			Total	Total Charges
On nonbinding estimates, 110% rule applies. See " Estimated Cost of Services "				
Prepayment Received			Prepayment	
By _____				
Payment Received at Destination			Balance Due	
By _____				

UNIFORM HOUSEHOLD GOODS BILL OF LADING - 35 MILES OR LESS

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

CARRIER REFERENCE NO.

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

F	SHIPPER:	BINDING PRICE	
R	COMPANY:	(GUARANTEED OR NOT-TO-EXCEED) \$	
O	STREET ADDRESS:	DATE	TIME
M	CITY & STATE	LEFT WAREHOUSE	
	TELEPHONE:		TIME
	CONSIGNEE	VAN#	ARRIVED JOB
T	STREET ADDRESS:		TIME
O	CITY & STATE	DRIVER	DEPART JOB
	AGREED LOAD DATE:		TIME
	PREFERRED DELIVERY DATE:	HELPER	RETURNED WAREHOUSE
	NOTES:	HELPER	TOTAL HOURS
		HELPER	
		HELPER	OTHER

REQUIRED SIGNATURES

I HAVE RECEIVED THE BROCHURE *MOVING IN NC* EXPLAINING MY RIGHTS
 SHIPPER'S SIGNATURE: _____

NOTE: SHIPPER MUST INDICATE CHOICES MADE ON BOTH ITEMS LISTED BELOW BY INITIALING ON THE APPROPRIATE LINE (Estimates & Valuation)
ESTIMATES: Shipper must initial the one option selected.

_____ I did not request a written estimate on this shipment and understand that I will be required to pay charges shown on this contract.
 _____ I understand this shipment is moving under a binding estimate (guaranteed) or not-to-exceed) and that I will be required to pay in accordance with that estimate.
 _____ I understand this shipment is moving under a nonbinding estimate and I will be required to pay charges shown on this contract.
 See attached "**Estimated Cost of Services.**"

VALUATION: Shipper must initial the one option selected.
 _____ **Basic Value Protection.** I release this shipment to value of 60 cents per pound per article.
 _____ **Depreciated Value Protection.** I release this shipment to a value of \$1.25 times actual weight in pounds of shipment or declared lump sum value of \$_____, less depreciation. (Declared value must be at least \$1.25 per pound times weight of shipment.)
 _____ **Full Value Protection.** I release this shipment to a value of \$4.00 times actual weight in pounds of shipment or declared lump sum value of \$_____
 (Declared value must be at least \$4.00 per pound times weight of shipment.)
 See attached "**Addendum to Uniform Household Goods Bill of Lading.**"

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's representative. I also acknowledge that the 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.

SIGNED: _____

To be signed when shipment is received by carrier

All property was received in good condition, except as noted on inventory form.
 Driver's signature: _____ Date: _____
 I have read this contract and its attachments thoroughly and release my property to the carrier subject to the terms and conditions thereof.

Shipper's signature: _____ Date: _____

To be signed at time of delivery

All property was received in good condition, except as noted on the inventory form.

Shipper's signature: _____ Date: _____

HOURS	RATE				
TRAVEL TIME 1 HR PER 50 MILES	RATE				
Total Hourly Charges					
Description	Qty	Rate	Charges		
Dishpack or Barrel					
1.5 cu. ft. (Small) Cartons					
3.0 cu. ft. (Medium) Cartons					
4.5 cu. ft. (Large) Cartons					
6.0 cu. ft. (Ex-Large) Cartons					
Wardrobes					
Crib: Twin: Dbl: King/Qn: King Sgl:					
\$					
Mirror/Picture Pac					
Crates, minimum					
Crates _____ cu ft					
Grandfather Clock Carton					
Total Packing Charges					
Description	Rate	Charges			
Appliance Service					
Appliance Unservice					
Piano Handling					
Packing Material Purchased					
Bulky Articles					
Third Party Charges:					
Depreciated Value Protection					
Full Value Protection					
Storage-In-Transit	Rate	Charges			
Transportation To/From Whse: lbs.					
Warehouse Handling					
Storage From: To: No. Mos.					
Extended Valuation (10% of Storage Charge)					
Payment Acknowledgment					Total Charges
On nonbinding estimates, 110% rule applies.					
See " Estimated Cost of Services "	Total				
Prepayment Received					
By	Prepayment				
Payment Rec'd at Destination					
By	Balance Due				

ADDENDUM TO UNIFORM HOUSEHOLD GOODS BILL OF LADING

SHIPPER DECLARATION OF VALUE

IMPORTANT: There are three (3) options available to cover loss and/or damages:

OPTION 1: Basic Value Protection. There is no charge for this valuation. The carrier's maximum liability shall be \$.60 per pound for the actual weight on any lost or damaged article or articles, if the shipment has been expressly released by the shipper to such value per article (MRT Section I, Rule 7, Valuation).

OPTION 2: Depreciated Value Protection. The carrier's maximum liability shall be the larger of: (a) \$1.25 times the actual weight in pounds of the shipment, or (b) the declared lump sum value of the shipment, less depreciation. (The declared value must be at least \$1.25 per pound times the weight of the shipment.) The carrier has the options of paying the shipper the value (less depreciation) of any lost or damaged goods, repairing any damaged goods to the extent necessary to restore them to the same condition as when received by the carrier from the shipper, or paying the shipper the cost of repair. (MRT Section I, Rule 7, Valuation, and Section IV, Item 17, **Depreciation** Valuation Charges).

OPTION 3: Full Value Protection. The carrier's maximum liability shall be the larger of: (a) \$4.00 times the actual weight in pounds of the shipment, or (b) the declared lump sum value of the shipment. (The declared value must be at least \$4.00 per pound times the weight of the shipment.) In the event that goods being moved are lost, the carrier will have the option of replacing them with articles of like kind and quality or paying the shipper the cost of replacement (as determined by current market value without deduction for depreciation). In the event that goods are damaged, the carrier will have these options, plus the additional options of repairing them to the extent necessary to restore them to the same condition as when received by the carrier from the shipper, or paying the shipper the cost of repair. (MRT Section IV, Item 18, Full Value Protection).

**** DECLARATION ****

Prior to the move, the shipper must select one of the options listed below. If the carrier fails to require the shipper to choose one of the liability options, the shipper will be considered to have chosen Option 2 (Depreciated Value Protection).

Shipper hereby releases the entire shipment to a value not exceeding:

_____ Option 1 – Basic Value Protection - \$.60 per pound per article.
Signature of Shipper and Date

_____ Option 2 - Depreciated Value Protection - \$1.25 times the actual
Signature of Shipper and Date weight in pounds of shipment or a declared lump sum value of
\$_____, less depreciation.

_____ Option 3 - Full Value Protection - \$4.00 times the actual weight in
Signature of Shipper and Date pounds of shipment or a declared lump sum value of \$_____.

This document shall be completed and signed **PRIOR TO MOVE** and made a permanent part of the Bill of Lading.

BILL OF LADING/ORDER NO: _____ DATE _____

NAME OF SHIPPER _____

() HOURLY RATED MOVE () WEIGHT & DISTANCE MOVE

CARRIER REPRESENTATIVE _____
SIGNATURE

CONTRACT TERMS AND CONDITIONS OF UNIFORM HOUSEHOLD GOODS BILL OF LADING

This contract is subject to all the rules, regulations, rates, and charges in Maximum Rate Tariff No. 1 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;
- (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 amount of the actual loss or damage not exceeding \$1.25 times the actual weight (in pounds) of the shipment or the lump sum declared value, whichever is greater; or
- (2) 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.
- (3) 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.

CONTRACT TERMS AND CONDITIONS (cont.)

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'S NAME
 CARRIER'S ADDRESS
 CARRIER'S CITY & STATE

CARRIER'S TELEPHONE NO.
 CARRIER'S C#

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

_____ Proposed charges set forth below are **NONBINDING** for the items listed. Actual charge shall be determined after all services have been completed. SEE IMPORTANT NOTICES BELOW.

_____ Proposed charges set forth below are **BINDING AND GUARANTEED** for the items listed for _____ days. SEE IMPORTANT NOTICES BELOW.

_____ Proposed charges set forth below are **BINDING AND NOT-TO-EXCEED** for the items listed for _____ days. Actual charges shall be determined after all services have been completed but shall not exceed the amount shown below under "Total Binding and Not-To-Exceed Charges". SEE IMPORTANT NOTICES BELOW.

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 \$.60/lb./article, depreciated valuation protection, and full value protection. See *Moving in NC: Your Rights and Responsibilities* booklet for explanation of these options. If shipper does not choose an option, the shipment defaults to depreciated value protection which requires payment from the shipper.**
- D. Shipper shall be required to pay for all charges prior to unloading, in cash or by certified check or money order, except as may be otherwise agreed in writing between carrier and shipper.
- E. Nonbinding estimates are subject to "110% Rule" (MRT Rule 45). The carrier must, upon request of the shipper, relinquish possession of the shipment upon payment of not more than 110% of the estimated charges and shall defer demand for the payment of the balance of any remaining charges for a period of thirty (30) days following the date of delivery.

ORIGIN	DESTINATION
Shipper _____ Phone _____	Consignee _____ Phone _____
Loading Address _____	Delivery address _____
City _____, NC _____	City _____, NC _____
Preferred Loading Date _____	Preferred Delivery Date _____

PROPOSED COST OF SERVICES	TRANSPORTATION COST	PROPOSED CHARGES
1. Weight and distance (MRT, Sec. 3) Miles _____ Est. Weight _____ lbs. Moving at _____ per cwt.		Charge _____
2. Hourly rated (MRT, Sec. 2) Vans _____ Men _____ Est. Hours _____ Rate per Hour _____		Charge _____

PROPOSED COST OF SERVICES	STORAGE-IN-TRANSIT	PROPOSED CHARGES
3. A) Storage: Weight _____ lbs. Rate per Month _____ Number of Months _____		Charge _____
B) Extended Valuation: 10% of Storage Charge		Charge _____
C) Warehouse Handling: Weight _____ lbs. Rate per cwt. _____		Charge _____
D) Storage Pick-Up or Delivery Charge: Weight _____ lbs. Rate per cwt. _____		Charge _____

PROPOSED COST OF SERVICES	PACKING CHARGES	PROPOSED CHARGES
---------------------------	-----------------	------------------

DESCRIPTION	CU FT	QUANTITY	RATE	CHARGE
Dishpack or Barrel	5.0			
Cartons	1.5			
Cartons	3.0			
Cartons	4.5			
Cartons	6.0			
Cartons	6.5			
Wardrobe Carton	10			
Crib Mattress				
Twin Mattress				
Double Mattress				
King/Queen Mattress				
King Single Mattress				
Corrugated Container (Mirror & Picture)				
Crates, Minimum				
Crates _____ cu. ft.				
Grandfather Clock Carton				

4. Packing & Unpacking Charge _____ Charge _____

PROPOSED COST OF SERVICES	OTHER CHARGES	PROPOSED CHARGES
---------------------------	---------------	------------------

- 5. Extra stop(s) _____
- 6. Excessive Distance Carry: Ft. _____ Weight _____ Rate per cwt. _____
- 7. Flight Carry: No. Flights _____ Weight _____ Rate per cwt. _____
- 8. Appliance Service _____ Appliance Unservice _____
- 9. Bulky Articles _____
- 10. Other Charges _____

SUBTOTAL

11. Third Party Charges _____

PROPOSED COST OF SERVICES	VALUATION	PROPOSED CHARGES
---------------------------	-----------	------------------

- 12. Depreciated Valuation Weight _____ lbs. @ \$1.25/lb \$ _____ Rate per \$100 _____
- 13. Full Value Protection Weight _____ lbs. @ \$4.00/lb \$ _____ Rate per \$100 _____
- 14. Declared Value Amount \$ _____ Rate per \$100 _____

ESTIMATED COSTS

TOTAL NONBINDING CHARGES _____
 TOTAL BINDING AND GUARANTEED CHARGES _____
 TOTAL BINDING AND NOT-TO-EXCEED CHARGES _____

Estimator _____ Date _____ Shipper _____ Date _____

ESTIMATED COST OF SERVICES - 35 MILES OR LESS

Carrier's Name
Address, City & State
Phone & C#

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

ORIGIN	DESTINATION
Shipper _____ Phone _____	Shipper _____ Phone _____
Loading Address _____	Delivery Address _____
City _____, NC _____	City _____, NC _____
Preferred Loading 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 \$.60/lb./article, depreciated valuation protection, and full value protection. See *Moving in NC: Your Rights and Responsibilities* booklet for explanation of these options. If shipper does not choose an option, the shipment defaults to depreciated value protection which requires payment from the shipper.
- D. Shipper shall be required to pay for all charges prior to unloading, in cash or by certified check or money order, except as may be otherwise agreed in writing between carrier and shipper.
- E. Nonbinding estimates are subject to "110% Rule" (MRT Rule 45). The carrier must, upon request of the shipper, relinquish possession of the shipment upon payment of not more than 110% of the estimated charges and shall defer demand for the payment of the balance of any remaining charges for a period of thirty (30) days following the date of delivery.

TYPE OF ESTIMATE (See Important Notices Above)

- _____ Proposed charges set forth below are **NONBINDING** for the items listed. Actual charge shall be determined after all services have been completed.
- _____ Proposed charges set forth below are **BINDING AND GUARANTEED** for the items listed for _____ days.
- _____ Proposed charges set forth below are **BINDING AND NOT-TO-EXCEED** for the items listed for _____ days. Actual charges shall be determined after all services have been completed but shall not exceed the amount shown below under "Total Binding and Not-To-Exceed Charges".

HOURLY CHARGES:

Hourly rated (MRT, Sec 2) Vans _____, Men _____, # Hours _____ at Rate / Hour _____ Total Estimated Hourly Charges _____
 Travel Time – 1 Hour for each 50 miles or fraction thereof: _____ (No. of Hours)

PACKING & ACCESSORIAL CHARGES:

Description	Qty	Rate	Charges	Description	Qty	Rate	Charges
Dishpack or Barrel				Appliance Service			
1.5 cu. Ft. (Small) Cartons				Appliance Unservice			
3.0 cu. Ft. (Medium) Cartons				Piano Handling			
4.5 cu. Ft. (Large) Cartons				Packing Material Purchased			
6.0 cu. Ft. (Ex-Large) Cartons							
				Bulky Articles			
Wardrobes							
Crib: Twin: Dbl:				Third Party Charges:			
Queen/King: King Sgl:				Storage-In-Transit:	lbs	Rate	Charges
Mirror/Picture Pac				Transportation To/From Whse:			
Crates, minimum				Warehouse Handling			
Crates _____ cu ft				Storage Per Month			
Grandfather Clock Carton				Extended Valuation (10% of Storage Charge)			
				TOTAL PACKING, ACCESSORIAL & SIT			

VALUATION (Carrier's Maximum Liability)

BASIC VALUE PROTECTION - \$.60 / lb/ article – NO CHARGE

DEPRECIATED VALUE PROTECTION Constructive Wt _____ lbs @ \$1.25 / lb or Declared Value \$ _____ X \$.50/\$100 = _____

FULL VALUE PROTECTION Constructive Wt _____ lbs @ \$4.00 / lb or Declared Value \$ _____ X \$.75/\$100 = _____

(Constructive Weight = 7 lbs. per cubic foot of properly loaded van space)

ESTIMATED CHARGES	HOURLY	PKG/ACC/SIT	VALUATION	=	TOTAL
TOTAL NONBINDING CHARGES	_____	+ _____	+ _____	=	_____
TOTAL BINDING & GUARANTEED CHARGES	_____	+ _____	+ _____	=	_____
TOTAL BINDING & NOT-TO-EXCEED CHARGES	_____	+ _____	+ _____	=	_____

CUSTOMER SIGNATURE: _____ ESTIMATOR: _____ DATE _____

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

NCUC HHG NO. 1

CARGO CLAIMS LOG FORM

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

THIS FORM IS PRESCRIBED BY THE NORTH CAROLINA UTILITIES COMMISSION

MOVING IN
NORTH CAROLINA

Your Rights and
Responsibilities

Issued by the North Carolina Utilities Commission
January 2003

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INTRODUCTION

This brochure contains information you need to know regarding the shipment of household goods within North Carolina. You will want to read it thoroughly before contracting with a mover and before the move takes place. ALL moves are subject to the rules and regulations of the North Carolina Utilities Commission (Commission), even moves made within a city or county. A copy of the tariff used to determine the charges for your move (the Maximum Rate Tariff) is available from the Commission's website, www.ncuc.net. You may also obtain a copy of the Maximum Rate Tariff by calling the Commission's Chief Clerk's Office at 919/733-7328. The Clerk's Office will charge you approximately \$15.00 for the tariff (20 cents per page copying fee). **The Maximum Rate Tariff establishes "maximum" rates a mover can charge, however, you and the mover are allowed to negotiate moving rates that are lower than the established maximum rates.**

While the Commission regulates the charges, protections, and liabilities afforded to you and the mover, your move should be a cooperative effort. You and your mover should work closely together which will save you time and money. Be sure to call your mover if you have any questions before, during, or after your move.

SELECTING A MOVER

Movers transporting household goods in North Carolina must be issued a certificate from the Commission. The certificate or "C" number must be clearly displayed in any advertising, on the Estimated Cost of Services form, and on the Bill of Lading. To determine whether or not the mover has a certificate, you can call the Commission at 919/733-4036 or refer to the list of regulated transportation companies shown on the Commission's website.

Some movers operate as agents for nationally known van lines. You should ask each mover for its name, address, and phone number as well as whether or not it is operating as the mover or the agent.

ESTIMATES

Movers are required to give you a written estimate of the cost of your move if you request one. There is no charge for the estimate. For moves within North Carolina, there are three types of estimates: non-binding, binding guaranteed, and binding not-to-exceed. The estimates must clearly describe the shipment and all services to be performed and appear on forms approved by the Commission. Your mover is not required to provide an estimate if you request the estimate less than 5 business days prior to the move or if the total weight of the move is less than 500 lbs.

Non-Binding: A non-binding estimate shows the approximate charges which will be assessed for the services identified in the estimate. At the time of delivery, the mover will expect payment of the actual charges. However, you may request delivery of the

shipment upon payment of an amount not to exceed 110% of the estimated charges. You will be billed for the balance of the charges which should be paid within 30 days of the date of delivery of your household goods.

Binding Guaranteed: A binding guaranteed estimate is fully binding on the mover as long as you do not request additional, different, or fewer services than those initially specified in the estimate. If any additional services are performed by the mover at your request which are not covered in the binding guaranteed estimate, additional charges will apply and be listed on an addendum to the estimate.

Binding Not-to-Exceed: A binding not-to-exceed estimate specifies a guaranteed maximum charge for the move. After the move has been completed, all charges will be calculated. If the actual charges are less than the estimate, the actual charges will apply. If the actual charges are greater than the estimate, the estimated charges will apply. If any additional services are performed by the mover at your request which are not covered in the binding not-to-exceed estimate, additional charges will apply and be listed on an addendum to the estimate.

Unless arrangements are made in advance, only cash, certified check, money order, or travelers check will be accepted for payment at the time of delivery of your household goods. Most movers do not accept personal checks, and many do not have the ability to process credit or debit cards. Check with your mover to find out what you need to know about paying for the move.

HOURLY RATED SHIPMENTS

The Commission's regulations provide that moves of 35 miles or less be billed at hourly rates. **Remember that these hourly rates are maximum rates, and you and the mover are allowed to negotiate moving rates which are lower than the established maximum rates.** The "clock" starts when the movers arrive at your home and ends when all the services at the destination have been completed. A charge for travel time may be assessed. Time will be rounded up to the nearest quarter hour.

WEIGHT/DISTANCE MOVES

The Commission's regulations provide that moves greater than 35 miles be billed based on weight and distance. **Remember that these weight/distance rates are maximum rates, and you and the mover are allowed to negotiate moving rates which are lower than the established maximum rates.** The mover will weigh the vehicle (tare weight) prior to loading your household goods. After the vehicle has been loaded, the mover will weigh your shipment again (gross weight). The net weight will be determined by subtracting the tare weight from the gross weight. All weights will be shown on the Bill of Lading. If no adequate scale is available, a "constructive weight" (7 lbs. per cu. ft. of properly loaded van space) may be used to determine the weight of the shipment.

If it seems necessary, you may request that your shipment be reweighed prior to delivery. Reweighing will be accomplished only where it is practical to do so. An additional charge may be assessed for reweighing, but only if the difference between the two net weights is less than 100 lbs. (if your shipment weighs less than 5,000 lbs.) or is less than 2% of the lower net weight (if your shipment weighs more than 5,000 pounds). The lower of the two net weights will be used in determining your charges.

EXPEDITED DELIVERY SERVICE

Typically, movers will deliver your household goods in a “window” of time (i.e., “between Monday and Wednesday”). However, you can request that the delivery occur on or before a specific day. This delivery is called “expedited service” and is subject to the availability of the trucks. The rates that apply will be based upon the number of miles involved in your move. If you are moving a distance of 80 miles or less, your charge will be based on a minimum of 4,000 lbs. If you are moving a distance of 81 to 150 miles, your charge will be based on a minimum of 5,000 lbs. If you are moving a distance of 151 miles or more, your charge will be based on a minimum of 8,000 lbs.

EXCLUSIVE USE OF VEHICLE

If you do not desire to have the goods belonging to someone else transported with your shipment, you can ask the mover to give you exclusive use of the vehicle. If you ask for this service, though, special rates apply. Check with your mover if you are interested in this service.

VALUATION

All shipments of household goods must have the “valuation” determined prior to the move. An addendum to the Bill of Lading provides details on the valuation of your household goods and allows you to clearly select the protection and liability levels you desire. This form should be given to you by the mover at the time of the estimate and be completed by you prior to the move. Settlement of any claim for loss or damage is based upon the level of protection you select.

There are three different valuation options. Valuation is NOT insurance; it is a defined level of carrier liability. You are not purchasing, and the mover is not selling you, an insurance policy on your household goods during your move. Also, all valuations are rounded up to the next \$100.

Basic Value Protection: This is the most economical protection plan available. There is no charge for this valuation. The mover’s maximum liability shall be \$.60 per lb. based upon the actual weight of any lost or damaged article or articles. (For example, damage to a refrigerator weighing 400 lbs would result in a check to you for \$240.00 for you to repair or replace the refrigerator.)

Depreciated Value Protection: This level of valuation considers depreciation in determining the amount of liability. The mover's maximum liability is either \$1.25 times the actual weight of the shipment or a lump sum value declared by you, less depreciation. In other words, you can declare that the shipment is more valuable than \$1.25 times the weight of the shipment. For example, a 5,000 lb. shipment would be valued at \$6300. You can declare the shipment to be valued at any amount greater than that if you want to do so. The mover has the option of paying you the value (less depreciation) of any lost or damaged goods, repairing any goods to the extent necessary to restore them to same condition as received by the mover from you, or paying you for the cost of the repair. (For example, damage to an end table valued at \$200 and 7 years old, would depreciate 7% each year resulting in a depreciation of \$98. You would receive a check for \$102 instead of \$200.) You may ask your mover for the source of its depreciation rates. Many movers use the depreciation guide supplied by the American Moving and Storage Association.

Full Value Protection: This is the greatest level of protection provided. The mover's maximum liability for this option shall be the greater of \$4.00 times the actual weight of the shipment or the declared lump sum value of the shipment. (The declared value must be at least \$4.00 per lb. times the weight of the shipment). In the event that goods being moved are lost, the mover will have the option of replacing them with articles of like kind and quality or paying you for the cost of replacement (as determined by current market value without deduction for depreciation). In the event that goods are damaged, the mover will have the same options as stated above, plus the additional options of repairing them to the extent necessary to restore them to the same condition as when received by the mover from you, or paying you for the cost of the repair. Any item the mover pays to replace becomes the property of the mover.

ARTICLES OF EXTRAORDINARY VALUE

Any items which you wish transported by the mover that are valued in excess of \$100 per pound per article must be declared on a separate inventory. Otherwise, the mover's liability will be limited to \$100 per pound per article (so your 2 oz. diamond ring will only be covered for \$12.50!!) You might want to consider transporting certain items yourself: stamp or coin collections, cash, jewelry, legal and medical documents, and other such special items. If you include firearms in your shipment, make sure that the crew leader is aware of it and enters the model and serial numbers on the inventory.

PRE-MOVING INFORMATION

A responsible adult needs to be available at each point in the moving process: development of the estimate, packing the shipment, loading it, and monitoring the delivery.

Keep electrical and telephone services working at the origin until after the move is completed.

Movers can refuse to move household goods which can cause damage to the shipment. You should check with your mover about items such as aerosol cans, matches, cleaning fluids, ammunition, fireworks, antifreeze, batteries, acids, and open cans of paint, oil, bleach, etc. Some items will leak, such as fuel tanks in lawn mowers and kerosene heaters, and should be drained prior to shipment. Remember that propane tanks cannot be moved unless such tanks have been serviced/purged and plugged by a professional gas service and labeled as such.

All mechanical and electrical equipment such as grandfather clocks, stereos, TVs, computers, CD players, DVDs, home theatre equipment, washers, dryers, ice makers, and other such items must be properly serviced prior to shipment. If you require assistance, contact your mover about such servicing. There will be charges if the mover arranges it.

Items attached to structures should be removed prior to moving day. These items include blinds, drapes, cornices, mirrors, curtain rods, shelving, etc. It is also appropriate for you to take down any artwork from the walls and set the pieces aside: paintings, sculptures, photographs, mounted game, etc.

Refrigerators and freezers should be emptied and dried prior to the move. Movers are not responsible for damages due to atmospheric conditions such as temperature and humidity.

Movers are not required to remove items from locations which do not have flat continuous floors, permanent stairways, adequate lighting and/or sufficient height to allow a person to stand erect, such as attics, basements, or crawl spaces. However, if you request and the mover agrees to remove items from such areas, there will be additional charges.

Since "ready-to-assemble" furniture made from press board and particle board is not designed to be moved or disassembled, the mover only offers limited liability on this type of furniture. Ask your mover for the form addressing this matter.

It is important to separate your "NOT GOING" and "TAKING WITH ME" items from the ones which will be packed and loaded for shipment. A good idea would be to put them in a closet or separate room and put a sign on the door that states, "DO NOT PACK OR MOVE."

PACKING DAY

When the packing crew arrives, you should accompany the crew leader on a visual inspection of your home. Be sure to point out items not to be packed, items valued over \$100 per pound, fragile items, and items that need to arrive first at the destination.

You are welcome to pack certain boxes yourself. However, the mover is not liable for any damage to their contents resulting from poor packing unless there is external

damage and the inspection is done at time of delivery. You are charged for boxes, cartons, crates, and other packing materials supplied by the mover and used by you or the crew for the move.

Once packing seems to be completed, you and the crew leader should again conduct a visual inspection of your home to make sure all required items have been packed. Check closets, attics, basements, cabinets, detached buildings, and other areas of the property to ensure that nothing has been missed.

LOADING DAY (ORIGIN)

The driver and you should conduct a pre-load walk-through and make sure he notes the "DO NOT LOAD" items, special care items, and items which should come off the truck first. He will do a complete inspection of all items and make a detailed inventory. You should also be available to the driver as the loading is being done in case he has any questions.

Once loading has been completed, you and the driver should again walk through the house to make sure all items are on the truck. Check closets, attics, basements, cabinets, detached buildings, and other areas of the property to ensure that nothing has been missed.

Approve and sign all necessary documents: the Bill of Lading, a list of any accessorial services performed, any inventories prepared, and the addendum to the Estimated Cost of Services, if needed.

Be sure that the driver has the destination address, contact phone numbers, and directions to your new home.

DELIVERY DAY (DESTINATION)

The driver will give you the completed Bill of Lading and request payment before unloading the truck. Remember, usually cash, certified check, money order, and travelers checks are the only forms of payment that will be accepted.

If you received a non-binding estimate, you can only be required to pay up to 110% of the amount originally quoted in the estimated cost of services (plus the amounts in any addendums to that quote). The Bill of Lading will reflect the actual cost of your move. You will be billed for any balances due to the mover payable in 30 days.

If you received a binding guaranteed estimate, that amount (plus any amounts in addendums) is the amount due to the mover.

If you received a binding not-to-exceed estimate, that amount is the maximum which can be requested (plus any amounts in addendums).

You should walk through the new residence with the driver to go over your floor plan so he can determine the best way to unload your possessions.

The crew will assemble all items that they disassembled at origin. They will not assemble items disassembled by others nor will they install appliances and fixtures since those would have been serviced by trained personnel at origin. Trained personnel would again be needed to re-service them at destination. Again, these servicings are subject to additional charges.

Unpacking is part of the packing service and will be performed at the time of delivery, if you wish it to be done. Crew members do not put items in cabinets, drawers, etc., although they will hang clothes in closets. The debris from the move will be taken from the premises on the day of the move if you ask them to do so. If the crew has to return another day to remove the packing materials, an additional charge may apply.

After the delivery is completed, walk through the rooms with the driver and conduct a final inspection of the items. Be sure to note on the inventory sheet any damages before you sign it. DO NOT dispose of any damaged items or the packing materials used for those items since they will be needed for settlement of your claim.

Approve and sign all required paperwork: Bill of Lading, any inventories prepared, a list of any accessorial services performed, and the addendum to the Estimated Cost of Services, if needed. Be sure to note on the inventory sheet any damages before you sign it.

STORAGE

If you are not prepared to move into your new home immediately, you can have your household goods stored for later delivery. This is known as “storage-in-transit” and can be performed for an additional charge. Usually, the mover will require payment of the charges incurred up to that point prior to placing the items into storage. (The 110% provision in non-binding estimates will not apply to such shipments.) Charges are calculated on 30-day increments and **may be** prorated.

During this period (not to exceed 180 days), the rates, rules, and regulations of the Commission would apply. However, goods held after 180 days revert to “permanent storage” and would be subject to the rates, terms, and conditions of the warehouse operator and are not subject to the jurisdiction of the Commission. Moves out of permanent storage would be conducted with a new contract.

If you need to remove some stored items before moving the entire shipment out of storage, you can make arrangements to get access to the shipment. The item(s) will be weighed to deduct the amount from the shipment which will reduce the monthly storage charge. There will be a charge for warehouse personnel to assist you.

LOSS OR DAMAGE

After the delivery is completed, walk through the rooms with the driver and conduct a final inspection of the items. Be sure to note on the inventory sheet any damages before you sign it. However, these notes do not constitute a "damage claim." Claims must be in writing on forms provided by the mover; just call the mover and the forms will be mailed to you. The form must be accompanied by a copy of the paid Bill of Lading. Claims will not be settled until after full payment for the move is rendered to the mover.

The forms will ask for a description of the item(s), including the age, original cost, and weight as well as a description of the damage. You may need to get estimates for repairs or replacements and include them as part of the claim. The mover has the option of repairing or replacing the damaged articles. All items replaced become the property of the mover. The amount of your settlement will depend upon the type of valuation selected prior to the move (See Valuation).

Claims should be filed with the mover as soon as possible to speed settlement. However, you have 9 months after delivery in which to file the claim. If the mover disallows any or all of your claim, you can file a civil lawsuit against the mover. However, such action must be undertaken within two years and one day from the date when notice in writing is given by the mover to you that your claim has been disallowed. DO NOT dispose of any damaged items or the packing materials used for those items since they will be needed for settlement of your claim and evidence in any lawsuit.

The Commission's Public Staff, Transportation Rates Division (919/733-7766) is available to assist you with disputed claims on an informal basis. The Commission (919/733-4036) also has a formal complaint process available to you in the event that disputed claims are not settled, either directly with the mover or with the assistance of the Public Staff.

IN CLOSING....

Moving is a stressful situation. However, use of the information in this brochure may assist you in making it simpler and more successful. If you have questions about moving or any specific moving company, you may contact the Public Staff of the Commission at 919/733-7766.

Supplement No. 99
 Cancels
 Supplement No. 98

FUEL SURCHARGE

NORTH CAROLINA UTILITIES COMMISSION

MAXIMUM RATE TARIFF NO. 1

INTRASTATE RATES AND CHARGES

Applying on

HOUSEHOLD GOODS

as described in

NCUC RULE R2-37

Between

POINTS IN NORTH CAROLINA

MAXIMUM RATE TARIFF NO. 1

ISSUED: March 20, 2012

EFFECTIVE: March 20, 2012

ISSUED BY

NORTH CAROLINA UTILITIES COMMISSION

430 N. Salisbury Street

4325 Mail Service Center

Raleigh, North Carolina 27699-4325

Telephone: 919/733-4035

www.ncuc.net

FUEL SURCHARGE

1. Until further order of the Commission, a maximum rate of \$1.51 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. 1 (MRT). This charge is approved in accordance with the provisions of the Fuel Surcharge Rulemaking Procedure outlined in Docket No. M-100, Sub 121, and complies with the provisions of Appendix A, Paragraph C, of the Order dated January 18, 1991.
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 x \$1.51 = \$226.50