|  |  |
| --- | --- |
| **DEPARTMENT OF DEFENSE STANDARD TENDER OF FREIGHT SERVICES**  For use of this form see the Defense Travel Regulation; the proponent for this form is SDDC G-3 | ***OMB APPROVAL NUMBER***  ***0702-0146***  ***Expires 6/30/2022*** |

The public reporting burden for this collection of information, OMB 0702-0146, is estimated to average 20 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

**SECTION A – CARRIER INFORMATION**

1. ISSUING CARRIER:[ ] SCAC:[\_ \_ \_ \_]

STREET ADDRESS:[ ]

CITY:[ ] STATE:[ ] ZIP:[ - ]

2. TO ARRANGE MOVES, TELEPHONE: ( ) - ( ) - .

3. MODE: \_\_\_\_\_

4. TENDER NUMBER: SUPPLEMENT: 5. (RESERVED)

6. CANCELS: - - - .

7. IF THIS IS A SUPPLEMENT, USE "X" TO NOTE ITS EFFECT:

ADD; DELETE; INCREASE; DECREASE; CHANGE

NATURE OF CHANGE:[ ]

8. ISSUE: 9. EFFECTIVE: 10. EXPIRATION .

DATE y y m m d d DATE y y m m d d DATE y y m m d d

11. APPLICATION: \_\_\_ INTERSTATE \_\_\_INTRASTATE ( POST OFFICE STATE CODE) ("x" as appropriate)

12. OPERATING AUTHORITY: \_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_

13. TYPE OF EQUIPMENT OFFERED: , , \_ \_ \_, \_ \_ \_, \_ \_ \_, \_ \_ \_, \_ \_ \_, \_ \_ \_

14. COMMODITIES: Classification Used: \_\_ NMFC \_\_ STCC \_\_\_DOD UNIQUE

("x" as appropriate)

NUMBER DESCRIPTION

- [ ]

- [\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_]

- [\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_]

- [\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_]

15. RELEASED VALUE: [ ] Rates quoted are subject to a released value not to exceed $\_ \_ \_.\_ \_ per pound per article (vehicle) as described in the applicable Military Freight Traffic Rules Publication (MFTURP-1).

16. INDICATE WITH "X" IF THESE PARTS ARE INCLUDED IN THIS TENDER:

SECTION D\_\_; SECTION E\_\_; TABLE E\_\_; TABLE F\_\_; SECTION E-1\_\_; SECTION F ;

SECTION G\_\_; SECTION H\_\_\_; SECTION I\_\_\_; SECTION J\_\_\_; SECTION K\_\_\_;

APPENDIX A\_\_ (RAIL ONLY) APPENDIX B \_\_\_\_

**SDDC FORM 364-R, JUN 2019** SDDC Form 364-R, Apr 16, is obsolete

**SECTION B. GENERAL TERMS AND CONDITIONS**

a. Lawful Performance: Operating Authorities: The carrier(s) represent(s) to the United States that the services provided in this tender will be performed in accordance with applicable Federal, State and Municipal law and regulations and the carrier(s) holds a certificate or permit authorizing the service tendered. The carrier(s) further represent(s) to the United States that, as of the date filed, it (they) is (are) not disqualified from participating in Department of Defense traffic subject to this tender and is (are) not an alter ego for any carrier or person so disqualified. (Misrepresentation may result in criminal penalties pursuant to 18 U.S.C. 1001).

b. Payment: The Contractor shall participate in the US Bank PowerTrack billing and payment system. Information regarding PowerTrack capabilities can be obtained from the Program Management Office at USTRANSCOM TCJ4-LT, 1-618-229-2848, and contractor sales at 1-815-784-8421. Information can also be obtained by accessing the U.S. Bank website [http://www.usbank.com/powertrack or by contacting U.S](http://www.usbank.com/powertrack%20or%20by%20contacting%20U.S). Bank at 1-612-973-6156.

c. References: Where reference is made on this tender to an item, tender, tariff, or classification, the reference shall be construed to include supplements, amendments, or reissues of that item, tender, tariff, or classification, unless otherwise specified in this tender.

d. Cancellation or Amendment of Tender: This tender may be cancelled or amended by the carrier(s) only on written notice of not less than fifteen calendar days (computed by the day of receipt by SDDC/USTRANSCOM) except for shipments made from the original point of origin (or port of importation, where appropriate) before the effective date of the notice and except for any accrued rights and liabilities of either party to the tender. Carriers may issue tenders to reduce rates on one day notice. Cancellations or amendments may be made upon shorter notice by mutual agreement between the Government and the carrier(s) concerned. SDDC/USTRANSCOM shall also have the right to withdraw tenders of the carriers removed for default, or disqualified for unsatisfactory performances or other actions or causes as described in SDDC Regulation 15-1, Procedure for Disqualifying and Placing Carriers in Nonuse; 32 CFR Part 861, DOD Commercial Air Crrier Qualification and Safety Review Program.

e. Alternations and Volume Traffic: Except as provided in the Item pertaining to Alternation of Rates of the applicable Military Freight Traffic Rules Publication (MFTURP-1), this tender shall not apply where charges for service provided under this tender exceed charges otherwise applicable for the same servce in tenders filed with SDDC/USTRANSCOM. Receipt and acceptance of this tender by the Government shall not be considered as a gurantee to the carrier of a particular volume of traffic described in this tender.SDDC/AMC also reserves the right to use rates in carrier's individual tariffs and/or applicable rate bureau publications if lesser charges otherwise applicable for the same service will result.

f. Certification: Except for lawful discussion between this firm and other carriers or agents providing underlying transportation or equipment including discussions with interlining carriers for services or equipment between points in this tender, I certify that: (1) The rates in this submission have been arrived at independently, without consultation, communication, or agreement for the purpose of restricting competition, as to any matter relating to such rates with any other carriers or with any competitor; (2) Unless otherwise required by law, the rates in this submission have not been knowingly disclosed and will not knowingly be disclosed prior to the date set for submission of such rates, or charges thereto, directly or indirectly to any other carrier or to any competitor; (3) No attempt has been made to induce any other person or firm to submit or not submit such rates for the purpose of restricting competition.

g. Governing Publications: \_\_\_\_\_\_\_\_;\_\_\_\_\_\_\_\_\_;\_\_\_\_\_\_\_\_\_;\_\_\_\_\_\_\_\_\_\_;

h. Combination/Proportional Rates: (Please "x" in Appropriate Box)

[ ] The rates and charges in this tender may be used as factors in the construction of any combination of through rates, charges or other provisions.

[ ] The rates and charges in this tender may not be used in construction of combination rates or charges.

[ ] The rates in this tender may be used as proportional rates only.

**SECTION C – CARRIER’S OFFER AND INSTRUCTIONS**

I am authorized to and offer on a continuing basis to the U.S. Department of Defense (meaning any Service or Agency which is part of the Department of Defense), the transportation services described in this tender, subject to the terms and conditions stated in this tender, in accordance as published in Title 41, Part 101-41 of the Code of Federal Regulations. I hereby certify that all participating carriers have also agreed to be bound by the provisions of this tender. The property to which rates apply must be shipped by or for the government (1) on commerical bills of lading; (2) on carrier straight commercial bills of lading endorsed to show that such bills of lading are to be exchanged for government bills of lading at destination or converted to government bills of lading after delivery to the consignee; or (3) on commercial bills of lading showing that the Government is either the consignor or the consignee and endorsed with the following legend: "Transportation under this tender is for the U.S. Department of Defense, and the actual total transportation charges paid to the carrier(s) by the consignor or consignee are to be reimbursed by the Government, according to Contract No.\_\_\_\_\_\_\_\_\_\_\_\_. This may be confirmed by contacting the Agency at \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.

**AUTHORIZED SIGNATURE**

***Issuing Carrier:***

**For questions concerning tender development, telephone:**

**Company CEO email: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Dispatcher/Operator email: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Tender developer email: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

|  |  |  |
| --- | --- | --- |
| **By (signature and print Title of Authorized Officer or Agent)** | **Address:** | **Date:** |

***SDDC FORM 364-R, JUN 2019***

**SECTION D – POINT-TO-POINT RATES**

**1. RATE QUALIFIER (SELECT ONE):**

**PH = Per Hundred Weight DH = Per Per Hundred Weight Per Dromadary Service Shipment**

**ST = Per Short Ton PG = Per Gal.(Bulk Liquid Transporters other than Pipeline or Barge)**

**PL = Per Vehicle Used PV = Per Vehicle Used (Vehicles on Rail Flat, Bilevel & Trilevel Cars, and in motor**

**PC = Per Rail Car Used Truckaway or Haulaway Service**

**DL = Per Dromadary Service Shipment BB = Per Barrel (Pipeline/Barge Only)**

**2. MINIMUM WEIGHT/VOLUME/QUANTITY: COLUMN A: COLUMN B: COLUMN C: COLUMN D: .**

**3. TABLE OF RATES:**

**BETWEEN RAIL ONLY RAIL**

**SPLC LOCATION (X) COLUMN A: COLUMN B: COLUMN C: COLUMN D: INCENTIVE ROUTES**

**FROM: [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO: [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO: [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO: [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**FROM:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**FROM:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**FROM:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**FROM:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

**TO:\_ \_ \_ \_ \_ \_ \_ \_ \_ [ ]{ } . \_ \_ \_ \_ .\_ \_ \_ \_ \_ \_ \_ \_ . \_ \_ \_ \_ \_ \_ . \_ \_ \_ . \_ \_ \_ \_**

***SDDC FORM 364-R, JUN 2019***

**SECTION E. TERRITORIAL RATES**

1. **ORIGINS:**

**RAIL**

**ROUTES SPLC LOCATION ROUTES SPLC LOCATION**

**\_ \_ [ ] \_ \_ [ ]**

**\_ \_ [ ] \_ \_ [ ]**

**\_ \_ [ ] \_ \_ [ ]**

**\_ \_ [ ] \_ \_ [ ]**

1. **DESTINATIONS:**

**RAIL**

**ROUTES SPLC LOCATION ROUTES SPLC LOCATION**

**\_ \_ [ ] \_ \_ [ ]**

**\_ \_ [ ] \_ \_ [ ]**

**\_ \_ [ ] \_ \_ [ ]**

**\_ \_ [ ] \_ \_ [ ]**

1. **BETWEEN: (X) [ ]**
2. **THE FOLLOWING POINTS ARE EXCEPTED FROM THE APPLICATION OF SECTION E OF THIS TENDER:**

**SPLC LOCATION (O) (D) SPLC LOCATION (O) (D)**

**[ ] [ ] [ ] [ ] [ ] [ ]**

**[ ] [ ] [ ] [ ] [ ] [ ]**

**[ ] [ ] [ ] [ ] [ ] [ ]**

**5. RATE QUALIFIER: (SELECT ONE) \_ \_**

PM = PER MILE PER VEHICLE (CAR) USED (USE TABLE A).

PJ = PER MILE PER VEHICLE MOVED (VEHICLES ON RAIL FLAT, BILEVEL, AND TRILEVEL CARS AND IN MOTOR TRUCKAWAY SERVICE (USE TABLE A OR B).

PH = PER HUNDREDWEIGHT (USE TABLE B OR E).

PG = PER GALLON (BULK LIQUID TRANSPORTERS, OTHER THAN PIPELINE OR BARGE (USE TABLE B OR E).

PY = PER GALLON PER MILE (BULK LIQUID TRANSPORTERS, OTHER THAN PIPELINE OR BARGE (USE TABLE B OR E).

PZ = PER HUNDREDWEIGHT PER MILE (USE TABLE B OR E.

ST = PER SHORT TON (USE TABLE C).

PQ = PERCENT OF CLASS (USE TABLE D).

DL = PER FROMEDARY SERVICE SHIPMENT (USE TABLE B OR F).

DH = PER HUNDREDWEIGHT PER FROMEDARY SERVICE SHIPMENT (USE TABLE B OR F).

DZ = PER HUNDREDWEIGHT PER MILE PER FROMEDARY SERVICE SHIPMENT (USE TABLE B OR F).

PC = PER RAIL CAR USED (USE TABLE E).

PL = PER VEHICLE USED (USE TABLE E).

***SDDC FORM 364-R, JUN 2019***

**SECTION E. TERRITORIAL RATES CONTINUED**

1. **RATE TABLES: (USE ONLY ONE)**

**TABLE A**

PER MILE PER VEHICLE (CAR) USED/PER MILE PER VEHICLE MOVED

RATE: \_.\_ \_

MINIMUM CHARGE: \_ \_ \_ \_.\_ \_

**TABLE B**

PER HUNDREDWEIGHT / PER GALLON / PER HUNDEREDWEIGHT PER MILE / PER GALLON PER MILE / PER FROMEDARY SERVICE SHIPMENT / PER HUNDREDWEIGHT PER DROMEDARY SERVICE SHIPMENT / PER HUNDEREDWEIGHT PER MILE PER DROMEDARY SERVICE SHIPMENT / PER MILE PER VEHICLE MOVED

MINIMUM QUANITITY (POUNDS/GALLONS/VEHICLES): RAIL ONLY

\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

RATE \_ \_ \_ \_.\_ \_ \_ \_ \_ \_ \_ \_ \_.\_ \_ \_ \_ \_ \_ \_ \_ \_.\_ \_ \_ \_ \_ \_ \_ \_ \_.\_ \_ \_ \_ \_

MINIMUM CHARGE (PER HUNDREDWEIGHT PER MILE,

PER GALLON PER MILE, OR PER MILE PER VEHICLE MOVED: \_ \_ \_ \_.\_ \_

**TABLE C**

PER SHORT TON

MINIMUM QUANTITY (SHORT TONS): \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

RATE: \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

**TABLE D**

PERCENT OF CLASS RATES SPECIFIES IN SDDC CLASS RATE PUBLICATION NO. 100-SERIES

MINIMUM CHARGES: \_ \_ \_ PERCENT

FREIGHT ALL KINDS (FAK): \_ \_ \_ PERCENT OF CLASS 100 RATES

SPECIFIC NMFC OR DOD UNIQUE COMMODITY(IES) OTHER THAN \_ \_ \_ PERCENT OF CLASS 100 RATES

FREIGHT ALL KINDS (FAK):

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**SECTION E. TERRITORIAL RATES (CONTINUED)**

**TABLE E (RATE MATRIX)**

**PER HUNDREDWEIGHT /PER HUNDREDWEIGHT PER MILE / PER GALLON PER MILE /PER RAIL CAR USED /PER VEHICLE USED**

MINIMUM EXPRESED IN (SELECT ONE): P = POUNDS; G = GALLONS (\_)

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **RAIL MINIMUMS:**  **GALLONS**  **POUNDS** | **PER RAIL CAR USED ONLY ANY WEIGHT** | **10,000**  **40,000** | **20,000**  **60,000** | **30,000**  **80,000** | **100,000** | **120,000** | **140,000** | **160,000** | **180,000** | **(RAIL ONLY INCENTIVE)** |
| **TRUCK MINIMUMS: GALLONS**  **POUNDS** | **PER VEHICLE USED ONLY ANY WEIGHT** | **5,000**  **10,000** | **8,000**  **15,000** | **20,000** | **25,000** | **30,000** | **35,000** | **40,000** | **45,000** |  |
| **0-50** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **51-100** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **101-150** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **151-200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **M**  **201-250** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **I**  **251-300** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **L**  **301-350** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **E**  **351-400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **A**  **401-450** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **G**  **451-500** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **E**  **501-550** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **S**  **551-600** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **601-650** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **651-700** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **701-750** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **751-800** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **801-850** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **851-900** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **901-950** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **951-1000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1001-1100** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |

***SDDC FORM 364-R, JUN 2019***

**TABLE E (RATE MATRIX)(CONTINUED)**

**PER HUNDREDWEIGHT /PER HUNDREDWEIGHT PER MILE / PER GALLON PER MILE /PER RAIL CAR USED /PER VEHICLE USED**

MINIMUM EXPRESED IN (SELECT ONE): P = POUNDS; G = GALLONS (\_)

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **RAIL MINIMUMS:**  **GALLONS**  **POUNDS** | **PER RAIL CAR USED ONLY ANY WEIGHT** | **10,000**  **40,000** | **20,000**  **60,000** | **30,000**  **80,000** | **100,000** | **120,000** | **140,000** | **160,000** | **180,000** | **(RAIL ONLY INCENTIVE)** |
| **TRUCK MINIMUMS: GALLONS**  **POUNDS** | **PER VEHICLE USED ONLY ANY WEIGHT** | **5,000**  **10,000** | **8,000**  **15,000** | **20,000** | **25,000** | **30,000** | **35,000** | **40,000** | **45,000** |  |
| **1101-1200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1201-1300** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1301-1400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1501-1600** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1601-1700** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1701-1800** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **M**  **1801-1900** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **I**  **1901-2000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **L**  **2001-2100** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **E**  **2101-2200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **A**  **2201-2300** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **G**  **2301-2400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **E**  **2401-2500** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **2501-2600** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **2601-2700** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **2701-2800** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **2801-2900** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **2901-3000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **3001-3200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **3201-3400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **3401-3600** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **3601-3800** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **3801-4000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **4001-4200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |

***SDDC FORM 364-R, JUN 2019***

**SECTION E. TERRITORIAL RATES (CONTINUED)**

**TABLE F DROMEDARY SERVICE RATE MATRIX**

**PER DROMEDARY SERVICE SHIPMENT / PER HUNDREDWEIGHT PER DROMEDARY SERVICE SHIPMENT / PER HUNDREDWEIGHT PER MLE PER DROMEDARY SERVICE SHIPMENT**

**MINIMUMS “X” AS APPROPRIATE: (\_) 2,500 AND 5,000 POUNDS (DROMEDARY SERVICE); (\_) 7,500 AND 10,000 POUNDS (410 DROMEDARY SERVICE)**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **MILEAGE BRACKET** | **MINIMUM**  **\_ \_ \_ \_** | **MINIMUM**  **\_ \_ \_ \_** | **MILEAGE BRACKET** | **MINIMUM**  **\_ \_ \_ \_** | **MINIMUM**  **\_ \_ \_ \_** | **MILEAGE BRACKET** | **MINIMUM**  **\_ \_ \_ \_** | **MINIMUM**  **\_ \_ \_ \_** |
| **0-50** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1201-1250** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2401-2450** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **51-100** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1251-1300** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2451-2500** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **101-150** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1301-1350** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2501-2550** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **151-200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1351-1400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2551-2600** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **M**  **201-250** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1401-1450** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2601-2650** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **I**  **251-300** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1451-1500** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2651-2700** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **L**  **301-350** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1501-1550** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2701-2750** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **E**  **351-400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1551-1600** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2751-2800** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **A**  **401-450** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1601-1650** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2801-2850** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **G**  **451-500** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1651-1700** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2851-2900** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **E**  **501-550** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1701-1750** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2901-2950** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **S**  **551-600** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1751-1800** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2951-3000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **601-650** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1801-1850** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3001-3050** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **651-700** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1851-1900** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3051-3100** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **701-750** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1901-1950** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3101-3150** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **751-800** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **1951-2000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3151-3200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **801-850** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2001-2050** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3201-3250** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **851-900** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | 20**51-2100** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3251-3300** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **901-950** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2101-2150** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3301-3350** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **951-1000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2151-2200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3351-3400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1001-1050** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2201-2250** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3401-3450** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1051-1100** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2251-2300** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3451-3500** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1101-1150** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2301-2350** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **3501-4000** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |
| **1151-1200** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **2351-2400** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** | **4001-4500** | **\_ \_ \_ \_.\_ \_** | **\_ \_ \_ \_.\_ \_** |

***SDDC FORM 364-R, JUN 2019***

**SECTION E-1. STATE-TO-STATE RATE MATRIX**

**RATE QUALIFIERS: (SELECT ONE) \_ \_ PM - PER MILE PER VEHICLE (CAR) USED**

**PZ – PER HUNDREDWEIGHT PER MILE**

**MINIMUM CHARGE: \_ \_ \_ \_.\_ \_ MINIMUM WEIGHT: \_ \_ \_ \_ \_ \_ (PER HUNDREDWEIGHT PER MILE ONLY)**

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**THE FOLLOWING POINTS ARE EXCEPTED FROM THE APPLICATION OF SECTION E-1 OF THIS TENDER:**

**SPLC LOCATION (O) (D) SPLC LOCATION (O) (D)**

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***SDDC FORM 364-R, JUN 2019***

**SECTION E-1. STATE-TO-STATE RATE MATRIX ( CONTINUED )**

|  |  |  |  |  |  |  |  |
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| **FROM**  **TO** | **\_ \_ \_ \_ \_ \_** | **\_ \_ \_ \_ \_ \_** | **\_ \_ \_ \_ \_ \_** | **\_ \_ \_ \_ \_ \_** | **\_ \_ \_ \_ \_ \_** | **\_ \_ \_ \_ \_ \_** | **\_ \_ \_ \_ \_ \_** |
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***SDDC FORM 364-R, JUN 2019***

**SECTION F-1 SECURITY AND ACCESSORIAL SERVICES**

**1**. PROTECTIVE SECURITY SERVICES:

MINIMUM MINIMUM MINIMUM

SERVICE CHARGE CHARGE SERVICE CHARGE CHARGE SERVICE CHARGE CHARGE

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***SDDC FORM 364-R, JUN 2019***

**SECTION F-2 SECURITY AND ACCESSORIAL SERVICES (CONTINUED)**

**2. ACCESSORIAL SERVICES:**

MINIMUM MINIMUM MINIMUM

SERVICE CHARGE CHARGE SERVICE CHARGE CHARGE SERVICE CHARGE CHARGE

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***SDDC FORM 364-R, JUN 2019***

***SECTION F – SECURITY AND ACCESSORIAL SERVICES (CONTINUED)***

ACCESSORIAL SERVICES: (PIPELINE ONLY)

SERVICE CHARGE

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***SDDC FORM 364-R, JUN 2019***

**SECTION G – POINT-TO-POINT AIR RATES**

1. LEVEL OF SERVICE (SELECT ONE, TWO, THREE, OR ALL FOUR): (X)

SG = PRIORITY [\_\_]

D1 = OVERNIGHT SERVICE [\_\_]

D2 = SECOND DAY [\_\_]

D3 = DEFERRED [\_\_]

2. TYPE OF SERVICE (SELECT ONE)

AA = AIRPORT-TO-AIRPORT [\_\_]

DD = DOOR-TO-DOOR [\_\_]

3. ORIGINS/DESTINATIONS: BETWEEN

SPLC LOCATION [X]

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

SPLC LOCATION [X]

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

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SPLC LOCATION [X]

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ [ ] [\_]

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SPLC LOCATION [X]

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SPLC LOCATION [X]

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1. USE TABLE G-1.

***SDDC FORM 364-R, JUN 2019***

**SECTION G – TABLE OF RATES**

**TABLE G-1- POINT-TO-POINT AIR RATES**

RATE QUALIFIER: PH (Per HUNDREDWEIGHT)

RATES ARE IN DOLLARS AND CENTS PER 100 POUNDS.

WEIGHT IN LEVEL OF SERVICE

POUNDS SG D1 D2 D3 \_

151-200 \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

201-300 \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

301-500 \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

501-1000 \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

1001-2000 \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

2001-5000 \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

5001 over \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_ \_ \_ \_.\_ \_

***SDDC FORM 364-R, JUN 2019***

**SECTION H – TERRITORIAL AIR RATES**

1. LEVEL OF SERVICE (SELECT ONE, TWO, THREE, OR ALL FOUR): (X)

SG = PRIORITY [\_\_]

D1 = OVERNIGHT SERVICE [\_\_]

D2 = SECOND DAY [\_\_]

D3 = DEFERRED [\_\_]

2. TYPE OF SERVICE: DOOR-TO-DOOR (DD)

3. ORIGINS:

SPLC LOCATION SPLC LOCATION

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4. DESTINATIONS:

SPLC LOCATION SPLC LOCATION

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5. BETWEEN (X) [ \_ ]

6. EXCEPT:

SPLC LOCATION (O) (D)

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1. USE TABLE H-1, H-2, H-3, AND H-4

***SDDC FORM 364-R, JUN 2019***

***SECTION H – TERRITORIAL AIR RATES (CONTINUED)***

THIS MATRIX IS TO BE USED WITH TABLES H-1, H-2, H-3, H-4.

REGION – 1 REGION – 2 REGION – 3 REGION -4

MAINE PENNSYLVANIA MICHIGAN NORTH CAROLINA

NEW HAMPSHIRE DELAWARE WISCONSIN TENNESSEE

VERMONT MARYLAND OHIO SOUTH CAROLINA

MASSACHUSETTS DISTRICT OF INDIANA GEORGIA

CONNECTICUT COLUMBIA ILLINOIS ALABAMA

NEW YORK VIRGINIA MISSISSIPPI

NEW JERSEY WEST VIRGINIA FLORIDA

RHODE ISLAND KENTUCKY

REGION – 5 REGION – 6 REGION – 7 REGION - 8

MINNESOTA ARKANSAS MONTANA IDAHO

NORTH DAKOTA OKLAHOMA WYOMING WASHINGTON

SOUTH DAKOTA LOUISIANA COLORADO OREGON

IOWA TEXAS UTAH NEVADA

NEBRASKA NEW MEXICO CALIFORNIA

MISSOURI ARIZONA

KANSAS

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| TO |  |  | |  |  |  |  |  |  | |
| CONUS | FROM CONUS REGION | | | | | | | | | |
| REGION | 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | A | | B | C | C | C | D | D | E |
| 2 | B | | A | B | B | C | C | D | E |
| 3 | C | | B | A | B | B | C | D | D |
| 4 | C | | B | B | A | C | C | D | E |
| 5 | C | | C | B | C | A | B | B | C |
| 6 | D | | C | C | C | B | A | B | C |
| 7 | D | | D | D | D | B | B | A | B | |
| 8 | E | | E | D | E | C | C | B | A | |

***SDDC FORM 364-R, JUN 2019***

**SECTION H – TABLE OF RATES (CONTINUED)**

RATE QUALIFIER: PH (PER HUNDREDWEIGHT)

RATES IN DOLLARS AND CENTS PER 100 POUNDS.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **TABLE H-1** | | | | | |
| WEIGHT IN POUNDS | RATE TABLES - SG | | | | |
| A | B | C | D | E |
| 151 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 500 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 1000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 2000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 3000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 4000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 5000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |

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| --- | --- | --- | --- | --- | --- |
| **TABLE H-2** | | | | | |
| WEIGHT IN POUNDS | RATE TABLES – D1 | | | | |
| A | B | C | D | E |
| 151 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 500 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 1000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 2000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 3000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 4000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 5000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **TABLE H-3** | | | | | |
| WEIGHT IN POUNDS | RATE TABLES – D2 | | | | |
| A | B | C | D | E |
| 151 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 500 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 1000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 2000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 3000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 4000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 5000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **TABLE H-4** | | | | | |
| WEIGHT IN POUNDS | RATE TABLES – D3 | | | | |
| A | B | C | D | E |
| 151 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 500 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 1000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 2000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 3000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 4000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |
| 5000 | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ | \_ \_ \_.\_ \_ |

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**SECTION I – CONUS-TO-CONUS SMALL PACKAGE AIR RATES**

1. LEVEL OF SERVICE (SELECT ONE, TWO, THREE, OR ALL FOUR): (X)

SG = PRIORITY [\_\_]

D1 = OVERNIGHT SERVICE [\_\_]

D2 = SECOND DAY [\_\_]

D3 = DEFERRED [\_\_]

2. TYPE OF SERVICE: DOOR-TO-DOOR (DD)

3. ORIGINS:

SPLC LOCATION

FROM: \_ \_ \_ \_ \_ \_ \_ 9 C [ CONUS ]

4. DESTINATIONS:

SPLC LOCATION

FROM:\_ \_ \_ \_ \_ \_ \_ 9 C [ CONUS ]

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**SECTION I-1 – CONUS-TO-CONUS SMALL PACKAGE AIR RATES**

RATE QUALIFIER: PS (PER SHIPMENT

RATES ARE IN DOLLARS AND CENTS PER SHIPMENT

AIR RATES – SHIPMENTS WEIGHING 1 TO 150 POUNDS

LEVEL OF SERVICE

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| WT | SG | D1 | D2 | D3 | WT | SG | D1 | D2 | D3 |
| 1 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 26 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 2 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 27 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 3 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 28 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 4 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 29 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 5 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 30 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 6 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 31 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 7 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 32 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 8 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 33 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 9 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 34 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 10 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 35 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 11 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 36 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 12 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 37 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 13 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 38 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 14 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 39 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 15 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 40 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 16 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 41 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 17 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 42 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 18 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 43 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 19 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 44 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 20 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 45 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 21 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 46 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 22 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 47 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 23 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 48 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 24 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 49 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 25 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 50 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |

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***SECTION I-1 – CONUS-TO-CONUS SMALL PACKAGE AIR RATES (CONTINUED)***

RATE QUALIFIER: PS (PER SHIPMENT

RATES ARE IN DOLLARS AND CENTS PER SHIPMENT

AIR RATES – SHIPMENTS WEIGHING 1 TO 150 POUNDS

LEVEL OF SERVICE

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| WT | SG | D1 | D2 | D3 | WT | SG | D1 | D2 | D3 |
| 51 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 76 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 52 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 77 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 53 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 78 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 54 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 79 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 55 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 80 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 56 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 81 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 57 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 82 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 58 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 83 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 59 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 84 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 60 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 85 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 61 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 86 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 62 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 87 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 63 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 88 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 64 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 89 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 65 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 90 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 66 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 91 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 67 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 92 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 68 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 93 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 69 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 94 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 70 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 95 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 71 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 96 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 72 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 97 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 73 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 98 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 74 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 99 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 75 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 100 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |

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**SECTION I-1 – CONUS-TO-CONUS SMALL PACKAGE AIR RATES**

RATE QUALIFIER: PS (PER SHIPMENT

RATES ARE IN DOLLARS AND CENTS PER SHIPMENT

AIR RATES – SHIPMENTS WEIGHING 1 TO 150 POUNDS

LEVEL OF SERVICE

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| WT | SG | D1 | D2 | D3 | WT | SG | D1 | D2 | D3 |
| 101 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 126 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 102 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 127 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 103 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 128 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 104 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 129 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 105 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 130 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 106 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 131 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 107 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 132 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 108 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 133 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 109 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 134 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 110 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 135 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 111 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 136 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 112 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 137 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 113 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 138 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 114 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 139 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 115 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 140 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 116 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 141 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 117 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 142 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 118 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 143 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 119 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 144 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 120 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 145 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 121 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 146 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 122 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 147 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 123 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 148 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 124 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 149 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |
| 125 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | 150 | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ | \_ \_ \_ .\_ \_ |

***SDDC FORM 364-R, JUN 2019***

**SECTION J. NON STANDARD RATES**

1. **ORIGINS:**
2. **DESTINATIONS:**

**State rules and rates below (may only be used with 500000 series tenders):**

***SDDC FORM 364-R, JUN 2019***

**APPENDIX A – RAIL ROUTES**

ROUTE

NUMBERS SPLC LOCATION SCAC INTERCHANGE

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

FROM: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_ \_ \_ \_ \_ \_ \_

\_ \_ TO: \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_

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