

**Line Drive Trucking, Inc. (LDTN)
Rules Tariff**

**Schedule LDTN-100
Less-than-Truckload (LTL) Rules**
September 17, 2019, Edition
Revised October 1, 2024
Section1: Rules and Charges

**Schedule LDTN-200
Fuel Surcharge Schedule**
October 1, 2024 Edition
California and National

Rule	Description	Charge
L101	Single Shipment	\$0.00
L102	Appointment Fee	\$20.00
L103	Attempt/Redelivery	Full Charge
L104	Reconsignment	\$20.00
L105	Residential Shipment	\$50.00
L105	Job Site	\$50.00
L105	Convention Center	\$100.00
L107	Liftgate	\$70.00
L108	Capacity Overflow/Linear Foot Rules	\$50.00
L109	Reweigh Fee	\$25.00
L109	Reclassification Fee	\$25.00
L110	Excess waiting time	\$100.00
L110	Before noon fee	\$450.00
L111	After hours fee	\$450.00
L111	Saturday fee	\$450.00
L111	Sunday/Holiday fee	\$450.00
L112	Advance Fee	\$50.00 Minimum
L113	California Compliance Surcharge	\$7.95
L114	Remote Locations Surcharge	TBD
L115	Claims and Overcharges	TBD
L116	Credit Period and Late Payment Charge	TBD
L117	Overlength Charges	Various

Section 1: Rules & Specific Charges for Less-than-Truckload (LTL) Shipments

L100 Application of Rules

Rates provided herein apply on:

- A. LTL shipments are defined as shipments weighing 10,000 pounds or less and using 12 linear feet or less of a trailer (Shipments exceeding the limit will be spot quoted).
- B. All outbound prepaid and inbound collect shipments weighing less than 10,000 pounds, moving between any two points in California with zip codes ranging from 900 to 956, as well as throughout the entire Line Drive Trucking network.
- C. The rates used will be LDTN 500 rate base. All shipments will be rated at actual class as defined by the NMFTA.
 - 1. Any shipment that is missing as NMFC class number will automatically be assigned a freight class of 150
 - 2. Carrier reserves the right to review every shipment for accurate class assignment and change the noted freight class in conformance with the below density scale.
 - 3. Maximum value of any product will be assigned by using the below scale in the event of a loss or damage claim.

Commodity Classification Standards Board Density Guideline		
Minimum Average Density (lbs per cubic foot)	Class	Maximum Average Value Allowed Per Pound
50	50	\$1.30
35	55	\$2.60
30	60	\$3.90
22.5	65	\$6.55
15	70	\$9.85
13.5	77.5	\$13.10
12	85	\$19.70
10.5	92.5	\$26.25
9	100	\$32.75
8	110	\$36.05
7	125	\$41.00
6	150	\$49.25
5	175	\$57.45
4	200	\$65.65
3	250	\$82.00
2	300	\$98.4

1	400	\$131.25
Less than 1	500	\$164.10

- D. Charges will be assessed in accordance with those charges in the LDTN 500 Rate Base. When the charge computed on the higher rate at actual weight exceeds the charge computed on the lower rate at weights of 500 LBS., 1000 LBS., 2000 LBS., 5000 LBS., 10,000 LBS., or 20,000 LBS., the lower of the two charges will apply.

L101 **Single Shipments**

There will be no charge for single shipments.

L102 **Notification Prior to Delivery/Appointment Delivery**

In addition to applicable rates and charges, shipments requiring appointment or notification for delivery or pickup will incur a flat charge of \$20.00.

L103 **Redelivery**

When a shipment is tendered for delivery and through no fault of the carrier, such delivery cannot be accomplished; no further tender will be made except upon request. Carrier will notify shipper of the situation within 24 hours. Additional tenders will be subject to being charged the full rate of the shipment again.

L104 **Reconsignment/Marking and Tagging**

- A. If a request is made by the shipper to return shipment prior to the shipment leaving the origin terminal, the shipment will be subject to the floor minimum charge.
- B. Change in the destination point made prior to the shipment leaving the origin terminal will be subject to a charge of \$20.00.
- C. If a change in the destination point is requested after the shipment has left the origin terminal the shipper will be charged a combination of the rates to and beyond the reconsignment.
- D. If requested by the shipper a change in the name of the shipper or consignee with no change in the place of delivery will result in a charge of \$20.00.
- E. Charges for marking or tagging freight associated with reconsignment will be limited to the following:
 - 1. If shipment was tendered as loose freight the charge will be \$0.50 per package or piece of freight subject to a minimum of \$10.00 per shipment.

2. If shipment was tendered as stretch wrapped pallets or palletized containers the charge will be \$0.25 per hundred pounds subject to a minimum charge of \$10.00 per shipment.

L105 Non Standard Industrial Site Shipments

When shipment is tendered for delivery to, or pick-up is requested from a

1. Residential or Non-Commercial Site: \$50.00
2. Job Site: \$50.00
3. Convention Center: \$100.00
4. The following items are subject to additional charges:

Airports	Hotels, Motels & Resorts
Camps, Carnivals, Fairs, Outdoor Flea Markets	Indian Reservations
Cemeteries	Marinas, Wharfs, Piers, Boat Slips Colleges &
Universities without a dock	Military Bases/Installations
Container Freight Stations/Warehouses	Mine Sites, Quarries, Aggregation Sites
Construction Sites	Mini/Self Storage Facilities Without a Dock or 53' Trailer Access
Country Clubs, Golf Courses	Places of Worship
Court Houses	Prisons, Jails, Detention Centers
Day Cares	Remote Sites
Estates	Restaurants, Bars & Night Clubs
Farms, Ranches, Equestrian Facilities	Retirement/Nursing Homes
Fairgrounds, Parks	Schools (not including Colleges/Universities)
Fossil Fuel Extracting & Refining Facilities	Utility Sites
Government Research Facilities	Wineries, Vineyards

L106 Liftgate Service

1. A Liftgate being required for either pickup or delivery will be assessed an additional charge of \$70.00.

L107 Storage

1. The first 24 hours are considered free
2. Each day past 24 hours will result in a charge of \$19 per day per pallet

L108 Capacity Overflow/Linear Foot Rules

1. Any shipment occupying 1,400 cubic feet (20 linear feet) or more shall be rated as 10,000 pounds subtracting 50% incentive utilizing the contract rate base and FAK provisions.

2. Any shipment occupying 2,040 cubic feet (30 linear feet) or more shall be rated as 20,000 pounds subtracting 50% incentive utilizing the contract rate base and FAK provisions.
3. Any shipment that occupies 750 cubic feet or more cubic capacity, and has an average density of less and 6 pounds per cubic foot will be subject to a minimum charge as follows: The applicable class 77.5 rate multiplied by the calculated weight. The calculated weight shall be determined by multiplying the cubic capacity of the shipment by 6lbs. for each cubic foot, or portion thereof. A 50% incentive or discount will be applied to the result of this calculation.
4. For any shipment with a pallet, or loose box, longer than 48” add \$50 per pallet/box.
5. Overlength items are subject to additional charges (Section L117).

L109 **Tendered Weight and Carrier Weighing or Re-weigh of Shipments**

1. LDTN has the right to determine the correct weight and NMFC class assigned of any shipment.
2. LDTN, at its discretion, may weigh and measure any shipment and make a Bill of Lading correction to either the weight or the NMFC class (referencing the Commodity Classification Standards Board Density Guideline found in L100C).
3. Any shipment found to have a weight error over 10% will have a \$25 service fee assessed for reweighing and Bill of Lading change made.
4. Any shipment found to have a classification error will have a \$25 service fee assessed for reclassification and Bill of Lading change made.

L110 **Appointment Windows and Detention/Waiting Time**

Appointment times for either pickup or delivery will have a 2 hour window assumed (1 hour either way) from the appointment time.

1. If the appointment time window is not honored a \$100 charged will be added to the invoice.
2. If the appointment requires the pickup or delivery to made before noon a \$100 charge will be added to the invoice.
3. If the shipment is not handled by the shipper or receiver within 60 minutes of the appointment time wait times of \$100 per hour will be added based on \$25 for each 15 minute increment.

L111 **Before/After Hours and Holidays**

When the Shipper or Consignee requests pickup or delivery on a Saturday, Sunday, holiday, or outside regular business hours, an additional charge will apply, in addition to all other applicable fees:

(A) The Carrier will pick up or deliver shipments before 8:00 A.M. or after 5:00 P.M. Monday through Friday, excluding holidays, at an additional minimum rate of **\$450.00, (contact sales for current rate).**

(B) For pickups or deliveries on Saturdays, Sundays, or holidays, the Carrier will charge an additional rate of **\$450.00.**

(C) Requests for pickup or delivery services on a Saturday, Sunday, holiday, or outside of regular business hours must be made in advance with the local servicing terminal. While the Carrier will make every effort to accommodate such requests, it is not obligated to provide services during non-business hours, even if specified on the bill of lading.

(D) Charges for these services must be paid by the requesting party or guaranteed to the Carrier's satisfaction prior to the pickup or delivery.

L112 **Advance Fee**

When Line Drive Trucking must advance fees or charges on behalf of the Consignor or Consignee to complete a pickup or a delivery, such shipments will be subject to an administrative charge of 5% of the amount advanced, subject to a \$50.00 minimum. Such charge shall be in addition to all other contractual charges for such shipments and shall be collected from the party paying the freight charges. Advanced Charges are charges, which are incidental to the transportation of the shipment, namely:

1. Inbound transportation charges.
2. Loading or unloading charges.
3. Charges for packing or crating.
4. Warehouse storage or warehouse handling charges.

L113 **California Compliance Surcharge**

Line Drive Trucking, subject to regulation and fees imposed by the State of California, shall apply a "California Compliance Fee" to each billed shipment originating from or destined to California. This fee will be \$7.95 per bill/shipment and helps support the compliance with California regulations.

L114 **Remote Locations Surcharge**

Pricing is provided for currently serviced lanes and those expected to be served in the future. Before tendering any shipment, the Shipper or its representatives, including third-party logistics providers, must verify the active lanes using SMC Carrier Connect or the list available at [LDTN Beyond Point List 240927.xlsx](#)

L115 **Claims and Overcharges**

This Tariff is governed by the following regulations from the Code of Federal Regulations, Part 49:

- **49 CFR § 370:** Guidelines for the investigation and voluntary resolution of loss, damage claims, and salvage processing.
- **49 CFR § 378:** Procedures for handling, investigating, and resolving overcharge, duplicate payment, or over-collection claims.

(A) **Claims** must be submitted in writing within nine (9) months of delivery. Claims not submitted within this timeframe will be considered waived. Legal action must be initiated within two years and one day from the date of written denial.

(B) The following documents are required to support a cargo claim:

1. The original bill of lading for the shipment (or a bond of indemnity in its place).
2. A copy of the carrier's paid freight bill.
3. A copy of the original invoice or proof of the value of the lost or damaged items.
4. If discounted, a copy of the bill of sale or sales receipt.
5. If repaired, an invoice detailing labor and parts for the repairs.
6. Copies of inspection requests, inspection waivers by the carrier, or inspection reports, if applicable.
7. Additional supporting documents such as photographs, impact records, condemnation certificates, dumping certificates, lab analysis, quality control reports, packaging certifications, loading diagrams, weight certificates, affidavits, loading/unloading tallies, etc.

(C) **Cargo claims** cannot be offset against freight charges, as these are separate transactions. Payment of freight charges cannot be delayed due to an alleged loss or damage claim. A valid cargo claim will not be processed until all related freight charges are fully paid. Once paid, the freight charge related to the lost or damaged items may be included in the claim.

(D) If the consignee fails to verify the count and condition of the shipment upon receipt, any claim for loss or damage will be denied without recourse.

(E) If the consignee does not allow the driver to verify the count and condition of the shipment, any claim for loss or damage will also be denied without recourse.

(F) Unless specifically stated in the tariff or contract, the carrier will not be liable for any loss of use, revenue, profit, business opportunities, or for indirect, incidental, consequential,

special, punitive, or exemplary damages, even if the carrier is aware or should have been aware of the potential for such damages.

(G) If the claimant does not respond to a written request for documentation within thirty (30) days, the claim will be denied.

(H) The carrier follows the minimum requirements of 49 CFR 1005 § 370 for the submission and investigation of loss or damage claims and salvage disposal. Claims and salvage are subject to the provisions of this tariff or contract.

(I) **Line Drive Trucking** will not pay administrative costs, fees, or interest related to the processing of loss or damage claims.

(J) **Line Drive Trucking** will not pay labor charges exceeding \$35.00 per hour related to a loss or damage shipment.

(K) For shipments loaded on **Line Drive Trucking** vehicles by the consignor, it is the consignor's responsibility to ensure proper securing and bracing of the cargo. The carrier is not liable for damage caused by improper securing, bracing, or blocking by the consignor.

(L) If a replacement shipment is required due to a freight claim, the replacement shipment must be transported by the original carrier. **Line Drive Trucking** will not refund or cover freight charges for other carriers unrelated to the original shipment.

(M) **Overcharges** must be brought to the carrier's attention in writing within 180 days of delivery, or they will be deemed waived. Legal action for overcharges must be filed within 18 months of delivery. A valid written claim must:

1. Identify the shipment in question;
2. Assert liability for the alleged loss or damage; and
3. Specify or determine the claimed monetary amount.

L116 Credit Period and Late Payment Charge

CREDIT PERIOD

Unless a specific credit period is outlined in a transportation agreement, the default credit period is 15 calendar days, which includes weekends and legal holidays. Payment for freight charges must be received within 15 days from the invoice date. Late payment may incur service charges if payment is not made within this time frame.

LATE PAYMENT CHARGE

If payment is not made in full within the designated credit period, a late payment charge of 1.5% of the invoiced amount will be applied, with a minimum fee of \$15.00 for every 30-day period beyond the agreed terms. Additionally, any reasonable costs incurred for outside collection services or legal counsel will be added to the invoice when the Carrier engages these services to collect overdue payments.

RETURNED CHECK FEE

If a check is returned due to insufficient funds, a fee of \$35.00 will be charged to the Customer's account for each returned check. This fee covers the Carrier's handling costs and is in addition to any other applicable charges. The Carrier will notify the debtor in writing of the additional fee, including the original invoice.

L117 Overlength Charge

Equaling or exceeding 8' in length but less than 12':	\$275.00/shipment
Equaling or exceeding 12' but less than 16':	\$550.00/shipment
Equaling or exceeding 16' but less than 20':	\$800.00/shipment
Equaling or exceeding 20':	\$1000.00/shipment

LDTN - 200

California Origin LTL Fuel Surcharges

Ref: DOE California Fuel Index

Fuel increases are based on U.S. Department of Energy California Average Price for gallon of diesel fuel each Monday. This information can be obtained via the internet at

https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_sca_w.htm and effective Tuesday and remain in effect through the following Monday or the first working day of the week.

DOE CA Fuel Index \$/gallon		Fuel Surcharge	DOE CA Fuel Index \$/gallon		Fuel Surcharge
At Least	But Less Than		At Least	But Less Than	
\$0.000	\$1.149	0.0%	\$3.750	\$3.849	27.0%
\$1.150	\$1.249	1.0%	\$3.850	\$3.949	28.0%
\$1.250	\$1.349	2.0%	\$3.950	\$4.049	29.0%
\$1.350	\$1.449	3.0%	\$4.050	\$4.149	30.0%
\$1.450	\$1.549	4.0%	\$4.150	\$4.249	31.0%
\$1.550	\$1.649	5.0%	\$4.250	\$4.349	32.0%
\$1.650	\$1.749	6.0%	\$4.350	\$4.449	33.0%
\$1.750	\$1.849	7.0%	\$4.450	\$4.549	34.0%
\$1.850	\$1.949	8.0%	\$4.550	\$4.649	35.0%
\$1.950	\$2.049	9.0%	\$4.650	\$4.749	36.0%
\$2.050	\$2.149	10.0%	\$4.750	\$4.849	37.0%
\$2.150	\$2.249	11.0%	\$4.850	\$4.949	38.0%
\$2.250	\$2.349	12.0%	\$4.950	\$5.049	39.0%
\$2.350	\$2.449	13.0%	\$5.050	\$5.149	40.0%
\$2.450	\$2.549	14.0%	\$5.150	\$5.249	41.0%
\$2.550	\$2.649	15.0%	\$5.250	\$5.349	42.0%
\$2.650	\$2.749	16.0%	\$5.350	\$5.449	43.0%
\$2.750	\$2.849	17.0%	\$5.450	\$5.549	44.0%
\$2.850	\$2.949	18.0%	\$5.550	\$5.649	45.0%
\$2.950	\$3.049	19.0%	\$5.650	\$5.749	46.0%
\$3.050	\$3.149	20.0%	\$5.750	\$5.849	47.0%
\$3.150	\$3.249	21.0%	\$5.850	\$5.949	48.0%
\$3.250	\$3.349	22.0%	\$5.950	\$6.049	49.0%
\$3.350	\$3.449	23.0%	\$6.050	\$6.149	50.0%
\$3.450	\$3.549	24.0%	\$6.150	\$6.249	51.0%
\$3.550	\$3.649	25.0%	\$6.250	\$6.349	52.0%
\$3.650	\$3.749	26.0%	\$6.350	\$6.449	53.0%

LDTN - 200

National LTL Fuel Surcharges (non-California Origin Shipments)

Ref: DOE National Fuel Index

Fuel increases are based on U.S. Department of Energy National Average Price for gallon of diesel fuel each Monday. This information can be obtained via the internet at

https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_sca_w.htm and effective Tuesday and remain in effect through the following Monday or the first working day of the week.

DOE Natl Fuel Index \$/gallon		Fuel Surcharge	DOE Natl Fuel Index \$/gallon		Fuel Surcharge
At Least	But Less Than		At Least	But Less Than	
\$0.000	\$1.149	0.0%	\$3.750	\$3.849	27.0%
\$1.150	\$1.249	1.0%	\$3.850	\$3.949	28.0%
\$1.250	\$1.349	2.0%	\$3.950	\$4.049	29.0%
\$1.350	\$1.449	3.0%	\$4.050	\$4.149	30.0%
\$1.450	\$1.549	4.0%	\$4.150	\$4.249	31.0%
\$1.550	\$1.649	5.0%	\$4.250	\$4.349	32.0%
\$1.650	\$1.749	6.0%	\$4.350	\$4.449	33.0%
\$1.750	\$1.849	7.0%	\$4.450	\$4.549	34.0%
\$1.850	\$1.949	8.0%	\$4.550	\$4.649	35.0%
\$1.950	\$2.049	9.0%	\$4.650	\$4.749	36.0%
\$2.050	\$2.149	10.0%	\$4.750	\$4.849	37.0%
\$2.150	\$2.249	11.0%	\$4.850	\$4.949	38.0%
\$2.250	\$2.349	12.0%	\$4.950	\$5.049	39.0%
\$2.350	\$2.449	13.0%	\$5.050	\$5.149	40.0%
\$2.450	\$2.549	14.0%	\$5.150	\$5.249	41.0%
\$2.550	\$2.649	15.0%	\$5.250	\$5.349	42.0%
\$2.650	\$2.749	16.0%	\$5.350	\$5.449	43.0%
\$2.750	\$2.849	17.0%	\$5.450	\$5.549	44.0%
\$2.850	\$2.949	18.0%	\$5.550	\$5.649	45.0%
\$2.950	\$3.049	19.0%	\$5.650	\$5.749	46.0%
\$3.050	\$3.149	20.0%	\$5.750	\$5.849	47.0%
\$3.150	\$3.249	21.0%	\$5.850	\$5.949	48.0%
\$3.250	\$3.349	22.0%	\$5.950	\$6.049	49.0%
\$3.350	\$3.449	23.0%	\$6.050	\$6.149	50.0%
\$3.450	\$3.549	24.0%	\$6.150	\$6.249	51.0%
\$3.550	\$3.649	25.0%	\$6.250	\$6.349	52.0%
\$3.650	\$3.749	26.0%	\$6.350	\$6.449	53.0%