



FedEx Freight

Space and Pace Rules Tariff

FedEx Freight's Space and Pace is pricing based on Space (dimensions) and Pace (priority or economy).
Provide ZIP codes, dimensions, and weight to receive a rate.

FedEx Freight (also sometimes referred to herein as "Carrier") standard and special service charges and exceptions to governing classification rules.

Applicable for interstate, intrastate, and international shipments between the U.S. and Canada referencing this rules tariff.

Shipments moving between points in the U.S. and Canada, and/or the U.S. will be subject to the rules, charges, and provisions of this document.

Shipments moving in Intra-Canada will be subject to the [FXF 100 Series Rules Tariff](#).

EFFECTIVE: JANUARY 5, 2026

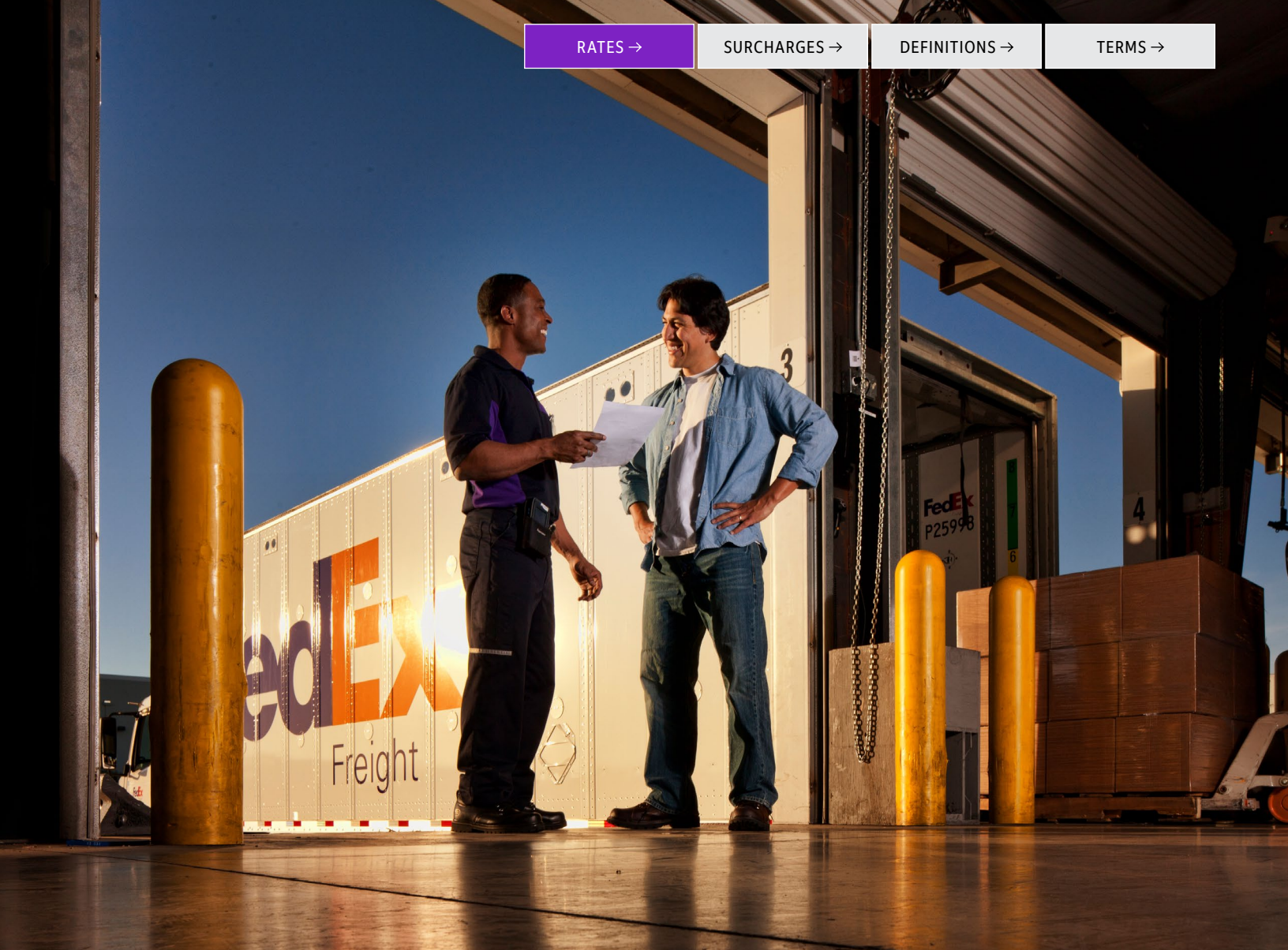
Contents

This rules tariff includes FedEx Freight Space and Pace list rates effective January 5, 2026, for U.S. and U.S./Canada services; FedEx Freight Space and Pace Terms and Conditions, Definitions, and other information. For Intra-Canada shipments, please refer to the **FXF 100 Series Rules Tariff** for all optional and additional service fees and charges.

The FedEx Freight Space and Pace Terms and Conditions and the FedEx Freight Space and Pace Rules Tariff, as applicable, and rates in this document and at fedexfreight.com/en-us/services make up the contract of carriage under which your shipments are transported, unless modified under a separate agreement.

Your shipment may incur fees in addition to its base rate. The following are descriptions of those fees plus other shipping information. See the FedEx Freight Space and Pace **Terms and Conditions** for more information. Separate fees apply for Intra-Canada shipments.

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How to calculate your rate

To determine FedEx Freight Space and Pace rates, you need a FedEx Freight zone locator, additional pickup and delivery charge tier lists, and the FedEx Freight Space and Pace rate sheet. Go to fedexfreight.com/en-us/support-resources/service-guide/rate-changes-downloads to download and create steps 1 and 2 below.

You will need space (dimensions), pace (priority or economy), and ZIP codes (origin/destination).

- 1. Find the zone for your shipment.** Use the [FedEx Freight zone locator](#) to find zones for inbound and outbound shipments within the U.S. or Canada.
- 2. Determine if additional pickup and delivery charges apply.** Turn to the applicable contiguous U.S. or Canada additional pickup and delivery charge tier list to find the tier(s) that correspond to your origin and/or destination. Note: If applicable, any additional pickup and/or delivery charges will be calculated as part of your total transportation charges.
- 3. Find your rate table.** Select the Space and Pace rate sheet for the applicable geography.
 - [Within the contiguous U.S.](#)
 - [From the contiguous U.S. to Canada](#)
 - [From Canada to the contiguous U.S.](#)

How to calculate your rate (cont.)

4. Rate your shipment.

- Select the rate for the zone identified in step one and add additional pickup and delivery charge tier rates identified in step two (if applicable) to calculate the rate total.
- For each handling unit (HU), calculate the dimensional weight (DMWT) using the dimensions and the dimensional factor, then compare it with the actual weight. The chargeable weight is equal to:
 - DMWT when DMWT > actual weight
 - Average of DMWT and actual weight when actual weight > DMWT
- Refer to your pricing agreement for your dimensional factor.

The chargeable weight of a shipment is equal to the sum of all HU chargeable weights.

- Apply the lower of the chargeable weight rate or the alternative weight rate.
 - **Chargeable weight:** Find the applicable weight range for the chargeable weight, then divide the chargeable weight by 100 lbs. and multiply by the rate per hundred lbs.
 - **Alternative weight:** Find the next-higher weight range and divide the minimum weight for that range by 100 lbs., then multiply the rate per hundred lbs.

Note: Shipments are subject to a tiered minimum charge based on weight: 1–150 lbs. and 151+ lbs.

EXAMPLE:

950 lbs. FedEx Freight Priority shipment within the contiguous U.S., Zone 101.

Chargeable weight charges at:

950 lbs. = \$256.12 (950 lbs./100 lbs. x \$26.96)

Alternative weight charges at:

1,000 lbs. = \$180.30 (1,000 lbs./100 lbs. x \$18.03)

Adding 50 lbs. of alternative weight results in a lower overall average charge (\$180.30 vs. \$256.12).

5. Surcharge weight. When a surcharge is rated by or qualified by weight, the Shipment Chargeable Weight will be used for the qualification and the charge, if charge is determined by weight.

6. Determine fees. See the following FedEx Freight Space and Pace Service Agreement for fees and surcharges that may apply.

7. Freight class. FedEx Freight Space and Pace rates do not rely on or account for extraneous freight code(s), class(es), classification(s), or itemization(s). Any and all comments or references to freight codes, classes, classifications, and/or item numbers on the Bill of Lading shall have no impact on FedEx Freight Space and Pace rating.

FedEx Freight Space and Pace rates and additional pickup and delivery charges

For shipments within the contiguous U.S., see the Pickup and Delivery files on fedexfreight.com/en-us/support-resources/service-guide/rate-changes-downloads.



FedEx Freight Space and Pace fees and other shipping information

Effective January 5, 2026

Your shipment may incur fees in addition to its base rate. The following are summary descriptions of those fees. For detailed shipping information on fees and charges, see the FedEx Freight Space and Pace [Definitions](#) and [Terms and Conditions](#).

Unless otherwise provided, exceptions to rules of the National Motor Freight Classification and the FXF 100 Series Rules Tariff herein (including any provisions herein which conflict with rules of the National Motor Freight Classification and the FXF 100 Series Rules Tariff) take precedence over those published in the National Motor Freight Classification and the FXF 100 Series Rules Tariff.

Unless otherwise provided, all references in this rules tariff to Bill of Lading terms published by the NMFC, or otherwise, refer to the Uniform Straight Bill of Lading terms and conditions as they existed in NMFC 100, Item 365 on August 1, 2016, without the modifications made by Supplement 2 to NMF 100-AP issued July 14, 2016, by NMFTA with an effective date of August 13, 2016. A copy of this version of the uniform Straight Bill of Lading terms and conditions is available upon request.

Shipments moving between points in the U.S. and points in Canada in connection with FedEx Freight Canada (FXFC) will be subject to the rules, charges, and provisions listed for U.S./Canada and/or Canada/U.S. The rule, charge, or provision published in U.S./Canada or Canada/U.S. will apply and take precedence.

Applicable service area listed as "All" means that the item applies to all service areas/geographies including: U.S., U.S./Canada, and Canada/U.S.

Definition	Applicable service area	Charges																											
Advancing Charges ADVC, ADVP Carrier will advance charges “incidental to the transportation of the shipment” only. The nature of the charges must be stated on the Bill of Lading at the time of shipment. The charges will be collected from Consignee unless prepaid by Shipper and so noted on the Bill of Lading at the time of shipment. See Terms and Conditions for additional information.	All	5.90% of the amount advanced, subject to a \$201 minimum																											
A.M. Delivery GAMD, GAMX A.M. Delivery is Carrier’s delivery, or attempted delivery, of a shipment at or prior to 10:30 a.m. local time, in accordance with Carrier’s normal transit standards in effect at the time of the shipment. The “scheduled delivery commitment” is based upon the transit standards between any two eligible ZIP or postal codes. See Terms and Conditions for additional information.	All	\$212																											
Bills of Lading, Freight Bills, and Statement of Charges CBLC, CBLP, PLWT (Exception to NMFC Item 250100) Transportation of shipments handled by Carrier are governed by the Bill of Lading terms and conditions shown in the National Motor Freight Classification as modified by the rules, regulations, and charges published in this rules tariff.	All	\$50 fee for requests to change Payor of the charges or payment status																											
California Compliance Surcharge CCSC Applicable to shipments moving to, within, or from the state of California. The charge will be in addition to all other lawful charges and will be collected from the payor of the freight charges.	All	\$26.50 per shipment																											
Capacity Load – Minimum Charge CAPL, FUVI When all or part of an LTL-rated shipment tendered is classified as being a “capacity load” shipment, the minimum charge will be as follows: A. The Capacity Load Minimum Charge is a combination of the Constant Shipment Charge per shipment plus the mileage charges which are calculated using:	All	See table at left.																											
<table><tr><th rowspan="2">Capacity Load Charges</th><th colspan="2">Destination</th><th colspan="2">Destination</th><th colspan="2">Destination</th></tr><tr><th>List A PUP</th><th>List A SET</th><th>List B PUP</th><th>List B SET</th><th>List C PUP</th><th>List C SET</th></tr><tr><td>Constant Shipment Charge</td><td>\$816</td><td>\$1,018</td><td>\$816</td><td>\$1,018</td><td>\$816</td><td>\$1,018</td></tr><tr><td>Variable Mileage Rate</td><td>\$3.81</td><td>\$6.65</td><td>\$4.31</td><td>\$7.87</td><td>\$5.16</td><td>\$9.35</td></tr></table>			Capacity Load Charges	Destination		Destination		Destination		List A PUP	List A SET	List B PUP	List B SET	List C PUP	List C SET	Constant Shipment Charge	\$816	\$1,018	\$816	\$1,018	\$816	\$1,018	Variable Mileage Rate	\$3.81	\$6.65	\$4.31	\$7.87	\$5.16	\$9.35
Capacity Load Charges	Destination			Destination		Destination																							
	List A PUP	List A SET	List B PUP	List B SET	List C PUP	List C SET																							
Constant Shipment Charge	\$816	\$1,018	\$816	\$1,018	\$816	\$1,018																							
Variable Mileage Rate	\$3.81	\$6.65	\$4.31	\$7.87	\$5.16	\$9.35																							

FedEx Freight Space and Pace fees and other shipping information

Definition	Applicable service area	Charges
Capacity Load – Minimum Charge (cont.) CAPL, FUVI The terms “loaded to capacity” or “capacity load” mean: That quantity of freight which, because of unusual shape or dimensions or because of necessity for segregation from other freight, requires the entire capacity of a pup, set or vehicle exceeding 29 feet in length; or That quantity of freight which, in the manner loaded, utilized a linear length of 15 feet or more and either of the following conditions apply: - Linear width of the freight is equal to or greater than 5 feet in the pup(s) or vehicle; or - Linear width of the freight is less than 5 feet, and no article identical in size and shipping form to the largest article in the shipment can be loaded in the pup(s) vehicle; or - That quantity of freight that exceeds 15,000 lbs., or by weight, or size exceeds that which can be legally loaded in a pup(s) or vehicle; or - That quantity of freight consisting of one article loaded in a pup or vehicle when one additional article, weighing the same as or more than the article loaded, cannot be legally loaded.	All	
Carrier Liability UADV, ELCP, ELCC Carrier's sole liability with respect to cargo loss, damage, delay, or destruction shall be as set forth in 49 U.S.C. § 14706, regardless of whether such standard would apply in the absence of this Agreement.	All	See Terms and Conditions .
Close of Business Delivery GTE Carrier's delivery, or attempted delivery, of a shipment in accordance with Carrier's normal transit standards at the time of the shipment under the Terms and Conditions set forth in this item. Close of Business Delivery commitment is considered 5 p.m. local time, unless a later delivery time is acceptable by Consignee based on prior arrangements. Please see Terms and Conditions for eligibility, requesting service, refund request, exclusions, money-back guarantee, and other information.	U.S.	\$134 upcharge
Collection of Charges and Extension of Credit WIRE, WIRI, NSF, NSFP, NSFC See Terms and Conditions for additional information.	All	\$59 for domestic wire transfer \$76 for international wire transfer \$147 service charge for each check or similar instrument
Custom Delivery Window CDW Custom Delivery Window is Carrier's delivery, or attempted delivery, of a shipment within the delivery date window requested by Shipper, in accordance with Carrier's normal transit standards in effect at the time of the shipment under the Terms and Conditions set forth in this item, “Custom Delivery Window”. The four levels of Customer Delivery Window service are delivery on a specific date, before a specific date, after a specific date, or within a date window. The first date in the delivery window requested by a Shipper must fall on or after Carrier's standard delivery date. Please see Terms and Conditions for eligibility, requesting service, refund request, exclusions, money-back guarantee, and other information.	All	
Customs or In Bond Freight INBC, SFWH When shipments move under U.S. Customs Bond to a point in the U.S., charges will apply per shipment. Each movement from, to, or between U.S. Customs Clearance location (s) will be considered a separate movement and the listed customs or in bond charges will apply. Includes freight moving from site to initial pickup to another site for customs clearance prior to departure from port facilities. For movements requiring the use of more than one trailer, each trailer will be considered a separate shipment when determining charges under this item. All shipments moving in bond for Canadian customs clearance, with the exception of those bonded at the discretion of FXFC, will be subject to handling charges through in-land sufferance warehouses. All shipments originating in Canada, entering the U.S., and traveling in bond within the U.S. (inclusive of those that will clear customs in the U.S. as well as those that will exit the U.S.) will be assessed a charge. When Carrier is required to pick up shipping documents or customs release forms from Forwarder or Broker for validation prior to pickup of a shipment, a charge will apply.	All U.S./Canada, Canada/U.S.	\$8.85 per CWT, subject to a minimum of \$176 Maximum charge per pup or vehicle of \$820 \$8.85 per CWT, subject to a minimum charge of \$176 and maximum charge of \$820 per shipment or per trailer

FedEx Freight Space and Pace fees and other shipping information

Definition	Applicable service area	Charges
Customs or In Bond Freight (cont.) INBC, SFWH When it is necessary for Carrier to purchase and apply "High Security Red In-Bond Seals" for shipments moving under U.S. customs bond, a charge per seal will be assessed in addition to all other applicable charges. See Terms and Conditions for linehaul charges, applicable charges, and additional items.		
Delivery Charge DC01, DC02, DC03, DC04 Shipments delivered to the service area listed in the terms and conditions will be subject to an additional charge per shipment. The charge will be in addition to all other lawful charges and will be collected from Payor of the freight charges. See Terms and Conditions for additional information.	All	Williston and Minot, ND \$300 Midland and Odessa, TX \$350 Navy Pier, Chicago, IL \$100 Puget Sound, WA \$424
Demand Surcharge DS00, DS01, DS02, DS03, DS04, DS05 During certain times of the year, shipments destined to and/or originating from a specific ZIP code will be assessed a Demand Surcharge.	All	For current demand surcharges, including designated ZIP codes, go to fedex-freight.com/en-us/support-resources/service-guide/rate-changes-downloads#demand-surcharges .
Detention DENP, DUNC, DUNP, DWOP When Carrier's pup/set or vehicle is delayed by Consignor/Consignee for loading or unloading on or near the premises of Consignor/Consignee, detention charges will begin upon expiration of the applicable free time allowed and will end when the pup/set or vehicle is loaded or unloaded and is available for movement. For detention with power, the charges and provisions listed at right will apply. For detention without power, the charges and provisions listed at right will apply. See Terms and Conditions for actual weight free time per stop, right to assess charges on this item, loading or unloading not completed by end of business day, equipment availability, shipper load and count, and carrier responsibility.	All	Detention with power: \$82 per pup for each 15 minutes or fraction thereof, subject to a minimum charge of \$97 Detention without power: \$273 per pup or vehicle for each 24-hour period or fraction thereof, excluding non-business days
Early Delivery EDCB, EDCC, EDCN, EDCP Should a FedEx Freight® Economy shipment be available for delivery at the FedEx Freight destination service center on a date preceding its scheduled delivery date and delivered early at the request of Consignor, or Consignee, or Third Party, the Early Delivery service fee will be assessed to the shipment if the shipment's delivery is accomplished prior to the original scheduled delivery commitment. Unless otherwise provided, this item is not applicable to via FedEx Freight® Priority service. See Terms and Conditions for eligibility, requesting early delivery, and other information.	All	Flat fee of \$193
Exhibition Paraphernalia and Exhibition Sites COBO, JJCC, PRCC, EXBC, EXBS, MCPL Shipments picked up or delivered to trade show or exhibition sites will be subject an additional charge. Freight charges must be prepaid on all shipments consigned to trade shows or exhibition sites. See Terms and Conditions for additional information.	All	\$47.26 per CWT, subject to a minimum charge of \$286 per shipment
Extreme Length/Over Length OVRL, XLGH, XL15, XL18, XL20 Over Length: When shipments contain any handling unit with a dimension of 8 feet or greater in length and less than 12 feet in length (measurement of the longest dimension), these charges will apply. Extreme Length: When shipments contain any handling unit with a dimension of 12 feet or greater in length (measurement of the longest dimension), these charges will apply. Carrier may refuse shipments with any handling unit containing a dimension of 12 feet or greater in length, or at FedEx Freight's sole discretion, shipments may be accepted and delivered. See Terms and Conditions for additional information.	All	8 ft–12 ft \$375 per shipment 12 ft–15 ft \$775 per shipment 15 ft–18 ft \$982 per shipment 18 ft–20 ft \$1,234 per shipment 20 ft or greater \$1,514 per shipment

FedEx Freight Space and Pace fees and other shipping information

Definition

Applicable service area

Charges

Fuel Surcharge

FSCL, FSCT

The weekly national average diesel fuel price set by the U.S. Department of Energy effective each Monday will be used to determine the fuel surcharge. All rates and charges for linehaul transportation, and other services which consume fuel, in tariffs or contracts making reference to this rules tariff, will be increased by the percentage shown.

LTL and TL rated shipments will be subject to the same percentage of fuel surcharge.

When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:
180	22.80%	213	24.50%	246	26.10%
181	22.90%	214	24.50%	247	26.20%
182	22.90%	215	24.60%	248	26.20%
183	23.00%	216	24.60%	249	26.30%
184	23.00%	217	24.70%	250	26.60%
185	23.10%	218	24.70%	251	26.60%
186	23.10%	219	24.80%	252	26.60%
187	23.20%	220	24.80%	253	26.60%
188	23.20%	221	24.90%	254	26.60%
189	23.30%	222	24.90%	255	26.95%
190	23.30%	223	25.00%	256	26.95%
191	23.40%	224	25.00%	257	26.95%
192	23.40%	225	25.10%	258	26.95%
193	23.50%	226	25.10%	259	26.95%
194	23.50%	227	25.20%	260	27.30%
195	23.60%	228	25.20%	261	27.30%
196	23.60%	229	25.30%	262	27.30%
197	23.70%	230	25.30%	263	27.30%
198	23.70%	231	25.40%	264	27.30%
199	23.80%	232	25.40%	265	27.65%
200	23.80%	233	25.50%	266	27.65%
201	23.90%	234	25.50%	267	27.65%
202	23.90%	235	25.60%	268	27.65%
203	24.00%	236	25.60%	269	27.65%
204	24.00%	237	25.70%	270	28.00%
205	24.10%	238	25.70%	271	28.00%
206	24.10%	239	25.80%	272	28.00%
207	24.20%	240	25.80%	273	28.00%
208	24.20%	241	25.90%	274	28.00%
209	24.30%	242	25.90%	275	28.25%
210	24.30%	243	26.00%	276	28.25%
211	24.40%	244	26.00%	277	28.25%
212	24.40%	245	26.10%	278	28.25%

FedEx Freight Space and Pace fees and other shipping information

Definition						Applicable service area	Charges
Fuel Surcharge (cont.)						FSCL, FSCT	
When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:		
279	28.25%	316	30.25%	353	31.70%		
280	28.50%	317	30.25%	354	31.70%		
281	28.50%	318	30.25%	355	31.80%		
282	28.50%	319	30.25%	356	31.80%		
283	28.50%	320	30.50%	357	31.80%		
284	28.50%	321	30.50%	358	31.80%		
285	28.75%	322	30.50%	359	31.80%		
286	28.75%	323	30.50%	360	31.80%		
287	28.75%	324	30.50%	361	31.90%		
288	28.75%	325	30.75%	362	32.00%		
289	28.75%	326	30.75%	363	32.10%		
290	29.00%	327	30.75%	364	32.20%		
291	29.00%	328	30.75%	365	32.30%		
292	29.00%	329	30.75%	366	32.40%		
293	29.00%	330	31.00%	367	32.50%		
294	29.00%	331	31.00%	368	32.60%		
295	29.25%	332	31.00%	369	32.70%		
296	29.25%	333	31.00%	370	32.80%		
297	29.25%	334	31.00%	371	32.90%		
298	29.25%	335	31.25%	372	33.00%		
299	29.25%	336	31.25%	373	33.10%		
300	29.50%	337	31.25%	374	33.20%		
301	29.50%	338	31.25%	375	33.30%		
302	29.50%	339	31.25%	376	33.40%		
303	29.50%	340	31.50%	377	33.50%		
304	29.50%	341	31.50%	378	33.60%		
305	29.75%	342	31.50%	379	33.70%		
306	29.75%	343	31.50%	380	33.80%		
307	29.75%	344	31.50%	381	33.90%		
308	29.75%	345	31.60%	382	34.00%		
309	29.75%	346	31.60%	383	34.10%		
310	30.00%	347	31.60%	384	34.20%		
311	30.00%	348	31.60%	385	34.30%		
312	30.00%	349	31.60%	386	34.40%		
313	30.00%	350	31.70%	387	34.50%		
314	30.00%	351	31.70%	388	34.60%		
315	30.25%	352	31.70%	389	34.70%		

FedEx Freight Space and Pace fees and other shipping information

Definition						Applicable service area	Charges
Fuel Surcharge (cont.)						FSCL, FSCT	
When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:		
390	34.80%	427	38.50%	464	42.20%		
391	34.90%	428	38.60%	465	42.30%		
392	35.00%	429	38.70%	466	42.40%		
393	35.10%	430	38.80%	467	42.50%		
394	35.20%	431	38.90%	468	42.60%		
395	35.30%	432	39.00%	469	42.70%		
396	35.40%	433	39.10%	470	42.80%		
397	35.50%	434	39.20%	471	42.90%		
398	35.60%	435	39.30%	472	43.00%		
399	35.70%	436	39.40%	473	43.10%		
400	35.80%	437	39.50%	474	43.20%		
401	35.90%	438	39.60%	475	43.30%		
402	36.00%	439	39.70%	476	43.40%		
403	36.10%	440	39.80%	477	43.50%		
404	36.20%	441	39.90%	478	43.60%		
405	36.30%	442	40.00%	479	43.70%		
406	36.40%	443	40.10%	480	43.80%		
407	36.50%	444	40.20%	481	43.90%		
408	36.60%	445	40.30%	482	44.00%		
409	36.70%	446	40.40%	483	44.10%		
410	36.80%	447	40.50%	484	44.20%		
411	36.90%	448	40.60%	485	44.30%		
412	37.00%	449	40.70%	486	44.40%		
413	37.10%	450	40.80%	487	44.50%		
414	37.20%	451	40.90%	488	44.60%		
415	37.30%	452	41.00%	489	44.70%		
416	37.40%	453	41.10%	490	44.80%		
417	37.50%	454	41.20%	491	44.90%		
418	37.60%	455	41.30%	492	45.00%		
419	37.70%	456	41.40%	493	45.10%		
420	37.80%	457	41.50%	494	45.20%		
421	37.90%	458	41.60%	495	45.30%		
422	38.00%	459	41.70%	496	45.40%		
423	38.10%	460	41.80%	497	45.50%		
424	38.20%	461	41.90%	498	45.60%		
425	38.30%	462	42.00%	499	45.70%		
426	38.40%	463	42.10%	500	45.80%		

FedEx Freight Space and Pace fees and other shipping information

Definition						Applicable service area	Charges
Fuel Surcharge (cont.)						FSCL, FSCT	
When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:		
501	45.90%	538	49.60%	575	53.30%		
502	46.00%	539	49.70%	576	53.40%		
503	46.10%	540	49.80%	577	53.50%		
504	46.20%	541	49.90%	578	53.60%		
505	46.30%	542	50.00%	579	53.70%		
506	46.40%	543	50.10%	580	53.80%		
507	46.50%	544	50.20%	581	53.90%		
508	46.60%	545	50.30%	582	54.00%		
509	46.70%	546	50.40%	583	54.10%		
510	46.80%	547	50.50%	584	54.20%		
511	46.90%	548	50.60%	585	54.30%		
512	47.00%	549	50.70%	586	54.40%		
513	47.10%	550	50.80%	587	54.50%		
514	47.20%	551	50.90%	588	54.60%		
515	47.30%	552	51.00%	589	54.70%		
516	47.40%	553	51.10%	590	54.80%		
517	47.50%	554	51.20%	591	54.90%		
518	47.60%	555	51.30%	592	55.00%		
519	47.70%	556	51.40%	593	55.10%		
520	47.80%	557	51.50%	594	55.20%		
521	47.90%	558	51.60%	595	55.30%		
522	48.00%	559	51.70%	596	55.40%		
523	48.10%	560	51.80%	597	55.50%		
524	48.20%	561	51.90%	598	55.60%		
525	48.30%	562	52.00%	599	55.70%		
526	48.40%	563	52.10%	600	55.80%		
527	48.50%	564	52.20%	601	55.90%		
528	48.60%	565	52.30%	602	56.00%		
529	48.70%	566	52.40%	603	56.10%		
530	48.80%	567	52.50%	604	56.20%		
531	48.90%	568	52.60%	605	56.30%		
532	49.00%	569	52.70%	606	56.40%		
533	49.10%	570	52.80%	607	56.50%		
534	49.20%	571	52.90%	608	56.60%		
535	49.30%	572	53.00%	609	56.70%		
536	49.40%	573	53.10%	610	56.80%		
537	49.50%	574	53.20%	611	56.90%		

FedEx Freight Space and Pace fees and other shipping information

Definition						Applicable service area	Charges
Fuel Surcharge (cont.)						FSCL, FSCT	
When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:	When the EIA Fuel Index is AT LEAST:	The LTL & TL Fuel Surcharge will be:		
612	57.00%	626	58.40%	640	59.80%		
613	57.10%	627	58.50%	641	59.90%		
614	57.20%	628	58.60%	642	60.00%		
615	57.30%	629	58.70%	643	60.10%		
616	57.40%	630	58.80%	644	60.20%		
617	57.50%	631	58.90%	645	60.30%		
618	57.60%	632	59.00%	646	60.40%		
619	57.70%	633	59.10%	647	60.50%		
620	57.80%	634	59.20%	648	60.60%		
621	57.90%	635	59.30%	649	60.70%		
622	58.00%	636	59.40%	650	60.80%		
623	58.10%	637	59.50%				
624	58.20%	638	59.60%				
625	58.30%	639	59.70%				
See Terms and Conditions for additional information.							
Hazardous Materials or Substances						HAZ	
Carrier will accept shipments of hazardous materials or substances for transportation in accordance with the transportation requirements of the U.S. Department of Transportation.						U.S.	\$61 per shipment
When Consignor/Consignee requests Carrier to transport hazardous material or substances, the charges listed at right apply.							
Any notation on the Bill of Lading which limits or denies Carrier access to the pup/set shall be deemed by Carrier to require Exclusive Use and rated accordingly.							
For U.S./Canada shipments, please see Terms and Conditions for requirements and charges.						U.S./Canada, Canada/U.S.	See item
Inside Pickup or Delivery						IDC, IDP, IPP, IPC	
When Shipper/Receiver requests and Carrier’s operating conditions permit, Carrier may move all or part of shipment from or to positions beyond the point directly accessible or immediately adjacent to the pup/set or vehicle the charges at right will apply.						All	\$18.92 per CWT, subject to a minimum charge of \$200, maximum charge of \$1,999 per pup or vehicle, per shipment
Service will be provided to floors above or below the level accessible to Carrier’s pup/set or vehicle only when elevator or escalator service is available and labor, when necessary to operate same, is provided without cost to Carrier.							
Charges apply wherever and whenever the service is performed.							
Liftgate Service						LIFC, LIFP, LGOC, LGOP	
Liftgate service is required when the pickup or delivery location for a shipment does not have a raised dock or forklift. The liftgate is used to lower the shipment from the truck to the ground.						All	\$101 per shipment
See Terms and Conditions for information such as bill-to party, equipment unavailable, and charges.							
Lumper Fees						LMPC, LMPP, LMPB	
A lumper service is a third-party service that provides loading and/or unloading services at Customer’s or Consignee’s facility. If FedEx Freight is required by Customer or Consignee to use the services of a lumper service to complete pickup and/or delivery in an efficient and cost-effective manner, the fee will be as listed here.						All	\$3.16 CWT, subject to a minimum charge of \$60 per shipment

FedEx Freight Space and Pace fees and other shipping information

Definition	Applicable service area	Charges
Minimum Charge – Absolute Except as otherwise provided, the absolute minimum charge will be as listed.	U.S. U.S./Canada, Canada/U.S.	Priority: • Intrastate: \$197 per shipment • Interstate: \$238 per shipment Economy: • Intrastate: \$185 per shipment • Interstate: \$227 per shipment Priority: • \$371 per shipment ¹ • \$596 per shipment ² Economy: • \$359 per shipment ¹ • \$585 per shipment ² ¹ Applies to Canadian provinces: BC, AB, ON, QC (formerly PQ), NB, MB, SK. ² Applies to Canadian provinces: NL (formerly NF), NS, NT, NU, PE, YT.
No Shipment Tendered When the Carrier receives a request to pick up LTL freight and dispatches a driver, and due to no disability, fault, or negligence on the part of the Carrier, no shipment is tendered (picked up). Requestor of the pickup will be responsible for payment.	NOST All	\$97 per occurrence
Notification Prior to Delivery When notification prior to delivery is requested, by any means whatsoever, these charges will apply. This item will not apply on initial notification for shipments moving from or to a private residence or limited-access location. U.S./Canada: A charge will be assessed against Consignee when Consignor requires Carrier to provide telephone or written notice of arrival prior to delivery and was not noted on Bill of Lading.	NCM, NCMC, NCMP, NTFY All	\$37 per shipment
Pickup or Delivery Service Limited-Access Locations When Carrier makes a pickup or delivery at a limited-access location, the charges listed here apply. See Terms and Conditions for what “limited access location” includes.	LTDO, LTDD All	\$229 per shipment
Pickup or Delivery Service – Residential When Carrier makes a pickup or delivery at a home or private residence, the charges listed at right apply. See Terms and Conditions for exceptions, applications, and items not included.	RESO, RESD All	\$243 per shipment
Port Charges Pickup or delivery service for any shipment at U.S. coastal ports or for international shipments at docks, piers, or ports will be subject to an additional charge. Import/Export shipments requiring Carrier to secure documentation prior to the pickup or delivery of the freight will be subject to an additional charge. U.S./Canada: Shipments destined to points in Canada shall be subject to additional charges for handling through customs at sufferance warehouses as indicated in the Terms and Conditions of this document.	PRTD, PRTO, DOPO, DOPD U.S. U.S./Canada	\$21.17 per CWT, subject to a minimum charge of \$97 and a maximum charge of \$2,004 per shipment See Terms and Conditions .
Priority Plus Requesting FedEx Freight® Priority Plus: Customer should contact FedEx Freight Transportation Solutions at priorityplusemails@fedexfreight.com or 1.800.845.4636, where individual shipment eligibility will be determined. Carrier reserves the right to refuse FedEx Freight Priority Plus services when Carrier cannot provide as requested. Customer should see the FXF 100 Series Rules Tariff for FedEx Freight Priority Plus information.		
Protection from Freezing Charges are as listed at right, in addition to other applicable rates and charges when pickup and delivery dates of the shipment are both within November 1 of one calendar year through April 30 of the next calendar year. See Terms and Conditions for liabilities not assumed by Carrier, shipping requirements, and additional information.	PFF All	\$5.17 CWT, subject to a minimum charge of \$53 per shipment

FedEx Freight Space and Pace fees and other shipping information

Definition	Applicable service area	Charges
Reconsignment, Diversion, Relinquishment RECC, RECP When shipment is requested to be reconsigned by making a change in place of delivery, including but not limited to a change in consignee name/address, pickup at Carrier's dock by consignee, and/or relinquishment to alternative carrier, charges will apply.	All	\$174 per shipment¹ ¹ After attempted delivery, if a new destination is serviced by the same carrier service center, a charge of \$210 will apply.
Redelivery REDC, REDP When a shipment is tendered for delivery, and through no fault of Carrier the delivery cannot be made, a charge for each additional tender of delivery to the original destination point will apply. Charges will not apply on shipments picked up at original destination service center.	U.S., U.S./Canada	\$210 per shipment plus all applicable linehaul charges
Returned Shipments Please see Terms and Conditions for more information.	All	
Service Provided During Non-Business Time NBHC, NBHP, SATC, SATD, SATW, SAWC, SAWP, SATP When Carrier is requested to perform services such as, but not limited to, pickup or delivery service during non-business hours and/or non-business days as defined in the Definitions section of this guide, and Carrier agrees to perform the services, these charges will apply. Charges will be computed from the time Carrier departs its service center until its return thereto. When Customer chooses to pick up a shipment or deliver a shipment at Carrier's service center on a non-business day or during non-business hours, a charge will apply. Time will commence once Customer's vehicle is in place at Carrier's service center dock. Carrier is not obligated to perform such services, even though they may be requested on the Bill of Lading.	All	\$298 per person per hour or fraction thereof, subject to a minimum charge of \$603 per person for non-business hours and \$1,115 per person for non-business days
Sorting, Segregating, Reconstructing SSGC, SSGP When Consignor/Consignee requests or when the product terms of sale requires a shipment to be sorted or segregated according to size, brand, flavor, or other distinguishing characteristics, and placed on Consignee's dock, pallet, or similar device, or if Consignor/Consignee requests the shipment to be reconstructed, and Carrier is able to provide suitable labor to perform the service, the following charges will apply.	All	\$5.17 per CWT, or \$1.96 per piece, whichever produces the highest charge; minimum charge of \$208
Storage STGC, STGP When, through no fault of Carrier, freight is held in Carrier's possession by reason or act or omission of Consignor/Consignee or Owner, or for custom clearance or inspection, such freight will be considered stored and these charges per shipment will apply.	All	Freight held by Carrier: \$6.03 per CWT, per each 24 hours, subject to minimums and maximums: • Minimum charge, LTL, \$59 per shipment per each 24 hours but not less than \$210 per shipment • Minimum charge, TL, Volume, Exclusive Use or Capacity Load, \$419 per shipment • Maximum charge, LTL and/or TL, or per pup if more than one pup or if a vehicle is used: ◦ \$842 per shipment per each 24 hours Freight placed in public warehouse: \$8.41 per CWT, per each 24 hours, subject to the following minimum and maximum charges: • Minimum charge, LTL and/or TL \$210 • Maximum charge, LTL and/or TL, or per pup or a vehicle if more than one pup is used, \$2,384

FedEx Freight Space and Pace fees and other shipping information

Definition	Applicable service area	Charges
Volume Services CONT, TLS, TLX, CMUP, EXCL, VSUP, INTC FedEx Freight Volume Services may be available, subject to equipment availability, for Carrier's direct service points in the contiguous U.S. and to or from Canada upon Customer request subject to the terms and conditions as listed in the FXF 100 Series Rules Tariff .	U.S.	
Weight (Reweigh), Freight (Inspection), and Dimension Validation VICH, VWCH In the event Carrier validates the weight or dimensions of the shipment, a fee will apply along with corresponding modification of all applicable freight, fuel surcharge, and optional and additional service fees.	U.S., U.S./Canada	\$40 per occurrence

Abbreviations, definitions, and explanation of terms

Pertaining to U.S. and U.S./Canada

The term “Bill of Lading” will also include and mean “shipping order” or “shipping label.”

The following definitions and explanation of terms will apply:

Absolute Minimum Charge (AMC): The minimum charge after application of all pricing terms.

Actual Weight: Weight of the commodity being shipped as provided by the customer (total of commodity lines) or the applied reweigh weight from a FedEx Freight (FXF) reweigh.

Agent: Person authorized to act on another's behalf.

Assembler: Carrier.

Border Gateway: Land border for imports and exports transported across the border by highways or railroads.

Broker: A person other than a motor carrier or employee or agent of a motor carrier that as a principal or agent sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement, or otherwise as selling, providing, or arranging for transportation by motor carrier for compensation. 49 U.S.C. § 13102(2). Also, a company that arranges for the truck transportation of cargo belonging to others, utilizing for-hire carriers to provide the actual truck transportation. However, Broker does not assume responsibility for the cargo and usually does not take possession of the cargo. Brokers must register with the FMCSA by filing a Form OP-1. Broker can operate as an independent contractor, or could be an agent of Shipper or an agent of Carrier.

Business Days: Monday through Friday, excluding holidays.

Business Hours: 8 a.m. to 5 p.m., excluding Saturdays, Sundays, and legal holidays, except that Consignee may designate its business hours to be other than 8 a.m. to 5 p.m. provided that such designation is made in writing in advance of delivery and that such designated hours include at least six hours, all of which are between 8 a.m. and 5 p.m.

Carrier: FedEx Freight, Inc..

Carrier, Shipper, Consignor, Consignee: Reference to “Carrier,” “Shipper” “Consignor” and “Consignee” includes the authorized representatives or agents of such “Carrier,” “Consignor,” or Consignee.

Carrier's Equipment: Any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by Carrier.

Claimant: Any person or entity asserting any claim in any forum for legal or equitable relief, including, but not limited to, any claim for damages, refunds, credits, injunctive relief, and declaratory relief arising out of or related to the provision of services by Carrier.

Component Part: Any part of a shipment separately received by Carrier whether or not such part is separately delivered by Carrier; and any part of a shipment separately delivered by Carrier whether or not such part is separately received by Carrier.

Consignee or Receiver: The person, firm, or corporation shown on the Bill of Lading as the party receiving the shipment/property.

Consignor or Shipper: The person, firm, or corporation shipping the property and shown on the Bill of Lading as Consignor or Shipper of the property, and including Logistics if Logistics has engaged Carrier's services directly.

Consignee to Unload the Shipment (U.S./Canada): Consignee will perform the complete service of unloading the freight from the position in which it was transported in or on Carrier's vehicle.

Consignor to Load the Shipment (U.S./Canada): Consignor will perform the complete service of loading the freight in or on Carrier's vehicle and the proper stowing and/or stacking thereof to withstand the normal hazards of transportation. When blocking or bracing is necessary to ensure safe transportation, such blocking or bracing must be furnished and installed by and the expense of the Consignor.

Consolidation: The combining of two or more LTL shipments at one point into a composite truckload or other unit of volume for transportation to another point.

Constructive Placement: The holding of a vehicle at a place other than the designated loading or unloading site due to the inability of Consignor or Consignee to accept the vehicle for actual placement after its tender.

Container Freight Station (CFS): Locations where cargo or shipments may be loaded into a container, or locations where cargo or shipments may be unloaded from a container.

Converta Van: A trailer that can be used as a flatbed by removing side panels.

CPM: Rate in cents per mile per vehicle used, maximum weight 45,000 lbs. per vehicle.

CPMP: Rate in cents per mile per “doubles trailer” used, maximum weight 22,000 lbs. per “doubles trailer.”

CPMS: Rate in per mile per set of two “doubles trailers” used, maximum weight 44,000 lbs. per set.

CPMT: Rate in cents per mile per vehicle used, maximum weight 45,000 lbs. per vehicle.

Customer: A person, company, or entity defined as Shipper, Consignor, Consignee, Logistics, or Third Party of a shipping transaction.

CWT: Rate per 100 lbs.

DPP: Dollars per “doubles trailer” used, maximum weight 22,000 lbs. per “doubles trailer,” subject to shipper load consignee unload.

DPS: Dollars per set of two “doubles trailers” used, maximum weight 44,000 lbs. per set, subject to shipper load consignee unload.

DPT: Dollars per vehicle used, maximum weight 45,000 lbs. per vehicle.

Debtor or Payor: The person or entity obligated to pay the optional and additional service fees and charges or freight charges to Carrier, whether Consignor, Consignee, or other party.

Dimensional Weight (DMWT): Rating provisions which require the calculation of a dimensional weight for rating purposes will be computed at the actual cube multiplied by the dimensional weight factor provided within Customer's pricing agreement. The use of PDIM/EDIM indicates Priority or Economy level of service with dimensional pricing.

Distribution: The segregation and delivery of property from a composite truckload or other unit of volume.

Domestic Forwarder: A company that arranges for transportation of cargo belonging to others, utilizing for-hire carriers to provide the actual truck transportation (may also arrange air or ocean transportation). Forwarders typically assemble and consolidate shipments at origin and disassemble and deliver shipments at destination.

Doubles Trailer: One trailer not to exceed 29 feet in length.

Export: Shipments originating from the 48 contiguous United States that are: (a) consigned to points outside the contiguous 48 United States and moved in part by an ocean or air carrier, or (b) consigned to ocean or air carriers for delivery outside the contiguous 48 United States, or (c) consigned to a warehouse and within 12 months consigned to points outside the contiguous 48 United States.

Extraordinary Value: Articles exceeding \$50 per pound per package or a carrier liability exceeding \$100,000 per incident per Shipper, whichever produces the lesser charge.

FedEx Freight (FXF): FedEx Freight, Inc., formerly FedEx Freight East, Inc. and FedEx Freight West, Inc.

Foreign Freight Forwarder: The party arranging the carriage of goods, including connected services and/or associated formalities on behalf of Shipper or Consignee for import or export freight.

Forwarder: See “Domestic Forwarder” or “Foreign Freight Forwarder” as applicably defined herein.

Handling Unit (HU) Chargeable Weight: Dimensional weight if dimensional weight is greater than actual weight or average weight if the actual weight is greater than dimensional weight.

HGB: Household Goods Carriers Bureau Agent.

Holidays (Canada): New Year's Day, Good Friday, St. Jean Baptiste (Québec only), Victoria Day, Canada Day, Civic Holiday Canada, Labour Day, Remembrance Day, Thanksgiving Day, Christmas Day, Boxing Day, or any other day generally observed as a holiday by Carrier at the point where the service is performed. When a holiday falls on Saturday or Sunday, the following Monday will be considered as a holiday.

Holidays (U.S./Offshore): New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and the day after, Christmas Eve Day, Christmas Day, or any other day generally observed as a holiday by Carrier at the point where the service is performed. When a holiday falls on Sunday, the following Monday will be considered as a holiday; when a holiday falls on Saturday, the preceding Friday will be considered as a holiday. Hawaii only: King Kamehameha Day. Puerto Rico only: Three Kings Day, Good Friday, Constitution Day.

Abbreviations, definitions, and explanation of terms

Pertaining to U.S. and U.S./Canada

Import: Shipments originating outside the 48 contiguous United States that are: (a) consigned to points within the contiguous 48 United States and moved in part by an ocean or air carrier, or (b) consigned from ocean or air carriers for delivery within the contiguous 48 United States, or (c) consigned to a warehouse and within 12 months consigned to points within the contiguous 48 United States.

Intrastate: Origin and destination points reside within the same state.

Interstate: Origin and destination points do not reside within the same state.

Joint Line Traffic: The transportation of a shipment via two or more motor carriers, not including carriers performing pickup service at a point of origin or delivery service at point of destination or at intermediate interchange point as agent of the originating or delivery carriers.

Local Traffic – Local Haul: The same as Single Line Traffic.

Logistics: Logistics as used herein shall be defined as any Broker, Freight Forwarder, Third-Party Logistics Provider or Agent of Shipper requesting or receiving the benefit of Carrier's services for its own account or that of its customer.

LTL: Less than truckload. A quantity of freight weighing less than 20,000 lbs. and occupying less than one pup, and whose rate or rating is subject to a minimum weight of less than 20,000 lbs., or is less than truckload (TL)

LTL Dimensional Rates: Dimensional weight rates with a stated minimum weight of less than 20,000 lbs.

Lumper: A lumper service is a third-party service that provides loading and/or unloading services at Customer's or Consignee's facility.

Minimum Charge Floor (MCF): The minimum charge after application of all pricing terms.

Multiple Shipment Minimum Charge (MSMC): When more than one shipment is tendered at one time and place or a single shipment is tendered at Carrier's service center, the shipment will be subject to the Multiple Shipment Minimum Charge.

New and Used Cargo: (a) Cargo is considered NEW only if (i) it is tendered for transportation directly from the place of manufacture, and (ii) it remains in its original box, carton or shipping container, and (iii) has never been removed from the manufacturer's original packaging. All cargo not considered NEW under this definition is considered USED, even if it has not actually been used for the intended purposes; OR (b) If cargo has been reconditioned, refurbished, rebuilt, remanufactured, it is considered USED for the purpose of the applicable rates and liability limits, even if such is shipped in its original packaging or similar to its original packaging; OR (c) USED cargo includes all commodities other than new, including but not limited to internet auctions, interplant moves, articles of household goods, personal effects, cargo shipped as part of an Interplant Move; antiques, and display or demonstration models, whether listed as such on the Bill of Lading or not. These articles will only be accepted for transportation as USED cargo. INTERPLANT MOVES means a shipment by a company from one of its facilities to one or more of its other facilities (or the facilities or its divisions or subsidiaries) of any items that are not manufactured or distributed by the company as part of its normal business operations. Facilities of a company include, but are not limited to, its offices, warehouses, distribution centers and manufacturing facilities. (d) Failure of the shipper to declare the cargo USED will not alter the application of this part.

Net Charge: Net dollar amount billed to the debtor after reduced rates or charges through the application of governing discounts, allowances, rates, exception ratings, or any other reduction have been applied.

Palletized Shipment: A shipment tendered to and transported by Carrier on pallets (elevating truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).

Payor or Debtor: The person or entity obligated to pay the optional and additional service fees and charges or freight charges to Carrier, whether Consignor, Consignee, or other party.

Place: A particular street address or other designation of a factory, store, warehouse, place of business, or private residence at a "point."

Point: A particular city, town, village, community, or other area which is treated as a unit for the application of linehaul rates.

Port: The geographic area covered by the applicable port authority.

Power Equipment: Any gasoline, diesel, electric, or gas-driven equipment, including electric powered cranes and lift-truck equipment.

Pup: One trailer not to exceed 29 linear feet of loading space.

Rate: A charge per unit of measurement.

Rated as Weight: Shipment Chargeable Weight plus deficit weight.

RVNX: Released value not exceeding.

Set: Two trailers each not exceeding 29 linear feet of loading space.

Shipment: Except as otherwise provided in this rules tariff, a shipment consists of a quantity of freight tendered to Carrier by one Consignor at one place at one time for delivery to one Consignee at one place on one Bill of Lading.

Shipment Chargeable Weight: The sum of all HU chargeable weights.

Single Line Traffic: The pickup, transportation and delivery of a shipment via one carrier or via two or more motor carriers specifically designated as being considered as one carrier, whether pickup service at point of origin or delivery service at point of destination is performed by Carrier or for its account by another carrier as its agent.

Single Shipment Minimum Charge (SSMC): When a single shipment is tendered at one time and place, the shipment will be subject to the Single Shipment Minimum Charge.

Site: A particular platform or specific location for loading or unloading at a "Place."

Straight Truck: A two- or three-axle vehicle ranging from 12 to 24 feet in length, propelled by mechanical power, and used on a highway in transportation, with cab (driver compartment) separate from the cargo compartment and with or without liftgate.

Third Party: When used on, or in reference to, a Bill of Lading, any party other than Consignor, Shipper, or Consignee (or affiliates) identified on the Bill of Lading.

TL: Truckload. A quantity of freight weighing 20,000 lbs. or more, or occupying one pup or more, or whose TL rate or rating is subject to a minimum weight of 20,000 lbs. or more.

TL Dim Rates: Means "dim rates" with a stated minimum weight of 20,000 lbs. or greater.

Tractor: A mechanically powered unit used to propel or draw a doubles trailer, trailer, or vehicle on the highways.

Traffic Handled Direct: The transportation of a shipment via only one motor carrier (not including carriers specifically designated as being considered as one carrier; whether pickup service at point of origin or delivery service at point of destination is performed by such carrier or for its account by another carrier as its agent.

Trailer: One unit of equipment not exceeding 29 linear feet of loading space.

Truck: A wheeled power unit and cargo compartment combined as one unit for the transportation of property, or a tractor as described above in "Tractor," coupled to a doubles trailer or vehicle, as described in definitions "Doubles Trailer" and "Vehicle."

Two-Linehaul, Three-Linehaul, Four-Linehaul: Includes the carrier for whose account the provisions are published. Unless otherwise specifically provided, two or more carriers specifically designated as being considered as one carrier will be considered as only one line.

Vehicle: Wherever the term "vehicle" or "vehicles" is used, such terms will have reference to either a trailer which does not exceed 53 feet in length or two trailers, each of which does not exceed 29 feet in length.

Vehicle (Canada): Except when otherwise provided, any vehicle of not less than 40 feet in length or a combination of vehicles each not more than 29 feet in length, drawn by a single power unit and used on the highways for the transportation of property.

Wharf: Any wharf, berth, pier, quay, landing, or other structure to which a vessel may make fast and that area or structure (other than a public utility warehouse) immediately adjacent, which is used for transit storage, loading, unloading, assembling, or distribution of goods or merchandise.

Will Call: Any shipment where there is a request to pick up freight at Carrier's service center.

"*": An asterisk shall denote all forms of change, including cancellation.

Terms and Conditions

Effective January 5, 2026

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FedEx Freight Space and Pace Terms and Conditions

Unless otherwise provided, exceptions to rules of the National Motor Freight Classification and the FXF 100 Series Rules Tariff herein (including any provisions herein which conflict with rules of the National Motor Freight Classification and the FXF 100 Series Rules Tariff) take precedence over those published in the National Motor Freight Classification and the FXF 100 Series Rules Tariff.

Unless otherwise provided, all references in this rules tariff to Bill of Lading terms published by the NMFC, or otherwise, refer to the Uniform Straight Bill of Lading terms and conditions as they existed in NMFC100, Item 365 on August 1, 2016, without the modifications made by Supplement 2 to NMF 100-AP issued July 14, 2016, by NMFTA with an effective date of August 13, 2016. A copy of this version of the uniform Straight Bill of Lading terms and conditions is available upon request.

Shipments moving between points in the U.S. and points in Canada in connection with FedEx Freight Canada (FXFC) will be subject to the rules, charges, and provisions listed for U.S./Canada and/or Canada/U.S. The rule, charge, or provision published in U.S./Canada or Canada/U.S. will apply and take precedence.

Shipments moving between points in Canada (intra-Canada shipments) in connection with FedEx Freight Canada (FXFC) and shipments between points within Mexico (Intra-Mexico shipments) will be subject to the rules, charges, and provisions of the **FXF 100 Series Rules Tariff**.

Abbreviations – Province or State

U.S./Canada, Canada/U.S.

1. Uniform explanation of where two-letter abbreviations of provinces, as set forth by the U.S. Postal Service, are used in tariffs and supplements issued by FXFC and FXF. The abbreviations and explanations will be as follows:

Province Abbreviation	Explanation	Province Abbreviation	Explanation
AB	Alberta	NU	Nunavut
BC	British Columbia	ON	Ontario
MB	Manitoba	PE	Prince Edward Island
NB	New Brunswick	QC (formerly PQ)	Quebec
NL (formerly NF)	Newfoundland	SK	Saskatchewan
NS	Nova Scotia	YT	Yukon
NT	Northwest Territory		

Advancing Charges

ADVC, ADVP

U.S., U.S./Canada, Canada/U.S.

Exception to NMFC Item 450170

- Carrier will advance charges "incidental to the transportation of the shipment" only. The nature of the charges must be stated on the Bill of Lading at the time of shipment.
- When charges incidental to the transportation of the shipment are to be advanced, the following handling charges apply:
 - 5.90%** of the amount advanced, subject to a **\$201** minimum charge. These charges will be collected from Consignee unless prepaid by Shipper and so noted on the Bill of Lading at time of shipment.
- The term "incidental to the transportation of the shipment" includes only the following:
 - Inbound transportation charges and cost of preparing immediate transportation entry papers. Ocean transportation charges moving in foreign commerce will not be advanced.
 - Charges for in bond or custom house, loading, unloading, warehouse storage and handling, demurrage, wharfage, or handling charges on import shipments, Carrier's storage, import handling, packing or crating, or drayage from actual origin to Carrier's service center.
 - Charges for broker's fees, or customs or in bond shipment, except charges will not be advanced on shipments transported through the United States as they move from one foreign country to another.

A.M. Delivery

GAMD, GAMX

U.S., U.S./Canada, Canada/U.S.

- A.M. Delivery is Carrier's delivery, or attempted delivery, of a shipment at or prior to 10:30 a.m. local time, in accordance with Carrier's normal transit standards in effect at the time of the shipment under the Terms and Conditions set forth in this item. The "scheduled delivery commitment" is based upon the transit standards between any two eligible ZIP or postal codes.
- Eligibility: Shipments picked up by 5 p.m. local time for direct point of service are eligible for A.M. Delivery at or prior to 10:30 a.m. local time. The scheduled delivery commitment is based on the date the pickup occurs and not on the date the pickup was scheduled to occur (does not cover missed pickups). When an applicable A.M. Delivery sticker or request is accepted by Carrier, A.M. Delivery covers shipments to eligible points. To determine if a point is eligible for A.M. Delivery within the 48 contiguous United States, go to fedexfreight.com/content/dam/web/us/documents/fedexfreightamdelivery.xlsx or call United States Customer Service at 1.866.393.4585. To determine if a point in Canada is eligible for A.M. Delivery:

- If origin point is in the United States, contact U.S. Customer Service at 1.866.393.4585.
- If origin point is in Canada, contact Canada Customer Service at 1.800.567.5567.

- Requesting A.M. Delivery service: In order to request the A.M. Delivery Service, customer must clearly and distinctly indicate "A.M. Delivery" sticker to the face of the Bill of Lading.
- Charges for A.M. Delivery service are the debtor's otherwise applicable net linehaul charges for that shipment (the "Standard Charges"), plus **\$212**.
- Refund request due to missed service: In the event the shipment is not delivered at or by 10:30 a.m. on the day of the scheduled delivery commitment, subject to certain exceptions set forth in number 6, and upon request of the debtor only, all transportation charges related to the specific shipment will be refunded to Customer or credited to Customer's account at Carrier's option. To initiate a refund request, the debtor shall notify Carrier via email to expeditedrefund@fedexfreight.com within fifteen (15) calendar days of the date of the scheduled delivery commitment.

The email will include the pro number of the shipment in question, debtor's company name and contact information, along with a description of the service failure. If Customer's refund request is denied, an appeal may be submitted via email to expeditedrefund@fedexfreight.com within five (5) business days of Carrier's original refund request denial. Carrier will not issue refunds or credits to third parties and/or agencies.

- Exclusions to A.M. Delivery: A.M. Delivery does not apply on the following shipments:
 - Originating from or destined to any points outside the contiguous U.S. or Canada.
 - Not properly packaged or labeled by Shipper.
 - Delayed due to missing, incomplete, or inaccurate documentation.
 - Requiring special equipment for delivery, including liftgate, forklift, crane, or other mechanical devices.

FedEx Freight Space and Pace Terms and Conditions

(A.M. Delivery, cont.)

- E. Shipments requiring notification or appointment prior to delivery.
 - F. Shipments that are destined for will-call points.
 - G. Shipments for consolidation or distribution.
 - H. Containing hazardous materials that are incompatible with other items on the trailer.
 - I. Involving Volume Services, brokerage, intermodal, spot market pricing, or other special programs.
 - J. Shipments subject to Capacity Load.
 - K. Shipments subject to Cubic Capacity and Density.
 - L. Held for inspection or detained by governmental regulation or mandate.
 - M. Shipments moving on government Bills of Lading or on shipments where the actual freight charges are to be paid by the government.
 - N. Shipments picked up or delivered at convention or show sites.
 - O. Shipments destined to a non-eligible ZIP code as set forth on fedexfreight.com/content/dam/web/us/documents/fedexfreightamdelivery.xlsx for points in the U.S.
 - P. Shipments destined to a non-eligible postal code in Canada refer to number 2 contained herein for eligibility/contact information.
 - Q. Shipments delayed due to customs clearance issues.
 - R. Shipments moving on overnight service lanes into Canada through the FedEx Freight Toledo, OH, hub and/or Rochester, NY, hub will be excluded from A.M. Delivery. The only recourse for Customer is refunding the additional GAMD fee. For this specific lane exception, please refer to number 2 contained herein for contact information.
7. If the failure to meet the scheduled delivery commitment is caused by Carrier providing protection from freezing service or events beyond Carrier's control, including, but not limited to, acts of God; acts or omissions of public authority; riots, strikes, or labor disputes, including those of third parties; government regulations, orders, or requirements; disruption in ground transportation as a result of weather or other causes; acts of public enemies or acts of terrorism; disruption or failure of communications or information systems; or acts or omissions of Shipper, Consignee, or Owner of goods or any person or entity other than Carrier, the upcharges as shown in number 4 of this item will be subject to the refund process as noted in number 5 of this item, but the Standard Charges will apply without the Money-Back Guarantee.
 8. The Money-Back Guarantee for A.M. Delivery, as noted in number 5 of this item, does not cover shipments delivered by the scheduled delivery commitment but damaged nor short/partial deliveries. Customer must utilize Carrier's claims process to file claims for damaged items or short/partial deliveries.
 9. Carrier reserves the right of recourse against the requestor of the service should Carrier be unable to collect any applicable A.M. Delivery charges from the debtor.
 10. The remedies provided in this item are the sole and exclusive remedies for any claims arising specifically under A.M. Delivery. In no event shall Carrier be liable for any consequential, incidental, special, or economic loss or damages resulting from its failure to meet the scheduled delivery commitment, including, but not limited to, loss of income or profits, regardless of whether or not Carrier knew or should have known that such damages might have been incurred.
 11. These Terms and Conditions shall control in the event they directly conflict with the provisions contained in any applicable contract or other applicable rules tariff item.
 12. Carrier reserves the right to modify, suspend, or cancel A.M. Delivery at its sole discretion at any time without prior notice. In such cases, only the Standard Charges will apply. Any notices by Carrier of any amendment, suspension, or cancellation shall be provided via Carrier's applicable company website, which shall be the controlling version of the program's Terms and Conditions.
 13. Charges stated herein are subject to applicable fuel surcharges.

Application of Allowances, Commissions, and Off-Bill Discounts

U.S., U.S./Canada, Canada/U.S.

1. Except as otherwise provided, all individual allowances, commissions, and off-bill discounts applied by Carrier are governed by this publication. Allowance, commission, and off-bill discount publications are also governed by the specific governing publications and rules within the publication where the allowance, commission, or off-bill discount is so published.
2. Unless otherwise indicated in specific individual allowance, commission, and off-bill publications, the following will apply for all allowances and off-bill discounts:
 - A. Allowances, commissions, and off-bill discounts apply only when the specific requirements provided in individual publications are met.
 - B. Allowances, commissions, and off-bill discounts will be paid by Carrier sixty (60) days from the date of shipment. In the event Carrier fails to pay the allowance or off-bill discount, Customer must request payment within one-hundred eighty (180) days from the date of shipment or allowance or off-bill discount will not be paid and will be considered as forfeited.
 - C. Allowances or off-bill discounts will not be paid and will be considered forfeited if any of the following requirements are met:
 - i. Shipments rated at the applicable absolute minimum charge.
 - ii. Shipments weighing 20,000 lbs. or more or rated as 20,000 lbs. or more.
 - iii. Shipments moving on spot contracts (rates or charges quoted on specific movement per shipment).
 - iv. When for any one calendar month the otherwise applicable allowance and/or off-bill discount total for that month is less than \$100.
 - D. Commissions will not be paid and will be considered forfeited if any of the following requirements are met:
 - i. Shipments weighing 20,000 lbs. or more or rated as 20,000 lbs. or more
 - ii. Shipments moving on spot contracts (rates or charges quoted on specific movement per shipment)
 - iii. When for any one calendar month the otherwise applicable allowance and/or off-bill discount total for that month is less than \$100.
 - iv. The commission discount will be paid only on linehaul revenue and only to the extent provided in Customer's individual published discount program.
3. Unless otherwise indicated in individual pricing provisions, the following will apply:
 - A. The following provision applies for the application of loading allowances:
 - i. In lieu of pickup and loading service as provided in Pickup and Delivery Service, when Consignor elects to load Carrier's pup/set, Carrier will spot pup/set at Consignor's dock or trailer parking area. When necessary, Consignor will move pup/set to facilitate loading. Consignor will load pup/set and notify Carrier when loaded pup/set is ready for removal.
 - ii. Loading allowance will be calculated on the actual weight of the shipment.
 - iii. Loading allowance will not apply on shipments loaded by Carrier or that require Consignor to load.
 - B. The following provision applies for the application of unloading allowances:
 - i. In lieu of delivery and unloading service as provided in Pickup and Delivery Service, when Consignee elects to unload Carrier's pup/set, Carrier will spot pup/set at Consignee's dock or trailer parking area. When necessary, Consignee will move pup/set to facilitate unloading. Consignee will unload pup/set and notify Carrier when unloaded pup/set is ready for removal.
 - ii. Unloading allowance will be calculated on the actual weight of the shipment.
 - iii. Unloading allowance will not apply on shipments unloaded by Carrier or that require Consignee to unload.

FedEx Freight Space and Pace Terms and Conditions

(Application of Allowances, Commissions, and Off-Bill Discounts, cont.)

- C. The following provision applies for the application of pallet allowances: Pallet allowances will not be paid if Consignee elects to retain the pallet(s) or if Carrier returns the pallet(s) to Consignor.
- D. The following provision applies for the application of off-bill discounts:
- i. Each month, Carrier will compute the total qualifying revenue to determine the application of the volume dependent discount shown in individual pricing publication. The total qualifying revenue includes only linehaul charges accruing to Carrier in connection with outbound prepaid and inbound collect single line shipments.
 - ii. The off-bill or volume dependent discount will not be paid on any of the following:
 - a. Shipments rated per truckload or volume rates.
 - b. Shipments rated per commodity or commodity column or exception rates.
 - c. Shipments moving on spot contracts (rates or charges quoted on specific movement per shipment).
 - d. Shipments rated per publications that do not specifically reference the off-bill or volume dependent discount, including outbound collect and inbound prepaid.
 - e. Shipments billed to a third-party debtor if other than party for which the off-bill or volume dependent discount was published.
 - f. Shipments rated at the published absolute minimum charge.
 - g. Optional and additional service fees and charges, fuel surcharges, and premium service charges such as, but not limited to, Close of Business Delivery and A.M. Delivery, shown as separate charges on individual invoices, are specifically exempt from any off-bill discounts.
 - h. Shipments to which Carrier has cancelled linehaul charges in accordance with Carrier's Money-Back Guarantee program as contained in the Money-Back Guarantee section of this publication.
 - iii. The off-bill or volume dependent discount will be paid only on linehaul revenue and only to the extent provided in Customer's individual published discount program.

Application of FedEx Freight Space and Pace Base Rates

U.S., U.S./Canada, Canada/U.S.

1. As of January 6, 2025, FedEx Freight Space and Pace will have the following sets of published list rates: FXF PDIM and FXF EDIM.
2. Unless otherwise provided, the list rates published in individual Customer contracts and/or service agreements will apply.
3. Customers without negotiated pricing will be rated on the list rates FXF PZONE and FXF EZONE, subject to the [FXF 100 Series Rules Tariff](#).
4. FedEx Freight reserves the right to modify, suspend, or cancel list rates at its sole discretion at any time without notice.

Application of Cube/Density Base Rates

U.S., U.S./Canada, Canada/U.S.

(Applies only when reference is made hereto)

Rates and charges published herein, and as may be amended or superseded, are in dollars and cents in lawful currency of the United States of America.

1. Shipper is responsible to ensure that total weight and dimensions are shown on the original Bill of Lading when tendered to Carrier at time of shipment, and that such weight and dimensions are accurate.
2. Carrier reserves the right to verify the information furnished and make corrections when errors or discrepancies are found. All "metric" dimensions, measurements, and calculations will be converted to "cubic feet" for rating purposes.
3. All freight rates are based off the chargeable weight. To determine applicable rate(s), please see ["How to Calculate Your Rate."](#) In the event the total weight and dimensions are not shown on the Bill of Lading at time of shipment, Carrier will determine total weight and dimensions of the shipment to assess applicable charges and fees.
 - A. Rates as named herein apply on cargo which can be handled by hand, or by mechanical forklift, including commodities on/in pallets, skids, and containers.
 - B. A corrected Bill of Lading or letter of authorization to change dimensions or cube will not be accepted after shipment has been tendered for delivery.

Application of Tariffs

U.S., U.S./Canada, Canada/U.S.

1. Pricing programs apply on dimensions specifically provided for in individual Customer service agreement or contracts and only to Customer and its account codes shown in the service agreement or contract.
2. Except as otherwise provided, applicable discounts will be shown as a reduction on the freight bill from the otherwise applicable freight charges.
3. Pickup service must be provided by, or at the direction of, FedEx Freight. Shipments picked up by cartage agents or other carriers without authorization of FedEx Freight will not qualify for discounts.
4. When the applicable pricing provisions require FedEx Freight to make a remittance on a freight bill, such remittance will not be sent until the freight bill has been paid.
5. Discounts published in discount tariffs will not apply on the optional or additional service fees and charges.
6. Rates, allowances, discounts, or other rules do not apply to the extent that such provisions are in conflict with 49 CFR 373.103.
7. Unless otherwise provided, shipments to or from ZIP codes not provided for in FXF PZONE or FXF EZONE LTL Rate Scales, as contained in Customer's individual pricing program, will be rated by using the current FXF PZONE or FXF EZONE LTL series rate scale. As such, provisions of Customer's specific pricing agreement such as, but not limited to, published discounts, absolute minimum charges, and optional or additional service fees and charges shall be applicable in conjunction with the current FXF PZONE or FXF EZONE in the FedEx Freight Space and Pace Rules Tariff.
8. Any individual or entity that uses the FedEx Freight account or shipping discounts of another FedEx Freight account holder without authorization will be charged FXF PZONE or FXF EZONE rates for all such shipments without prior notice. This includes all shipments, whether they are classified as prepaid, collect, or third party, or any other method of billing. Unauthorized use includes, but is not limited to, using the shipping discount of another FedEx Freight account holder without the knowledge and permission of both FedEx Freight and the account holder.
9. Carrier reserves the right to modify, suspend, or cancel pricing programs at its sole discretion at any time without notice.

Application and Precedence of Rules and Tariffs

U.S., U.S./Canada, Canada/U.S.

1. Unless otherwise provided, when provisions of this service agreement are in conflict with those published in individual contracts and/or service agreements, such contracts and/or service agreements, to the extent of their application, will apply.
2. Reissued service agreements, items, or parts of items will cancel previously issued service agreements, items, or parts of items, or publications referenced thereto.
3. Unless otherwise provided, the provisions of this service agreement solely apply to customers with Space and Pace contracts/agreements.

FedEx Freight Space and Pace Terms and Conditions

(Application and Precedence or Rules and Tariffs, cont.)

4. When this service agreement provides for the application of charges, Carrier will maintain records to verify the charges and so document on any billing or invoicing to Payor. Optional and additional service fees and other charges set forth herein are not limited by nor intended to reflect Carrier's costs incurred.
5. Unless otherwise provided, charges for services shown herein will be borne by the party requesting the service or guaranteed to the satisfaction of Carrier before services will be performed.
6. Unless otherwise provided, charges for services shown herein will apply in addition to all other applicable charges.
7. Unless otherwise provided, requests for changes to a Bill of Lading must be in writing from the responsible party/parties.
8. Driver signature on the Bill of Lading only acknowledges receipt of freight, is not an indication of the condition or quantity of freight, and is not sufficient to bind Carrier to any conflicting or different terms or conditions referenced therein; Terms and Conditions of FedEx Freight Space and Pace Service Agreement will apply.
9. Unless otherwise provided, for shipments moving outside the U.S., FFX rules, rates, charges, provisions, and liabilities apply only to that portion of the movement between points within the U.S. and points of pickup from or delivery to the motor, ocean, air, or rail carrier, and/or Freight Forwarder. Shipments moving beyond the U.S. will be subject to the rules, rates, charges, provisions, and liabilities of Carrier and/or Forwarder handling the beyond movement. Shipments moving between points in the U.S. and points in Canada in connection with FedEx Freight Canada (FXFC) will be subject to the rules, charges, and provisions of the FedEx Freight Space and Pace Rules Tariff. Domestic/Intra-Canada shipments are governed by the **FXF 100 Series Rules Tariff**.
10. Shipments moving between points in the U.S. and/or points in Canada will be subject to the rules, charges, and provisions of the Space and Pace Rules Tariff.
11. FedEx Freight reserves the right to modify, amend, change, or supplement any of these rules at any time, without notice, including, without limitations, the rates, services, features of service, and other terms and conditions. The PDF version of the FedEx Freight Space and Pace Rules Tariff, accessible [here](#), is the most current version and is controlling.
12. Where a rule is published in this rules tariff governing the same matter as a rule published in the National Motor Freight Classification 100 series, such rule published herein, to the extent of its application, will apply in lieu of the rule published in the National Motor Freight Classification 100 series.
13. Except as otherwise provided, this rules tariff applies on shipments to or from Puerto Rico.

Bills of Lading, Freight Bills, and Statement of Charges

CBLC, CBLP, PLWT

U.S., U.S./Canada, Canada/U.S.

(Exception to NMFC Item 250100)

1. Transportation of shipments handled by Carrier are governed by the Bill of Lading terms and conditions shown in the National Motor Freight Classification as modified by the rules, regulations, and charges published in this rules tariff.
2. No deviation from these standard terms and conditions will apply in connection with shipments handled by Carrier, except upon written agreement signed by an officer of Carrier. Terms and conditions of pre-printed Bills of Lading tendered to Carrier by Shipper at time of shipment and signed by Carrier's driver or dock worker will not apply except upon written agreement of an officer of Carrier. Bills of Lading so tendered by Shipper at time of shipment will function as receipts for cargo only and be accepted by Carrier subject to, and will be governed by, the terms and conditions shown herein and as modified in this rules tariff.
3. Except as provided in number 2 above, the provision of NMFC Item 250100 will apply, except upon request the following will be provided:
 - A. Copies of freight bills, invoices, statements, or proofs of delivery.
 - B. Other forms or copies as may be required for submission with freight bills for payment.
4. When Carrier receives a request to change or amend any aspect of Carrier's freight bill from the responsible party, such as Consignor, Consignee, or Third Party, the following provisions will apply:
 - A. Requests to change Payor of the charges or the payment status from collect to prepaid or prepaid to collect will be subject to acceptance by Carrier. The request must be made in writing. There will be a **\$50** fee for this service.
 - B. Requests to change the freight charge collection status from prepaid to collect will not be accepted if Section 7 of the corrected Bill of Lading has been signed by Consignor, or once the shipment has been delivered, or if shipment has been lost or damaged.
 - C. Requests to change the actual or released value of a commodity will not be accepted after the shipment has been delivered.
 - D. Requests to change the commodity description, weight, or pieces shall be accompanied by satisfactory written documentation acceptable to Carrier, such as original invoice or descriptive advertising copy.
 - E. Requests must be made via corrected Bill of Lading, letter of authority, or any other acceptable means with requestor's signature.
 - F. Requests to change the debtor of FedEx Freight shipments for reasons other than Carrier error require a letter of authorization (LOA) from the new bill-to party only. If true Third Party refuses the charges, Consignor may be billed without a LOA.
5. Driver signature on the Bill of Lading only acknowledges receipt of freight. Terms and conditions of the FedEx Freight Space and Pace Rules Tariff effective at time of shipment and the Bill of Lading contract as provided in the NMFC will apply.
6. When Consignor fails to state the freight terms (prepaid or collect) in writing on the Bill of Lading:
 - A. Shipments originating from Canada, including but not limited to Intra-Canada, will move as collect and all applicable charges will be borne by Consignee.
 - B. All other shipments will move as prepaid, and all applicable charges will be borne by Consignor.
7. Fees as stated in number 4A above are only applicable on shipments from, to, or between points within the U.S., including Alaska, Hawaii, Puerto Rico, and the U.S. Virgin Islands.
8. Shipper acknowledges that any and all comments that may be included in the "Remarks" section of the Bill of Lading are for Carrier informational purposes only. Shipper further acknowledges that Carrier will not have any obligations or liabilities under any circumstances for any comments that may be included in such section.
9. Unless otherwise provided, all weights will be shown in pounds.
10. When Customer's pricing program is published with a pallet weight waiver and/or allowance, Customer is required to list the pallet weight on the original Bill of Lading as a separate line item. If Customer fails to list the pallet weight on the Bill of Lading, Carrier will assume the weight presented on the Bill of Lading to be the net weight of the commodities alone, excluding any pallet weight. Carrier will apply a pallet weight calculation by multiplying the handling units times the pounds per pallet as published in Customer's pricing program.

California Compliance Surcharge

CCSC

U.S., U.S./Canada, Canada/U.S.

Shipments moving to, from, or within the state of California will be subject to a charge of **\$26.50** per shipment. The charge will be in addition to all other lawful charges and will be

FedEx Freight Space and Pace Terms and Conditions

collected from the payor of the freight charges.

Capacity Load

CAPL, FUVI

U.S., U.S./Canada, Canada/U.S.

- When all or part of an LTL rated shipment tendered to Carrier is classified as being a "capacity load" shipment, the added charge will be as follows:
 - The Capacity Load surcharge is an added fee in addition to applicable linehaul charges and calculated as a percentage of net transportation charges that varies based on diesel price.
 - Net transportation charges will be calculated as gross linehaul rate minus discount and/or earned discount amount(s) or flat commodity rate.
- The terms "loaded to capacity" or "capacity load" mean:
 - That quantity of freight which, because of unusual shape or dimensions or because of necessity for segregation from other freight, requires the entire capacity of a pup, set, or a vehicle exceeding 29 feet in length; or
 - That quantity of freight which, in the manner loaded, utilized a linear length of 15 feet or more and either of the following conditions apply:
 - Linear width of the freight is equal to or is greater than 5 feet in the pup(s) or vehicle; or
 - Linear width of the freight is less than 5 feet, and no article identical in size and shipping form to the largest article in the shipment can be loaded in the pup(s) or vehicle.
 - That quantity of freight that exceeds 15,000 lbs., or by weight, or size exceeds that which can be legally loaded in a pup(s) or vehicle; or,
 - That quantity of freight consisting of one article loaded in a pup or vehicle when one additional article, weighing the same as or more than the article loaded, cannot be legally loaded.
- The provisions of this item may not be used to reduce rates, minimum weights, or total charges below the otherwise applicable charges on the shipment.
- When, during one calendar day, two or more shipments with the same debtor are received from one Consignor, at one origin address, destined to one or more Consignees at the same destination delivery address, that combined will aggregate to a capacity shipment as defined above, the shipments will be combined and considered as one shipment and will be subject to the provisions of this item.
- Combining of shipments as so stated in number 4 above will not be applicable on shipments of different service types, FedEx Freight® Priority, and FedEx Freight® Economy.
- Shipments moving under the provisions of FedEx Freight® Priority Plus, or Volume Services, are not subject to the provisions of Capacity Load. Please refer to the **FXF 100 Series Rules Tariff** for FedEx Freight Priority Plus or Volume Services.

Capacity Load Surcharge Table:

- The weekly national average diesel fuel prices set by the U.S. Department of Energy effective each Monday shall be used to determine the capacity load surcharge. All rates and charges for linehaul transportation and other services will be increased by the percentage shown below.
- Capacity load rated shipments will be subject to the surcharges listed in the table on fedexfreight.com/en-us/support-resources/service-guide/fuel-surcharges.

Note 1: The EIA (Energy Information Administration) fuel index is updated on the second business day of each week and may be determined by calling the EIA hotline at 1.202.586.6966. The applicable surcharge will become effective on the Wednesday immediately following.

*Note 2: Capacity Load surcharge percentages and associated trigger points are subject to change without notice. If the fuel surcharge drops below **19.80%** or rises above **57.80%**, the table above will be updated.*

Carrier Liability

UADV, ELCP, ELCC

U.S., U.S./Canada, Canada/U.S.

- Carrier's sole liability with respect to cargo loss, damage, delay, or destruction shall be as set forth in 49 U.S.C. § 14706, regardless of whether such standard would apply in the absence of this Agreement. Carrier shall not be liable for any loss or damage to a shipment or for any delay caused by an act of God, the public enemy, the authority of law, the inherent vice of the goods, or the act or default of Shipper. The burden to prove freedom from negligence is on the Carrier or the party in possession. In no case will Carrier be liable for any type of consequential, special, indirect, or exemplary damages, including, but not limited to, loss of income or profits, regardless of whether or not Carrier knew or should have known that such damages might have been incurred. If more than one section under this heading applies to a shipment, Carrier's liability will be determined pursuant to the section that results in lower liability of the Carrier.
- Customer shall, at its cost and expense, comply with all applicable federal, state, local, and international laws, rules, and regulations pertaining to its shipments and shall be responsible for all costs, liabilities, delays, fines, and expenses caused by, resulting from, or otherwise associated with any noncompliance by Customer or Customer's shipments with any such laws, rules, or regulations. Customer shall also be responsible for Carrier's charges pertaining to any services performed by Carrier at Customer's request for compliance with any such laws, rules, or regulations.
- Carrier's liability for loss or damage to any article(s) or part thereof for which the charges are determined by density of the package is limited to the lesser of (1) actual cost of the goods lost, damaged, or destroyed; (2) exclusions or limited liability provisions of the Bill of Lading; (3) \$100,000 per incident per Shipper; or (4) the maximum liability based on density (calculated by lbs. per cubic foot ["PCF"]) as shown below.

Table 1. MAXIMUM LIABILITY PER POUND PER PACKAGE

Density of the package	Maximum liability per pound per package
Less than 5 PCF	\$25
5 pcf or more but less than 7.5 PCF	\$20
7.5 pcf or more but less than 10 PCF	\$15
10 pcf or more but less than 15 PCF	\$10
15 pcf or more but less than 20 PCF	\$5
20 PCF or more	\$2

- Whether new, used, or reconditioned articles and regardless of declared, or actual value provisions, Carrier's liability for any shipment loss, damage, or delay shall not exceed the lesser of the actual value or the applicable liability limitations referenced in this item.
- Items described in the NMFC as released value will not exceed the maximum liability based on density as stated in Table 1.
- In lieu of the valuation indicated in the NMFC or calculated using Table 1 above, valuation, rates, and charges on used or reconditioned articles will be as follows:
 - When Consignor or Consignee declares no value or declares an actual or released value of \$0.50 or less per pound per package or fails to describe articles as used or

FedEx Freight Space and Pace Terms and Conditions

(Carrier Liability, cont.)

- reconditioned on the original Bill of Lading:
 - i. Apply 100% of Customer's otherwise applicable charges as published in tariffs subject to this item.
 - ii. Carrier's maximum liability shall not exceed \$0.50 per pound per package or \$10,000 per incident, whichever is lower.
- B. When Consignor or Consignee requests excess liability coverage for used or reconditioned articles exceeding \$0.50 per pound per package and describes the articles as used or reconditioned on the original Bill of Lading:
 - i. Recovery will not exceed the lesser of the actual value or **\$2.04** per pound per package, subject to a minimum charge of **\$337**, in addition to 100% of Customer's otherwise applicable charges as published in tariffs subject to this item.
 - ii. Consignor or Consignee will indicate on the original Bill of Lading (Carrier's form) in the designated area under Note 2 that excess liability coverage of \$4.50 per pound per package has been requested for the used or reconditioned articles. When combined with the standard maximum liability of \$0.50 per pound per package, the total allowable coverage, including the purchased excess liability coverage, shall be \$5 per pound per package. If Consignor or Consignee is using a Bill of Lading form where no designated area is provided, Consignor or Consignee shall indicate on the original Bill of Lading in the description of articles section: "Excess liability coverage requested in the amount of \$4.50 per pound per package."
 - iii. In no event shall Carrier's maximum liability for used or reconditioned articles exceed the actual value or \$5 per pound per package (including excess liability coverage), whichever is less, with a maximum of \$10,000 per incident.
- C. In all cases, the weight of packaging and/or shipping container, pallets, skids, and the like shall not be included when determining excess liability coverage or Carrier's maximum liability. Additional liability coverage is not and will not be considered as insurance for the cargo.
- 7. Application of this paragraph is only while the shipment is in Carrier's possession within points within the U.S. and cross-border shipments between the U.S. and Canada. Unless Carrier has agreed to assume excess liability for new articles and so noted as outlined in number 8 below, Carrier's maximum liability shall be the actual cost of goods supported by certified copy of original invoice not to exceed maximum liability established in accordance with number 3 above. In all cases, the weight of packaging and/or shipping container, pallets, skids, and the like shall not be included when determining Carrier's maximum liability.
- 8. Consignor or Consignee can request that FedEx Freight assume liability in excess of otherwise applicable limits. When Consignor or Consignee declares that its Shipment has a value in excess of otherwise applicable limits, and therefore requests excess liability protection for new articles exceeding the recovery limits set forth in number 3 above, the following charges and provisions will apply:
 - A. Consignor or Consignee will indicate on the original Bill of Lading (Carrier's form) in the designated area under Note 2 the amount of the excess liability coverage requested for the new articles, not to exceed a maximum of \$25 per pound per package. When combined with the standard density based maximum liability, the total allowable coverage, including the purchased excess liability coverage, shall be the sum of maximum liability per pound per package from Table 1 in number 3 above plus an additional \$25 per pound per package (see example). If Consignor or Consignee is using a Bill of Lading form where no designated area is provided, Consignor or Consignee shall indicate on the original Bill of Lading in the description of articles section: "Excess liability coverage requested: (total amount of excess coverage requested in dollars per pound, not to exceed a maximum of \$25 per pound per package)."
 - Example – For a package having density of 22 lbs. per cubic feet and excess coverage of \$25 per pound per package requested –
 - i. Maximum liability based on density of package and Table 1 = \$2.50 per pound per package.
 - ii. Excess coverage requested = \$25 per pound per package.
 - iii. The total allowable coverage shall be = \$2.50 + \$25 = \$27.50 per pound per package.
 - B. Charges for excess liability coverage will be assessed based on **3%** of the requested excess liability coverage, subject to a minimum charge of **\$147**.
 - C. In no event shall Carrier's maximum liability for new articles exceed the actual value of the articles or total allowable coverage (including excess liability coverage) calculated in 8A, whichever is less, with a maximum of \$100,000 per incident. In all cases, the weight of packaging and/or shipping container, pallets, skids, and the like shall not be included when determining excess liability coverage or Carrier's maximum liability.
- 9. Excess liability protection is not available for the following:
 - A. Shipments subject to the rules in numbers 6 above and 10 below are not eligible for Carrier to assume excess liability pursuant to number 8 above.
 - B. Excess liability contained within number 8 herein, is expressly disallowed on shipments to points outside of the U.S., its possessions, or to points located in Canada. Any excess liability to points outside of the U.S., its possessions, or to points located in Canada is the responsibility of Shipper through Shipper's own insurer.
- 10. For shipments moving from points in the U.S. to points in Puerto Rico, Hawaii, and/or Alaska and shipments moving from points in Puerto Rico, Hawaii, and/or Alaska to points in the U.S., the following limitations of cargo liability provisions will apply:
 - A. Carrier's U.S. domestic liability limitations will apply, except that no excess liability coverage is available and Carrier's maximum liability will not exceed the lesser of the actual value supported by a certified copy of the original invoice or the applicable liability limitations referenced in this rules tariff item.
- 11. For shipments requiring customs clearance, Shipper, Consignee, Third Party, Broker, and/or Agent is responsible for complying with all applicable domestic and international treaties, laws, government regulations, orders, or requirements including, but not limited to, customs and import laws and regulations of any country to, from, through, or over which the shipment may be carried and agrees to furnish such information and complete such documents as are necessary to comply with such treaties, laws, regulations, orders, or requirements. Under no circumstance will Carrier be liable for failure to comply with any such provisions.
- 12. The parties agree that FedEx Freight will be exempt from any obligation or liability that may arise from:
 - A. Accidents or acts of God, or from any other reasonable cause that is beyond FedEx Freight control.
 - B. Governmental actions.
 - C. Erasures or scratches caused by electric or magnetic damage or from any other damage to electronic, photographic, or any other kind of images.
 - D. Incomplete or inaccurate information stated in the service order.
 - E. Any of the following: theft, with or without violence, assault, attacks, disruption of public peace, kidnapping, fire, earthquake, revision of the merchandise at fiscal inspection stations or customs offices run by different administrative authorities, and in general any disaster or action, with or without violence, that may happen to FedEx Freight, FedEx Freight U.S., and/or to Carrier and by which the conservation, keeping, and/or delivery of the merchandise, total or partial, is prevented, in conditions different to the conditions when it was received.
- 13. FedEx Freight's additional liability with Customer in case of payment of additional charges in exchange for assumption of additional liability shall only be applicable in the event that FedEx Freight is directly liable for the damage or loss suffered by the merchandise. Furthermore, the parties agree that FedEx Freight shall not have any obligation before Customer in case the damage or loss that the merchandise suffers is caused by the events stated in number 13 of this item.
- 14. Any effort to request that Carrier assume excess liability in excess of the maximums allowed in this rules tariff is null and void, and the acceptance for carriage of any shipment bearing a request for excess liability coverage or a declared value in excess of the allowed maximums does not constitute a waiver of any provision of this tariff as to such shipment.
- 15. Shipper and Receiver will each defend and indemnify Carrier against any claim or allegation by any thirdparty (including costs of defense and reasonable attorney fees) seeking to impose liability on Carrier in excess of the liabilities expressly assumed herein.
- 16. Unless and except to the extent Carrier has expressly assumed additional liability in these Terms and Conditions, Carrier will have no liability for delay in delivery to loss of or damage to cargo, except to the extent caused by Carrier's failure to deliver with reasonable dispatch and such failure results in physical loss of or damage to cargo.

FedEx Freight Space and Pace Terms and Conditions

Note 1: All liability per pound per package will be subject to a maximum Carrier liability of \$100,000 per incident per Shipper.

Note 2: Packaging requirements as stated in NMFC are applicable to all shipments.

Close of Business Delivery

GTE

U.S.

1. The Close of Business Delivery service is Carrier's delivery, or attempted delivery, of a shipment in accordance with Carrier's normal transit standards in effect at the time of the shipment under the Terms and Conditions set forth in this Item.

Close of Business Delivery commitment is considered 5 p.m. (local time), unless a later delivery time is acceptable by Consignee based on prior arrangements, but no later than 11:59 p.m. (local time). The "scheduled delivery commitment" is based upon the transit standards between any two ZIP codes and can be found on fedexfreight.com or by contacting Customer Service at 1.866.393.4585.

2. Eligibility: Only shipments picked up by 5 p.m. local time are eligible for Close of Business Delivery service. The scheduled delivery commitment is based on the date the pickup actually occurs and not on the date that the pickup was scheduled to occur (i.e., does not cover missed pickups). Close of Business Delivery service covers all less-than-truckload (LTL) direct shipments originating from and destined to all points in the 48 contiguous states.

3. Requesting service: In order to request the Close of Business Delivery service, Customer must clearly and distinctly indicate "Close of Business" on the face of the Bill of Lading when the shipment is tendered to Carrier.

4. Charges for Close of Business Delivery service are the debtor's otherwise applicable net linehaul charges for that shipment (the "Standard Charges"), plus an upcharge of **\$134**, except for Customers shipping a FedEx Freight® Priority shipment rated per the current FXF PDIM, and shipped pursuant to the FedEx Freight Space and Pace Rules Tariff.

5. Refund request due to missed service: In the event the shipment is not delivered at or by 11:59 p.m. (local time) on the scheduled delivery commitment, subject to certain exceptions set forth in number 7 below and upon request of the debtor only, all transportation charges related to the specific shipment will be refunded to Customer or credited to Customer's account at Carrier's option in the event the shipment is not delivered per the scheduled delivery commitment. To initiate a refund request, the debtor shall notify Carrier via email to expeditedrefund@fedexfreight.com within fifteen (15) calendar days of the date of the scheduled delivery commitment. The email will include the pro number of the shipment in question, debtor's company name and contact information, along with a description of the service failure. If Customer's refund request is denied, an appeal may be submitted via email to expeditedrefund@fedexfreight.com within five (5) business days of Carrier's original refund request denial. Carrier will not issue refunds or credits to third parties and/or agencies.

6. Exclusions: Close of Business Delivery does not apply to the following shipments:

- A. Originating from or destined to any points outside the contiguous U.S.
- B. Not properly packaged or labeled by Shipper.
- C. Delayed due to missing, incomplete, or inaccurate documentation.
- D. Requiring special equipment for delivery, including liftgate, forklift, crane, or other mechanical devices.
- E. Shipments requiring notification or appointment prior to delivery.
- F. Shipments that are destined for will-call points.
- G. Shipments that are held for consolidation or distribution.
- H. Containing hazardous materials that are incompatible with other items on the trailer.
- I. Involving Volume Services, brokerage, intermodal, spot market pricing, or other special programs.
- J. Shipments subject to Capacity Load
- K. Shipments subject to Cubic Capacity and Density.
- L. Held for inspection or detained by governmental regulation or mandate.
- M. Shipments moving on government Bills of Lading or on shipments where the actual freight charges are to be paid by the government.
- N. Shipments picked up or delivered at convention or show sites.

7. If the failure to meet the scheduled delivery commitment is caused by Carrier providing protection from freezing service or events beyond Carrier's control, including, but not limited to, acts of God; acts or omissions of public authority; riots, strikes, or labor disputes, including those of third parties; government regulations, orders, or requirements; disruption in ground transportation as a result of weather or other causes; acts of public enemies or acts of terrorism; disruption or failure of communications or information systems; or acts or omissions of Shipper, Consignee, or Owner of goods or any person or entity other than Carrier, the additional upcharge amounts as stated within this item, "Close of Business Delivery," will not be assessed, but the Standard Charges will apply.

8. If Carrier attempts delivery by the scheduled delivery commitment but is unable to complete delivery due to exceptions caused by Shipper or Consignee, the Standard Charges plus the upcharge amounts as stated within this item, "Close of Business Delivery," shall be due to Carrier. Exceptions generally include, but are not limited to, shipments where Shipper or Consignee delays or refused delivery for any reason.

9. The Money-Back Guarantee for Close of Business Delivery does not cover shipments delivered, damaged, or short/partial deliveries. Customer must utilize Carrier's claims process to file claims for damaged items or short/partial deliveries. Close of Business Delivery does, however, cover the transportation charges associated with damaged items delivered beyond the scheduled delivery date, or short/partial deliveries if Carrier fails to deliver at least one item out of the shipment by the scheduled delivery date.

10. Carrier reserves the right of recourse against the requestor of the service should Carrier be unable to collect any applicable Close of Business Delivery charges from debtor.

11. The remedies provided in this item, "Close of Business Delivery," are the sole and exclusive remedies for any claims arising specifically under Close of Business Delivery. In no event shall Carrier be liable for any consequential, incidental, special, or economic loss or damages resulting from its failure to meet the scheduled delivery date, including, but not limited to, loss of income or profits, regardless of whether or not Carrier knew or should have known that such damages might have been incurred.

12. These Terms and Conditions shall control in the event they directly conflict with the provisions contained in any applicable agreement/contract or other applicable rules tariff item.

13. Carrier reserves the right to modify, suspend, or cancel Close of Business Delivery at its sole discretion at any time without prior notice. In such cases, only the Standard Charges will apply. Any notices by Carrier of any amendment, suspension, or cancellation shall be provided via Carrier's applicable company website, which shall be the controlling version of the program's terms and conditions.

14. Charges stated herein are subject to applicable fuel surcharges.

Collection of Charges and Extension of Credit

WIRE, WIRI, NSF, NSFP, NSFC

U.S., U.S./Canada, Canada/U.S.; see 1J, 1K, and 2D, line 8 for exceptions.

1. Collection of charges accruing, and responsibility for payment of all freight charges, are due and payable to Carrier, subject to the following provisions:

- A. For prepaid shipments, charges are due and payable by Consignor at the time the prepaid shipment is tendered by Consignor.

FedEx Freight Space and Pace Terms and Conditions

(Collection of Charges and Extension of Credit, cont.)

- B. For collect shipments, charges are due and payable by Consignee at the time the collect shipment is received by Consignee.
 - C. For optional and additional services, charges are due and payable by the requestor at the time any optional and additional service is requested or possession of the shipment involved, or any part thereof, is relinquished by Carrier.
 - D. For third-party shipments, charges are due and payable by the party shown on the original Bill of Lading as Payor of the freight charges, upon presentation of a freight bill.
 - E. No shipment will be accepted when the linehaul charges are partially prepaid or partially collect.
 - F. Freight charges must be prepaid on all shipments consigned to trade or traveling shows, fairs, or exhibits.
 - G. Freight charges must be prepaid on export shipments, except as follows:
 - i. Shipments moving on Government Bills of Lading.
 - ii. Shipments destined to U.S. or Canada when freight charges are guaranteed by Consignor or when established credit and guarantee of charges have been secured with the U.S. domestic Consignee or Freight Forwarder.
 - H. Except as otherwise provided, rates and charges contained herein are expressed in U.S. currency.
 - I. Except as otherwise provided, payment of freight charges will be in U.S. currency.
 - J. FedEx Freight may consider payment type in determining pricing and discounts and reserves the right to adjust discounts based on payment type. Only applicable for U.S./Canada and Canada/U.S.
 - K. For Non-Credit Prepaid shipments, charges are due and payable by Consignor at the time the prepaid shipment is tendered by Consignor. Only applicable for U.S./Canada and Canada/U.S.
2. Extension of credit for charges accruing may be provided to Consignor/Consignee by Carrier in Carrier's sole discretion, as follows:
- A. Presentation of freight charges may be by U.S. mail, Electronic Data Interchange (EDI), or by other acceptable methods.
 - B. Extension of credit, excluding Saturdays, Sundays, and legal holidays, will be as follows:
 - i. Outbound prepaid – fifteen (15) days from shipment date.
 - ii. Outbound collect – fifteen (15) days from delivery date.
 - iii. Additional charges after freight relinquished – thirty (30) days from presentation of the subsequently issued freight bill.
 - C. Payment may be by valid check, draft, money order, Electronic Funds Transfer (EFT), Automatic Clearing House (ACH), or other acceptable methods. Cash will not be accepted.
 - i. FedEx Freight may consider payment type in determining pricing and discounts, and reserves the right to adjust discounts based on payment type.
 - D. When payment is by wire transfer, the following charge will apply:
 - i. For domestic, **\$59** for each wire transfer transaction.
 - ii. For international, **\$76** for each wire transfer transaction.
 - iii. When Third Party (a party other than Consignor/Consignee or its freight payment processor) is shown on the Bill of Lading as being responsible for the payment of freight charges, the shipment will be subject to the following provisions:
 - a. Shipment will be billed as "prepaid."
 - b. Consignor does not execute Section 7 of the Bill of Lading (and if executed, Section 7 will be of no effect).
 - c. Consignor has established credit with originating Carrier.
 - d. Consignor guarantees to pay all accrued charges if Third Party fails to do so within the time allowed.
 - e. Name and address of Third Party must be clearly shown on the original Bill of Lading.
 - iv. When checks or similar instruments tendered to Carrier are returned to Carrier unpaid, the following service charge will apply:
 - a. **\$147** for each check or similar instrument.
 - v. If Carrier is forced to utilize an outside collection source, the following provisions will apply:
 - a. Revocation of all applicable discounts and allowances, resulting in collection of gross charges;
 - b. Debtor will be liable for any and all costs of collection including, but not limited to, commissions to collection agencies and attorney fees.
 - vi. Any attempt to discharge an outstanding debt to Carrier by marking a payment of less than full outstanding balance "Paid in Full" or "Accord and Satisfaction" or similar language will be null and void.
 - vii. Payments made on a debtor's account may be applied to any unpaid invoice issued on that account.
 - viii. When Consignee instructs Carrier to bill the freight charges to Third Party and such information is not shown on the Bill of Lading and shipping order at time of shipment, an additional charge of **\$100** will be assessed for a new billing in addition to all other applicable charges. The additional charge will be assessed against the party billed for the freight charges. Only applicable for U.S./Canada and Canada/U.S.

Confidentiality

U.S., U.S./Canada, Canada/U.S.

1. Consignor and Consignee agree that the terms of any Pricing or Transportation Agreement, including any attached pricing, are confidential and shall be held in strict confidence by all parties and may not be disclosed unless required by law. Consignor and Consignee agree not to post or publicly display the terms or the pricing. Carrier, Consignor, and Consignee also agree that any discussions or negotiations regarding pricing or any changes thereto (including but not limited to future pricing offerings) are also confidential and are pursuant to this provision of confidentiality. Notwithstanding the foregoing, disclosure by Carrier to subsidiaries, affiliates, and related entities of Carrier is permitted without prior authorization.
2. Carrier reserves the right, but is not required, to open and inspect any shipment with or without notice.

Currency

U.S., U.S./Canada, Canada/U.S.

1. Except as otherwise provided, all rates and charges for U.S./Canada (Cross Border) are expressed in U.S. currency.
2. Except as otherwise provided, payment of freight charges for shipments moving to/from the U.S. and Canada will be in U.S. currency.
3. Canadian Customer's bill will be converted to Canadian dollars, if so elected by Customer, at the exchange rate as of the date of shipment.

Custom Delivery Window

U.S., U.S./Canada, Canada/U.S.; see 7A for exceptions.

1. Custom Delivery Window is Carrier's delivery, or attempted delivery, of a shipment within the delivery date window requested by Shipper, in accordance with Carrier's normal transit standards in effect at the time of the shipment under the terms and conditions set forth in this item, Custom Delivery Window. The four levels of Custom Delivery Window service are delivery on a specific date, before a specific date, after a specific date, or within a date window. The first date in the delivery date window requested by Shipper must fall on or after Carrier's standard delivery date.

CDW

FedEx Freight Space and Pace Terms and Conditions

(Custom Delivery Window, cont.)

2. Eligibility: Shipments picked up before 5 p.m. local time for direct point service are eligible for Custom Delivery Window service on or after the standard delivery date. The scheduled delivery commitment is based on the date the pickup actually occurs before 5 p.m. (i.e., does not cover missed pickups). If 5 p.m. or after, it will be based on the following day normal transit standards.
3. Requesting Custom Delivery Window service: Customer must clearly and distinctly indicate "Custom Delivery Window" along with delivery date window specifications (i.e., "on date," "after date," "before date," or "between dates") on the face of the Bill of Lading when the shipment is tendered to Carrier. Custom Delivery Window will not apply to delivery dates that are prior to Carrier's normal transit standards.
4. Charges for Custom Delivery Window service are the debtor's otherwise applicable net linehaul charges for that shipment (the "Standard Charges").
5. Custom Delivery Window does not carry any guarantee of service. Attempted delivery of the shipment will be considered fulfillment of the Custom Delivery Window request. Appointments arranged by Consignee override Custom Delivery Window assignment for appointments set for a date beyond the scheduled service date.
6. Storage charges: Storage charges, as defined in Storage, will begin at 12:01 a.m. the second business day following the standard transit date, based on normal transit standards. Storage charges apply to business days only. If the first date in the Custom Delivery Window request is within two (2) business days of the standard transit date, then no storage charges will apply. Storage charges will accrue to the debtor of the freight bill.
7. Exclusions to Custom Delivery Window: Custom Delivery Window does not apply on the following shipments:
 - A. Originating from or destined to any points outside the contiguous U.S. or Canada.
 - B. Delayed due to missing, incomplete, or inaccurate documentation, labeling, or packaging.
 - C. Requiring special equipment for delivery, including liftgate, forklift, crane, or other mechanical devices.
 - D. Shipments that are destined for will-call points.
 - E. Shipments for consolidation or distribution.
 - F. Involving Volume Services, brokerage, spot market pricing, or other special pricing programs.
 - G. Held for inspection or detained by governmental regulation or mandate, including customs clearance.
 - H. Shipments moving on government Bills of Lading or on shipments where the actual freight charges are to be paid by the government.

If questions arise over Carrier failure to deliver, contact Customer Service at 1.866.393.4585.

Carrier reserves the right of recourse against the requestor of the service should Carrier be unable to collect any applicable Custom Delivery Window charges from the debtor.

In no event shall Carrier be liable for any consequential, incidental, special, or economic loss or damages resulting from its failure to meet the scheduled delivery commitment, including but not limited to loss of income or profits, regardless of whether or not Carrier knew or should have known that such damages might have been incurred.

These terms and conditions shall control in the event they directly conflict with the provisions contained in any applicable contract or other applicable rules tariff item.

Carrier reserves the right to modify, suspend, or cancel Custom Delivery Window at its sole discretion at any time without prior notice. In such cases, only the Standard Charges will apply. Any notices by Carrier of any amendment, suspension, or cancellation shall be provided via Carrier's applicable company website, which shall be the controlling version of the program's terms and conditions.

Any Custom Delivery Window request to deliver on a non-business day as defined in Definitions will be subject to charges as stated in Service Provided During Non-Business Time.

Customs or In Bond Freight

INBC, SFWH

U.S.

1. When shipments move under U.S. Customs Bond to a point in the U.S., the following charges will apply per shipment:
 - A. Each movement from, to, or between U.S. Customs Clearance location(s) will be considered a separate movement, and the following customs or in bond charges will apply:
 - i. **\$8.85** per hundredweight (CWT), subject to a minimum charge of **\$176**. Maximum charge per pup or vehicle will be **\$820**.
 - a. Includes freight moving from site to initial pickup to another site for customs clearance prior to departure from port facilities.
 - b. For movements requiring the use of more than one trailer, each trailer will be considered a separate shipment when determining charges under this item.
2. Consignor/Consignee's linehaul charges on shipments requiring U.S. Customs Clearance destined to a point outside of the point of U.S. Customs Clearance will be assessed from origin point to U.S. Customs Clearance point, then to final destination. When the final destination point is within the U.S. Customs Clearance point, the applicable rates and charges will be those to the U.S. Customs Clearance point or final destination, whichever is greater.
 - A. Not applicable for shipments moving from or to Canada when U.S. Customs Clearance is performed at ports on the U.S.-Canada border or adjacent thereto.
3. Shipments moving in bond will not be afforded stop-offs, split pickups, or split deliveries. In bond freight will not be allowed to move on the same Bill of Lading as freight not moving in bond.
4. Shipments held for U.S. Customs Clearance will be subject to applicable detention or storage charges. Such charges will be assessed against the party responsible for payments of the linehaul charges. Notification to the Collector of Customs that a shipment is available for customs inspection will constitute tender of shipment for delivery.
5. Each Transportation Entry and Manifest of Goods Subject to Customs Inspections and Permit (including, but not limited to, goods moving under Customs and Border Protection [CBP] Form # 7512 [regardless of dims of entry] issued) will be considered as a separate shipment and accompanied by one Bill of Lading. This paragraph will not apply to shipments subject to truckload or commodity or class or dimensional rates subject to a minimum weight of 20,000 lbs. or more moving between steamship company piers or wharves or when such shipments are delivered to a U.S. Customs warehouse.
6. Shipments picked up in the U.S. and consigned for export outside the U.S. that require advance coordination before export are allowed five (5) business days based on the date of pickup. This coordination may include advance customs entry, export registration, bond cancellation, or any required process that may delay the export of the shipment. After five (5) business days, the shipment will be subject to Storage Rules as prescribed in that item.

U.S./Canada and Canada/U.S.

1. Shipments subject to customs clearance:
 - A. All shipments moving in bond for Canadian customs clearance, with the exception of those bonded at the discretion of FedEx Freight Canada (FXFC), will be subject to handling charges through in-land sufferance warehouses of **\$6.76** per CWT and a minimum charge of **\$269** per shipment.
 - B. All shipments originated from the U.S., destined to Canada, and moving in bond for Canadian customs clearance, with the exception of those bonded at the discretion of FXFC, will be subject to an additional charge contained herein for moving the shipment in bond. All charges will be invoiced to the Purchaser/Importer of Record.
 - C. All shipments originating in Canada, entering the U.S., and traveling in bond within the U.S. (inclusive of those that will clear customs in the U.S. as well as those that will exit the U.S.):
 - i. Will be assessed a charge of **\$8.85** per CWT, subject to a minimum charge of **\$176** and a maximum charge of **\$820** per shipment or per trailer if more than one trailer is required to transport the shipment.

FedEx Freight Space and Pace Terms and Conditions

(Customs or In Bond Freight, cont.)

- ii. The charges as listed in C1 of this Item will not be assessed against shipments cleared at the border.
- iii. Such charges are in addition to all other applicable charges.
- D. On shipments subject to customs clearance at a point in the United States where specified Broker will not set up the IT paperwork on behalf of Broker's client, FedEx Freight will coordinate to have the required paperwork completed.
2. Linehaul charges on shipments requiring customs clearance at a point other than final destination will be assessed on the basis of rates and charges applicable from point of origin to the point of customs clearance, plus the rates and charges applicable from the point of customs clearance to the final destination. (See Note 1 below.)
3. Import freight moving in bond may not be included in the same shipment on the same Bill of Lading for freight not moving in bond.
4. Shipments moving under United States customs bond will not be accorded the privileges of stopping in transit or split pickup or split delivery.
5. Each Transportation Entry and Manifest of Goods Subject to Customs Inspection and Permit (including, but not limited to, goods moving under Customs and Border Protection [CBP] Form #7512 [regardless of class entry] issued) for movement of an in bond shipment will be considered as a separate shipment and must be accompanied by one Bill of Lading and shipping order. (See Note 2 below.)
6. Shipments tendered in a vehicle sealed by or at the instructions of Consignor, or as required by competent authority, will be considered as fully loaded or loaded to capacity and subject to the provisions of the applicable Capacity Load Rule. On shipments cleared en route by customs, the movement beyond such clearance does not require a seal; normal rates and charges will apply to the beyond point.
7. Shipments moving from the U.S. under a TIR Carnet issued by originating Carrier are subject to a charge of **\$355**, which will be in addition to all other applicable charges (including the in bond or customs clearance charges herein applicable) and will be collected from the party responsible for the linehaul charges.
8. When Carrier is required to pick up shipping documents or customs release forms from Forwarder or Broker for validation prior to pickup of a shipment, a charge of **\$140** per shipment, subject to a maximum charge of **\$678** for each pickup of such documents, will be assessed in addition to all other applicable charges (including the in bond or customs clearance charges herein applicable), and will be collected from the party responsible for the linehaul charges.
9. Any detention or storage charges will be assessed against the party responsible for the linehaul charges. Such charges must be prepaid or guaranteed to Carrier's satisfaction before the shipment is released. For the purpose of applying storage rules, notification to the local customs office that the shipment is available for inspection will constitute tender of the shipment for delivery.
10. When it is necessary for Carrier to purchase and apply "High Security Red In-Bond Seals" for shipments moving under U.S. customs bond, a charge of **\$165** per seal will be assessed in addition to all other applicable charges. Carrier will not be responsible for equipment or tolls necessary for removal of the High Security Red In-Bond Seal(s).

Note 1: Consignor/Consignee's linehaul charges on shipments requiring Canada customs clearance destined to a point outside of the point of Canada customs clearance will be assessed from origin point to Canada customs clearance point, then to final destination. When the final destination point is within the Canada clearance point, the applicable rates and charges will be those to the Canada customs clearance point or final destination, whichever is greater.

Note 2: Not applicable on volume or truckload shipments moving in bond between steamship company piers or wharves, or when such shipments are delivered to a U.S. customs bonded warehouse.

Data Privacy

U.S., U.S./Canada, Canada/U.S.

1. FedEx Freight will comply with all applicable data privacy laws, regulations, and rules in relation to the processing of personal data. FedEx Freight may, at its sole discretion, process personal data for the performance of the services and for those business purposes set forth in the FedEx Freight Privacy Notice at fedexfreight.com. FedEx Freight does not sell any personal information to another business or third party.
2. In relation to any personal data provided by you concerning yourself, your employees or agents, a recipient, or any third party in connection with a shipment or otherwise, you represent that you have complied with applicable data privacy laws, including obtaining the necessary legal basis for the provision of such data to FedEx Freight and the processing by FedEx Freight of this data as described in the FedEx Freight Space and Pace Service Agreement and providing the relevant individual with all information in connection with the collection, transfer, and processing of such data including the information contained in the FedEx Freight Privacy Notice at fedexfreight.com. FedEx Freight will not be liable for costs, claims, damages, and expenses suffered or incurred by FedEx Freight in connection with the shipper's failure to comply with the Data Privacy section in these Terms and Conditions. You agree to indemnify FedEx Freight in respect of all costs, claims, damages, and expenses suffered or incurred by FedEx Freight in connection with your failure to comply with this section.

Declared Value and Limits of Liability

(Not insurance coverage)

U.S., U.S./Canada, Canada/U.S.

Exposure to and risk of any loss in excess of the maximum liability as outlined in Carrier Liability is either assumed by Shipper or transferred by Shipper to an insurance carrier through the purchase of an insurance policy. Shipper should contact an insurance agent or broker if insurance coverage is desired.

1. Carrier does not provide insurance coverage of any kind.
2. Any effort to declare a value in excess of the maximums or restrictions allowed in the Space and Pace Rules Tariff is null and void. Carrier acceptance for carriage of any shipment bearing a declared value in excess of the allowed maximums does not constitute a waiver of any provision of the **FXF 100 Series Rules Tariff** or the Space and Pace Rules Tariff as to such shipment.
3. Regardless of the declared value of a shipment, Carrier liability for loss, damage, delay, misdelivery, nondelivery, misinformation, any failure to provide information, or misdelivery of information will not exceed its repair cost, its depreciated value or its replacement cost, whichever is less.
4. See Liabilities Not Assumed section for other limitations and exclusions on our liability.

Delivery Charge

DC01, DC02, DC03, DC04

U.S., U.S./Canada, Canada/U.S.

1. Shipments delivered to the service areas shown below will be subject to an additional charge per shipment.

Area (see definition)	Charge
Williston and Minot, ND	\$300
Midland and Odessa, TX	\$350
Navy Pier, Chicago, IL	\$100
Puget Sound, WA	\$424

FedEx Freight Space and Pace Terms and Conditions

(Delivery Charge, cont.)

2. The charge will be in addition to all other lawful charges and will be collected from Payor of the freight charges.

Area Definition: Williston and Minot, ND ZIP Codes								
58718	58727	58737	58765	58776	58801	58835	58845	58856
58721	58730	58746	58769	58784	58802	58838	58849	
58722	58733	58752	58772	58794	58830	58843	58852	
58725	58734	58755	58773	58795	58833	58844	58853	

Area Definition: Midland and Odessa, TX, and NM ZIP Codes								
78851	79710– 79714	79733– 79735	79752	79768– 79770	79780– 79783	79830– 79832	79845– 79846	79854
79511	79718– 79721	79738– 79745	79754– 79756	79772	79785– 79786	79834	79848	88231
79701– 79708	79730– 79731	79748– 79749	79758– 79766	79776– 79778	79788– 79789	79842– 79843	79852	88252

Area Definition: Navy Pier, Chicago, IL ZIP code								
60611								

Area Definition: Puget Sound, WA ZIP codes					
98013	98222	98245	98261– 98262	98281	98297
98070	98243	98250	98279	98286	98280

Demand Surcharge

DS00, DS01, DS02, DS03, DS04, DS05

U.S., U.S./Canada, Canada/U.S.

- During specified times of the year, shipments destined to and/or originating from a designated ZIP code will be assessed a Demand Surcharge. The charge will be in addition to all other lawful charges and will be collected from the payor of the freight charges.
- For more information on demand surcharges currently in effect, including designated ZIP codes, applicable services and effective dates, go to fedexfreight.com/en-us/support-resources/service-guide/rate-changes-downloads#demand-surcharges.

Detention

DENP, DUNC, DUNP, DWOP

U.S., U.S./Canada, Canada/U.S.

- When Carrier's pup/set or vehicle is delayed by Consignor/Consignee for loading or unloading on or near the premises of Consignor/Consignee, detention charges will begin upon expiration of the applicable free time allowed and will end when the pup/set or vehicle is loaded or unloaded and is available for movement.
- Computation of time shall begin upon arrival of the driver to the pick-up, or delivery location. The computation of time shall end upon driver departure of pick-up, or delivery location. The beginning, ending, and non-working times shall be entered into Carrier's driver hand-held log device by Carrier's employee and that will be binding on each party.
- The following detention charges will apply:
 - For detention with power, the following charges and provisions will apply for shipments in the contiguous U.S. and U.S./Canada:
 - \$82** per pup for each 15 minutes or fraction thereof, subject to a minimum charge of **\$97**.
 - Free time will be determined as follows:

ACTUAL WEIGHT PER STOP	FREE TIME PER STOP (based on weight of shipment(s) loaded/unloaded at stop)
a. Less than 1,000 lbs.	15 minutes
b. 1,000 through 4,999 lbs.	30 minutes
c. 5,000 through 9,999 lbs.	40 minutes
d. 10,000 lbs. or more	60 minutes
 - Non-working periods, such as meal, coffee, or rest breaks, not exceeding one hour, will be excluded from the computation of free time.
 - The free time will be increased by 5 minutes for each additional shipment, subject to a maximum of 60 minutes additional free time.
 - FedEx Freight reserves the right to assess charges in this item to the Payor of the freight charges in the case of both loading or unloading, regardless of whether linehaul charges are prepaid or collect. When there is more than one payor, charges will be prorated on the basis of the weight of each individual shipment.
 - When loading or unloading is not completed by the end of the business day, Consignor/Consignee has the option to:
 - Request pup/set or vehicle without power remain. Free time will cease, and detention without power will begin with applicable free time.
 - Request pup/set or vehicle leave the site and return the next business day when loading or unloading will resume. Free time will be suspended until pup/set is returned. Storage and redelivery charges will apply without additional free time.
 - Detention with power will also apply when Carrier assists in loading, unloading, counts, or checks of the freight, whether the power remains or not.
- For detention without power, the following charges and provisions will apply for shipments in the contiguous U.S. and U.S./Canada:
 - \$273** per pup or vehicle for each 24-hour period or fraction thereof, excluding non-business days. Charges cease when Customer notifies Carrier that the equipment is available to Carrier.
 - Free time will be determined as follows:
 - 24 hours, excluding non-business days.
 - Subject to availability of equipment, Carrier will spot pup/set or vehicle for loading or unloading on the premises or designated site as requested by Consignor/Consignee, or as close as conditions permit. Customer or its designee may move the spotted trailer with its own power units at its own expense and risk for the purpose of loading or unloading.

FedEx Freight Space and Pace Terms and Conditions

(Detention, cont.)

4. Consignor/Consignee will perform all loading or unloading, including the counting and checking of freight. In the case of loading, the Bill of Lading must show "shipper load and count." When a pup/set or vehicle is unloaded and reloaded, each transaction will be treated independently of the other, except that when unloading is completed, free time for loading shall not begin until free time for unloading has elapsed.
5. Carrier responsibility for safeguarding shipments will begin when Carrier takes possession of a pup/set or vehicle loaded by Consignor and will end when Carrier spots pup/set or vehicle for unloading by Consignee.
6. Shipments subject to Exhibition Paraphernalia and Exhibition Sites, see Exhibition and Paraphernalia section for applicable Detention charges.

Determining Product Services and Charges

FXF offers two service choices: FedEx Freight® Priority and FedEx Freight® Economy.

1. The Bill of Lading must be marked as to which service Customer wishes to use.
2. If the Bill of Lading is not marked clearly as to which service Customer wishes to use, the shipment will move via FedEx Freight Priority service and will be charged the applicable FedEx Freight Priority pricing.

Early Delivery

EDCB, EDCC, EDCN, EDCP

U.S., U.S./Canada, Canada/U.S.

(Unless otherwise provided, this item is not applicable via FedEx Freight® Priority service.)

1. Eligibility: Should a FedEx Freight® Economy shipment be available for delivery at the FedEx Freight destination service center on a date preceding its scheduled delivery date and delivered early at the request of Consignor, or Consignee, or Third Party, the Early Delivery service fee will be assessed to the shipment if the shipment's delivery is accomplished prior to the original scheduled delivery commitment. FedEx Freight reserves the right to deny service based on its discretion.
2. Requesting Early Delivery: Early Delivery shipments must be arranged through the destination service center to confirm shipment can be delivered as requested. Written authorization must be provided from the requestor of the service.
3. Charges for Early Delivery are the responsibility of the requestor of the service. A flat fee of **\$193** will be added to the shipment invoice.
4. Early Delivery does not carry any guarantee of service. Attempted delivery of the shipment will be considered fulfillment of the Early Delivery request.
5. Carrier reserves the right of recourse against the shipment debtor should Carrier be unable to collect any applicable Early Delivery charges from the requestor of the service.
6. These terms and conditions shall control in the event they directly conflict with the provisions contained in any applicable contract or other applicable tariff item.
7. Any Early Delivery on a non-business day as defined in the definitions section of this guide will be subject to charges as stated in Service Provided During Non-Business Time.
8. Early Delivery is defined as delivery of the freight to Customer's facility or pickup by Customer at the FedEx Freight destination service center before its scheduled delivery date.

Exhibition Paraphernalia and Exhibition Sites

COBO, JJCC, PRCC, EXBC, EXBS, MCPL

U.S., U.S./Canada, Canada/U.S.

1. Shipments picked up or delivered to trade show or exhibition sites will be subject to the following charges:
 - A. An additional charge of **\$47.26** per CWT, subject to a minimum charge of **\$286** per shipment, in addition to all other applicable charges, including, but not limited to, Detention.
2. Freight charges must be prepaid on all shipments consigned to trade shows or exhibition sites.

Extreme Length/Over Length

OVRL, XLGH, XL15, XL18, XL20

U.S., U.S./Canada, Canada/U.S.

1. When shipments contain any handling unit with a dimension of 8 feet or greater in length (measurement of the longest dimension), the following charges will apply:
 - A. **\$375** per over length shipment, with a dimension of 8 ft or greater in length and less than 12 feet.
 - B. **\$775** per extreme length shipment, with a dimension of 12 feet or greater and less than 15 feet.
 - C. **\$982** per extreme length shipment, with a dimension of 15 feet or greater and less than 18 feet.
 - D. **\$1,234** per extreme length shipment, with a dimension of 18 feet or greater and less than 20 feet.
 - E. **\$1,514** per extreme length shipment, with a dimension of 20 feet or greater.
2. Above stated charges are in addition to the otherwise applicable rates and charges.
3. Shipments with multiple handling units that meet more than one length criteria will only be charged for the longest length within the shipment.
4. This item will not apply on shipments subject to Exclusive Use, Capacity Load, or Cubic Capacity and Density rules, or to TL or volume rates and charges.
5. Carrier may refuse shipments with any handling unit containing a dimension of 12 feet or greater in length, or at FedEx Freight's sole discretion, shipments may be accepted and delivered.

FedEx Freight® Priority Plus

1. Requesting FedEx Freight Priority Plus: Customer should contact FedEx Freight Transportation Solutions at priorityplusemails@fedexfreight.com or 1.800.845.4636, where individual shipment eligibility will be determined. Carrier reserves the right to refuse FedEx Freight Priority Plus services when Carrier cannot provide service as requested.
2. Please see the [FXF 100 Series Rules Tariff](#) for information.

Food Shipments

U.S., U.S./Canada, Canada/U.S.

1. Bill of Lading: Transportation of food items must be clearly identified on the Bill of Lading.
2. Packaging: Customer will only tender and Carrier will only accept food items that are packaged in a fully enclosed container as defined by the Food and Drug Administration and that do not require any special handling, including any environmental or temperature control for food safety purposes.
3. Liability: Customer shall, at its cost and expense, comply with the terms of this rules tariff and all applicable federal, state, local, and international laws, rules, and regulations pertaining to its shipments and shall be responsible for all costs, liabilities, delays, fines, and expenses caused by, resulting from, or otherwise associated with any noncompliance by Customer or Customer's shipments with this rules tariff or any such laws, rules, or regulations. Customer shall also be responsible for Carrier's charges pertaining to any services performed by Carrier at Customer's request for compliance with this rules tariff or any such laws, rules, or regulations.

FedEx Freight Space and Pace Terms and Conditions

(Food Shipments, cont.)

4. Refusal of Shipment: In the event of refusal of a shipment by Consignee or in the event that Carrier, for any reason, is unable to deliver a shipment, Carrier shall notify Customer and storage charges will apply as defined in Storage. Should Customer fail to provide Carrier with disposition of the refused shipment within two (2) business days from Carrier's notification, Customer agrees that Carrier shall have the right to dispose of the refused shipment at its sole discretion.

Fuel Surcharge

FSCL, FSCT

1. The weekly national average diesel fuel price set by the U.S. Department of Energy effective each Tuesday shall be used to determine the fuel surcharge. All rates and charges for linehaul transportation, and other services which consume fuel, in tariffs or contracts making reference to this rules tariff, will be increased by the percentages shown below.

2. LTL & TL rated shipments will be subject to the same percentage of fuel charge.

Please refer to tables found on fedexfreight.com/en-us/support-resources/service-guide/fuel-surcharges.

Governing Publications

U.S., U.S./Canada, Canada/U.S.

1. Unless otherwise provided, this service agreement is governed by the following supplements thereto or successive issues thereof:
 - A. NMF100, excluding class or commodity information or rates
 - B. HGB 100 Mileage Guide
 - C. HGB 105 Mileage Guide
2. Hazardous materials governed by the U.S. Department of Transportation hazardous materials regulations as published in CFR chapter 1, subchapter C.
3. For direct points of service, refer to the route guide available at Carrier's website.

Hazardous Materials or Substances

HAZ

U.S., U.S./Canada, Canada/U.S.

1. Carrier will accept shipments of hazardous materials or substances for transportation in accordance with the transportation requirements of the U.S. Department of Transportation.
2. When Consignor/Consignee requests Carrier to transport hazardous materials or substances, the following charges will apply:

A. **\$61** per shipment

3. Any notation on the Bill of Lading which limits or denies Carrier access to the pup/set shall be deemed by Carrier to require Exclusive Use and rated accordingly.

U.S./Canada, Canada/U.S.

(See Note 1 below.)

1. Carrier will accept shipments of hazardous material and substances for transportation in accordance with transportation requirements of U.S. Department of Transportation, the U.S. Nuclear Regulatory Commission, and other governing agencies subject to the following provisions:
 - A. Shipments of any hazardous goods and/or substances will be subject to the following requirements:
 - i. Shipments of hazardous materials or substances which are delayed at any time due to restrictions imposed by any Shipper, Consignee, or regulatory agency will be subject to a delay-in-transit charge of 200% of the storage charges, published in the Storage terms of this Rules Tariff. Such charges to begin at time shipment is delayed and continue until such time as transportation can be resumed or shipment delivered to Consignee (see Note 2 below). The accrued charges will be collected from the party responsible for the delay, or if delayed by a regulatory agency, charges will be collected from the debtor of the freight bill or party requesting movement of the shipment. The Carrier shall maintain a record of all such shipment and vehicle delays, including the arrival and departure time at points where delays occur and name of party responsible for such delays.
 - ii. When drums and/or containers are found to be defective or leaking through no fault of Carrier, the necessary equipment and/or supplies, overpack drums or containers, and all necessary labor will be provided to complete transportation of the shipment. All charges for obtaining the equipment and/or supplies, application of an overpack drum or container, and any necessary labor, plus any and all actual damages approximately caused by defective or leaking containers and drums, will be assessed against Consignor and will be in addition to all other applicable charges.
 - iii. For international shipments, a notice of 48 hours must be given to Carrier before tendering shipment containing hazardous materials or substances, advising name of Shipper, origin, Consignee, and destination.
 - B. Shipments of hazardous materials will be subject to a **\$61** surcharge.
 - C. If required by federal, state, or local regulations, Carrier will prepare designated route plans which will set forth the routes to be utilized in transporting shipments of hazardous materials or substances from the initial origins to the final destinations. The designated route will be the shortest practical route over the highways approved by the appropriate state or local agency for the transportation of hazardous materials or substances, and any interstate highway not disapproved by a state or local agency with enforcement authority. If the total distance from the initial origin to the final destination via the designated route or movement exceeds 115% of the shortest mileage from initial origin to final destination, the distance in excess of 115% will be charged for at the rate of **\$17.41** per mile. All mileage shall be computed by the use of PC*MILER software.
 - D. When special permits authorizing the transportation of specific shipments of hazardous materials or substances are required by federal, state, or local regulations, the purchase cost of such permits will be paid by Carrier and collected as follows:
 - i. The purchase costs of such permits, plus a service charge of **\$159** per permit per state in which a permit is procured, shall be collected from the debtor of the freight bill or party requesting movement of the shipment.
 - ii. Except for the service charge for each permit required, evidence of payment of all permit charges shall be furnished to Shipper or party requesting movement of the shipment upon request.
 - E. Any notation on the Bill of Lading which in any way limits or denies Carrier access to the vehicle in which the shipment is loaded shall be deemed by Carrier to require "Exclusive Use of Vehicle" service in accordance with the terms of this rules tariff.

Note 1: Nothing in this rule shall obligate Carrier to transport shipments beyond the scope of Carrier's operating certificates or in violation of any law, regulation or ordinance.

Note 2: Charges also apply on shipments delayed, by refusal or otherwise, at destination by Consignee and begin upon notice of arrival to Consignee.

Indemnification

U.S., U.S./Canada, Canada/U.S.

Customer shall indemnify, defend, and hold harmless Carrier, including its parent, sister, and other affiliated companies, and each of their respective officers, directors, agents, employees, from and against, and shall pay and reimburse Carrier for, any and all claims, demands, losses, damages, costs, and expenses (including reasonable attorney fees, costs, and expenses incidental thereto), arising out of Customer's (or its employees' or agents') negligent acts or omissions, failure to comply with the provisions of this rules tariff, or any other willful misconduct or violation of any law, rule, or regulation, in connection with the services requested by the Customer and provided by Carrier hereunder Carrier shall provide

FedEx Freight Space and Pace Terms and Conditions

(Indemnification, cont.)

Customer with (i) written notice of any such claim; and (ii) sole authority and control over the defense and/or settlement of such claim; and (iii) at Customer's written request and expense, such reasonable assistance and information as available for the defense of such claim.

Inside Pickup or Delivery

IDC, IDP, IPP, IPC

U.S., U.S./Canada, Canada/U.S.

1. When Consignor/Consignee requests and Carrier's operating conditions permit, Carrier may move all or part of shipments from or to positions beyond the point directly accessible or immediately adjacent to the pup/set or vehicle, the following charges will apply:

A. **\$18.92** per CWT, subject to a minimum charge of **\$200**. Maximum charge will be **\$1,999** per pup or vehicle, per shipment.

2. Service will be provided to floors above or below the level accessible to Carrier's pup/set or vehicle only when elevator or escalator service is available and labor, when necessary to operate same, is provided without cost to Carrier.

3. Charges apply wherever and whenever the service is performed.

Intra-Country Shipments

For Domestic Canada shipments, please refer to the [FXF 100 Series Rules Tariff](#).

Liabilities Not Assumed

U.S., U.S./Canada, Canada/U.S.

Carrier will not be liable for any damages in excess of the limitations contained within the Carrier Liability section of the Space and Pace Rules Tariff, whether or not Carrier knew or should have known that such damages might be incurred without Carrier's prior agreement in writing.

In no event shall Carrier, including, without limitation, agents, contractors, employees, and affiliates, be liable for any special, incidental, or consequential damages, including, without limitation, loss of profits or income, whether or not Carrier had knowledge that such damages might be incurred without Carrier's prior agreement in writing.

Carrier will not be liable for, nor shall any adjustment, refund, or credit of any kind be made, as a result of any loss, damage, delay, misdelivery, or nondelivery, arising from or related to any misinformation, any of Customer's failure to provide information, or reliance upon information or instructions provided to Carrier except such as may result from Carrier's sole negligence. Carrier will not be liable for, nor shall any adjustment, refund, or credit of any kind be given as a result of, any loss, damage, delay, misdelivery, nondelivery, misinformation, or failure to provide information caused by or resulting in whole or in part from:

1. The act, default, or omission of any person or entity, other than FedEx Freight, including those of any local, state, or federal government agencies.
2. The nature of the shipment, including any defect, characteristic, or inherent vice of the shipment.
3. Customer's violation of any of the Terms and Conditions contained in this rules tariff, as amended from time to time, including, but not limited to, the improper and insufficient packing, securing, marking, and labeling of shipments.
4. Perils of the air; public enemies; criminal acts of any person(s) or entities, including, but not limited to, acts of terrorism; public authorities acting with actual or apparent authority; authority of law; local disputes; civil commotions; hazards incident to a state of war; local, national, or international weather conditions (as determined solely by Carrier); local, national, or international disruptions in ground transportation networks (as determined solely by Carrier); strikes or anticipated strikes (of any entity, including, but not limited to, other carriers, vendors, or suppliers); acts of God or natural disasters (earthquakes, floods, tornados, and hurricanes are examples of natural disasters); conditions that present a danger to Carrier personnel; and disruption or failure of communication and information systems (including, but not limited to, Carrier systems).
5. Acts or omissions of any person or entity other than Carrier, including Carrier's compliance with verbal or written delivery instructions from the sender, recipient, or persons claiming to represent Shipper or recipient.
6. Damage or loss of articles packaged and sealed by the sender or by person(s) acting at the sender's direction, provided the seal is unbroken at the time of delivery, the package retains its basic integrity and the recipient accepts the shipment without noting the damage on the delivery record.
7. Erasure of data from or the loss or irretrievability of data stored on magnetic tapes, files, or other storage media, or erasure or damage of photographic images or soundtracks from exposed film.
8. The loss of any personal or financial information including, but not limited to, Social Security numbers, dates of birth, driver's license numbers, credit card numbers, and financial account information.
9. Failing to meet Carrier delivery commitment for any shipments with an incomplete or incorrect address.
10. Shipments released without obtaining a signature when a signature release is on file.
11. (1) Damages indicated by any shockwatch, tiltmeter, or temperature instruments.
(2) Customer failure to ship goods in packaging approved by FedEx Freight prior to shipment where such prior approval is recommended or required.
12. Carrier failure to notify Customer of any delay, loss, or damage in connection with the shipment or any inaccuracy in such notice.
13. Performance of any services will not constitute Carrier as Customer's or anyone's agent for any purpose.
14. Damage to briefcases, luggage, garment bags, aluminum cases, plastic cases, or other items when not enclosed in outer packaging, or other general shipping containers whose outer finish might be damaged by adhesive labels, soiling, or marking incidental to transportation.
15. Shipping of plants and plant materials is discouraged with Carrier. Carrier assumes no liability for damages resulting from delay of shipments.
16. If a shipment is refused by the recipient, leaks, or is damaged, the shipment will be returned to the sender, if possible. If the sender refuses to accept the returned shipment or it cannot be returned because of leakage or damage due to faulty packaging, Shipper is responsible for and will reimburse Carrier for all costs and fees of any type connected with the legal disposal of the shipment and all costs and fees of any type connected with cleanup of any spill or leakage.
17. Carrier will not be liable for any package where Carrier records do not reflect that the package was tendered to Carrier by Shipper. For shipments entered into a FedEx Freight self-invoicing system, internet shipping device, or any other electronic shipping method used to ship a package, Shipper is responsible for deleting any shipments entered into such system but not tendered to Carrier. If Shipper fails to do so and is billed for the shipment and seeks a refund, credit, or invoice adjustment, Shipper must comply with the notice provisions in Invoice Adjustments.
18. The shipment of any alcoholic beverages or tobacco products if Shipper fails to comply with the applicable terms and conditions.
19. Damage to computers, or any components thereof, or any electronic equipment when shipped in any packaging other than:
 - A. The manufacturer's original packaging, which is undamaged and has retained a good, rigid condition.
 - B. Packaging that is in accordance with the FedEx Freight packaging guidelines available online at fedexfreight.com/en-us/rate-ship/shipping/packing-guides.
 - C. FedEx Freight laptop packaging, for shipments of laptop computers.
 - D. FedEx Freight small electronic device packaging, for shipments of cell phones, handheld computers, MP3 players, and similar items.

FedEx Freight Space and Pace Terms and Conditions

(Liabilities Not Assumed, cont.)

20. Carrier does not provide protective services for transportation of perishable commodities or of commodities requiring protection from heat or cold. Such commodities will be accepted for transportation solely at Shipper's risk for loss of value or damage occasioned by exposure to heat or cold. Shipper agrees to not file damage claims for perishable items.
21. Automated Shipping Devices and Software-Based Shipping Systems. Carrier will not be liable for any extra services where Carrier's records do not reflect that the package information was transmitted by Shipper.
22. Carrier's compliance with verbal or written delivery instructions from the sender, recipient, or persons claiming to represent Shipper or recipient.
23. Shipper's failure to provide accurate delivery address information.
24. Any shipment containing a prohibited item. (See the Prohibited Items section.)
25. Carrier's inability or failure to complete a delivery, or a delay to any delivery, due to acts or omissions of customs or other regulatory agencies.
26. Delays in delivery caused by adherence to FedEx Freight policies regarding the payment of duties and taxes or other charges.
27. Carrier's failure or inability to attempt to contact the sender or recipient concerning an incomplete or inaccurate address; incorrect, incomplete, inaccurate, or missing documentation; payment of duties and taxes necessary to release a shipment; or an incomplete or incorrect customs broker's address.
28. Dangerous goods shipments that Shipper did not properly declare, including proper documentation, markings, labels, and packaging. Carrier will not pay a claim on undeclared or hidden dangerous goods, and the FedEx Freight Money-Back Guarantee does not apply.
29. Carrier failure to honor package-orientation graphics (e.g., "up" arrows, "this end up" markings), "fragile" labels, or other special directions concerning packages.

Liability – Published Transit Times

U.S., U.S./Canada, Canada/U.S.

Subject to reasonable requests, Carrier agrees to accept, transport, and deliver with reasonable dispatch such merchandise as Customer may tender to Carrier for transportation. However, Carrier shall not be responsible for any damages, direct, indirect, or consequential, which are the result of delays in delivery, including but not limited to loss of income or profits, regardless of whether or not Carrier knew or should have known that such damages might have been incurred.

Liftgate Service

LIFC, LIFP, LGOC, LGOP

U.S., U.S./Canada, Canada/U.S.

1. The charges for this service will be paid by the party that requested the service, and guaranteed by Shipper. Carrier is not obligated to perform such service when suitable vehicles equipped with such devices and operators are not available, or when such equipment is not available through a contractor or rental agency. When liftgate equipment is not available and Carrier personnel utilizes alternate means to move the freight from the vehicle to ground level, the liftgate charges named herein will apply. Services will only be rendered at locations that are safe and accessible to the vehicle.
 - A. Except as otherwise provided, when Carrier provides liftgate service in the U.S., the charge will be **\$101** per shipment.
 - B. When liftgate service is performed at points within the states of Alaska and Hawaii, the charges as found in the first paragraph of this item, 1A, will not apply.
 - C. When FedEx Freight Canada provides liftgate service, a charge of **\$101** per shipment will apply.

Limitations on Legal Action

U.S., U.S./Canada, Canada/U.S.

1. Customer agrees that Customer will not sue Carrier as a class plaintiff or class representative, join a class as a member, or participate as an adverse party in any way in a class action lawsuit against Carrier. However, nothing in this paragraph limits Customer's rights to bring a lawsuit as an individual plaintiff.
2. Any right Customer might have to damages, refunds, credits, recovery of reliance interests, disgorgement, restitution, injunctive relief, declaratory relief, or any other legal or equitable relief whatsoever against Carrier under any cause of action arising from the transportation of any package pursuant to this rules tariff shall be extinguished unless Customer first complies with all applicable notice periods and requirements in applicable tariffs. Timely and complete compliance with such notice periods and requirements is a contractual condition precedent to the right of any relief whatsoever, and Customer must plead compliance with those conditions precedent on the face of the complaint filed against Carrier. Carrier cannot be considered to have breached any obligation to Customer unless or until Carrier wrongfully denies a claim submitted pursuant to the notice periods and requirements contained in this rules tariff. Finally, Customer is required to comply with applicable notice periods and requirements even if Customer believes that such compliance will not result in relief from Carrier or if Customer lacks knowledge regarding whether such compliance will result in relief from Carrier.
3. To the extent that any court finds that state rather than federal law applies to any provision of this contract, the controlling law is the substantive law of the state in which the shipment at issue was tendered to Carrier.
4. The performance of any services does not make Carrier an agent of Shipper or any Third Party for any purpose.
5. If any provision in this item, Limitations on Legal Action, is held to be invalid, illegal, or unenforceable, either legislatively or judicially, such provision will be severed here from and the remainder of this item, Limitations on Legal Action, will continue to be valid and enforceable.

Logistics Provider

U.S., U.S./Canada, Canada/U.S.

(Unless otherwise provided, this item applies only for Logistics, as defined in the definitions and explanation of terms, and shall be in addition to all other terms and conditions of the service agreement.)

1. Service: Subject to reasonable requests, Carrier may transport such merchandise as Logistics may tender to Carrier, excluding any prohibited merchandise or articles described in Carrier's governing service agreement. Additionally, the services by Carrier shall not include, and Logistics hereby agrees, represents, and warrants that it shall not provide to Carrier, any freight that is destined to have any subsequent movement by any aircraft.
2. Compliance with Laws, Ordinances, Rules, and Regulations: Logistics hereby represents and warrants that it is duly and legally qualified to operate as property Broker and/or Freight Forwarder in accordance with Applicable Law and maintains all insurance coverage as required by Applicable Law.
3. Additional Representations and Warranties of Logistics:
 - A. Logistics warrants and represents that neither it nor its agents will represent its relationship with Carrier to be other than that of independent contractors.
 - B. Logistics acknowledges and agrees that neither it nor its agents will represent to any Third Party that Logistics is authorized to bind Carrier or that Logistics is authorized to act on behalf of Carrier.

FedEx Freight Space and Pace Terms and Conditions

(Logistics Provider, cont.)

- C. Logistics warrants and represents that it will not tender any goods to Carrier hereunder if such tender would result in a breach of any understanding or agreement between Logistics and any Customer or other Third Party. Specifically, Logistics warrants and represents that it will not tender any goods to Carrier which Logistics is prohibited from brokering or providing to third parties for transportation.
- D. Logistics represents and warrants that in the event any other motor carrier transports all or any portion of a shipment tendered to Carrier, for example, by way of an interline or interchange, Logistics shall be solely responsible for selecting such third-party motor carrier.
- E. In the event that Logistics additionally holds authority from any regulatory authority to operate as a motor carrier, Logistics warrants and represents that any and all goods tendered to Carrier by Logistics hereunder shall be tendered pursuant to Logistics' property broker and/or freight forwarder authority.
- 4. Disposition of Claims: Logistics expressly acknowledges and agrees that Carrier's sole obligation with respect to cargo claims is owed to Logistics. As between Carrier and Logistics, Logistics hereby agrees, represents, and warrants that it is solely responsible for any agreement or understanding with respect to cargo liability vis-à-vis the customers of Logistics ("Customer"). Logistics will indemnify and hold Carrier harmless from any claim made by any Customer or any Third Party claiming an interest in the goods tendered to Carrier by Logistics hereunder.
- 5. Refusal of Shipment: In the event of refusal of a shipment by Consignee or in the event that Carrier, for any reason, is unable to deliver a shipment, Carrier shall notify Logistics. Carrier shall have reduced liability as a warehouseman for such shipments upon its placement of the shipment in a public warehouse or at its service center or storage facility. In no event shall Carrier's liability as a warehouseman exceed the maximum liability limitation amount set forth in this rules tariff.
- 6. Insurance: Logistics represents and warrants compliance with all insurance filing requirements imposed by all Applicable Law.

Loss or Damage – Claim Filing, Disposition of Damaged Chemical Shipments

U.S., U.S./Canada, Canada/U.S.

- 1. All claims for loss, damage, or delay must be filed within nine (9) months of the date of delivery, or in the case of nondelivery, within nine (9) months from the scheduled delivery date. Any civil action against Carrier must be brought within two years and one day from the date Carrier gives written notice that Carrier has disallowed any part of the claim specified in the notice.
- 2. Claims not filed within the nine (9) months statute of limitations will be declined.
- 3. All claims must include complete shipper and recipient information, freight bill number, an explanation of loss or damage, the dollar amount being claimed, and the claimant's contact information.
- 4. All claims must be accompanied by documents supporting the amount of the claim. Such documents may include original manufacturer or purchase invoices, estimates or invoices for repair, expense statements, appraisals, or other documents verifiable to Carrier's satisfaction.
- 5. Delivery receipts will be reviewed wherever possible in connection with each claim. Receipt of the shipment by the recipient without written notice of damage on the delivery receipt is prima facie evidence that the shipment was delivered in good condition. Visible loss or damage apparent at the time of delivery should be recorded in detail on the delivery receipt.
- 6. In the case of a claim for concealed loss or damage that is not discovered at the time of delivery, the claimant must notify Carrier promptly as possible after the discovery of the damage, and in any event should be reported no later than twenty-one (21) days after the date of delivery. Inspection or waiver of inspection will be provided by Carrier as promptly as possible and practicable after receipt of request by Consignee. However, should Carrier waive inspection, Consignee must make the inspection and record all information to the best of his or her ability.
- 7. All original shipping cartons, packing (inner and outer), and contents must be available for inspection by Carrier, and packaging and contents must be retained by the claimant until the claim is resolved. It is the duty of the claimant, where there is substantial value in salvage, to accept and handle it in such a manner as to mitigate the claimed loss as much as possible either through repair or discounted sales.
- 8. Customer has a duty to mitigate its damages. Should Customer decide to forgo salvage, Carrier will nevertheless be entitled to a credit for the reasonable salvage value of the cargo subject to the claim. Any amounts incurred by Carrier to mitigate claims or as part of disposal or salvage shall be offset against Carrier's liability for cargo loss, damage, destruction, or delay. Customer directing product with no damage, minimal, or cosmetic damage to be disposed of rather than mitigate will incur charges for transportation and a \$5 per pound disposal cost.
- 9. Customer shall not deduct or offset any cargo claim or other alleged claim or debt of Carrier from the charges owed to Carrier unless authorized in writing by Carrier.
- 10. In the event of damage to a regulated hazardous material shipment, or to any other chemical shipment, Carrier will notify Shipper for disposition. If Carrier does not receive disposition within 48 hours of Carrier's attempted first notification, Carrier will consider the shipment abandoned and will either pursue opportunities to salvage or recycle the shipment, or dispose of the shipment in accordance with local, state, and federal environmental regulations.

Lumper Fees

U.S., U.S./Canada, Canada/U.S.

(Applicable only when reference is made to this item)

- 1. A lumper service is a third-party service that provides loading and/or unloading services at Customer's or Consignee's facility.
- 2. If FedEx Freight is required by Customer or Consignee to utilize the services of a lumper service to complete pickup and/or delivery in an efficient and cost-effective manner, the fee will be **\$3.16 CWT**, subject to a minimum charge of **\$60** per shipment.
- 3. Lumper service fees accruing under this item shall be borne by the debtor of the freight bill.
- 4. Charges found in tariff FXF 887, sorting and segregating, will not apply on shipments subject to this item.
- 5. When Carrier is required or requested to acquire or utilize any outside service to load and/or unload freight from and/or to Carrier's vehicle:
 - A. The Carrier will not absorb any freight charges or fees accompanied with acquiring or utilizing said outside service.
 - B. The Carrier will be reimbursed by the payor of the freight charges for any expenses, charges, or fees assessed by said outside service.
 - C. Such expenses, charges, or fees will be prorated by weight, and the proportional charges will be added to the freight bills involved.
 - D. If the outside service provider assesses a charge on a per shipment basis, said charge will be added to the freight bills involved.
 - E. Carrier will not accept any liability or be responsible for damage or injury caused by any act or omission of the outside service provider in performing the services referenced herein.
- 6. The Payor of the freight charges shall be responsible for the charges accrued under this item unless payment has been guaranteed to the satisfaction of the Carrier by the consignor, consignee, or third party.
- 7. FedEx Freight shall have the right to collect lumper service charges from Shipper or consignee in the event the Payor refuses to make the payment, regardless of whether linehaul charges are prepaid or collect.

LMPC, LMPP, LMPB

FedEx Freight Space and Pace Terms and Conditions

Maximum Weights – Truckload (TL) or Volume Services (VOL)

U.S./Canada, Canada/U.S.

Except as specifically provided in individual items, TL or VOL provisions subject to a maximum weight restriction will apply only to the extent the total weight of the shipment does not exceed maximum weight. That portion of shipment in excess of a stated maximum weight shall be rated as a separate shipment.

Minimum Charge

U.S., U.S./Canada, Canada/U.S.

1. The minimum charge for a shipment will apply as follows:
 - A. The applicable rate for each shipment is multiplied by the chargeable weight but not less than the minimum charge shown in PDIM/EDIM Rates and Charges from origin to destination. Charges will not be reduced below the applicable minimum charge after discount or absolute minimum charge, whichever produces the higher charge.
 - B. For the minimum charge for capacity load, see Capacity Load.
 - C. For the minimum charges in discount item, see Absolute Minimum Charge (AMC).

Minimum Charge – Absolute

U.S., U.S./Canada, Canada/U.S.

1. Except as otherwise provided, the absolute minimum charge will be:
 - A. FedEx Freight Priority shipments
 - i. Intrastate shipments: **\$197**
 - ii. Interstate shipments: **\$238**
 - B. FedEx Freight Economy shipments
 - i. Intrastate shipments: **\$185**
 - ii. Interstate shipments: **\$227**
2. Except as otherwise provided, the absolute minimum charge for shipments moving between points in the contiguous U.S. on the one hand and points in Canada on the other hand, in connection with FedEx Freight Canada (FXFC), will be:

A. FedEx Freight Priority shipments

Canadian Province	Amount
BC, AB, ON, QC (formerly PQ), NB, MB, SK	\$371
NL (formerly NF), NS, NT, NU, PE, YT	\$596

B. FedEx Freight Economy shipments

Canadian Province	Amount
BC, AB, ON, QC (formerly PQ), NB, MB, SK	\$359
NL (formerly NF), NS, NT, NU, PE, YT	\$585

3. Except as otherwise provided, the absolute minimum charge for Alaska shipments moving between points in the contiguous U.S. or Canada on the one hand and points in Alaska on the other hand will be as provided in paragraph number 1 or 2 above for the U.S. or Canada portion of the move plus an additional charge as provided in tariff FXF 303 for the Alaska portion of the move.
4. Except as otherwise provided, the absolute minimum charge for Hawaii shipments moving between points in the contiguous U.S. or Canada on the one hand and points in Hawaii on the other hand will be provided in paragraph number 1 or 2 above for the U.S. or Canada portion of the move plus an additional charge as provided in tariff FXF 300 for the Hawaii portion of the move.
5. Except as otherwise provided, the absolute minimum charge for Puerto Rico shipments moving between points in the contiguous U.S. or Canada on the one hand and points in Puerto Rico on the other hand will be as provided in paragraph number 1 or 2 for the U.S. or Canada portion of the move plus an additional charge as provided in tariff FXF 352 for the Puerto Rico portion of the move.
6. Please see the [FXF 100 Series Rules Tariff](#) for Central America, South America, and Caribbean shipments moving from points in the contiguous U.S. or Canada to the port in Central America, South America, and the Caribbean.

Money-Back Guarantee

U.S., U.S./Canada, Canada/U.S.

(Unless otherwise provided, this item is not applicable to shipments using FedEx Freight® Economy service.)

1. Upon request and subject to the terms and conditions of this Money-Back Guarantee, Carrier will, at its option, refund to Customer or credit Customer's account the transportation charges, including optional or additional service fees and charges requested by the debtor at the time of service and fuel surcharges, if Carrier fails to deliver a complete shipment by 11:59 p.m. (local time) on the scheduled delivery date, subject to certain exclusions. After 5 p.m. (local time), deliveries are late only when Consignee's receiving department is closed.
2. Eligibility: The Money-Back Guarantee covers all less-than-truckload (LTL) FedEx Freight® Priority direct shipments originating from and destined to all points in the 48 contiguous United States that are rated per the current PDIM or FXF 1000 rates scales, and are shipped pursuant to the current Space and Pace Rules Tariff. Shipments in lanes subject to frozen tariffs or rates, or foreign tariffs or rates, are ineligible for the Money-Back Guarantee.
3. Pickup: Shipments picked up no later than 5 p.m. local time (check with the local service center, as cutoff times may vary by shipping location) will be delivered by the scheduled delivery date. Money-Back Guarantee does not include missed pickups. The scheduled delivery date will be based on the date the pickup actually occurs and not on the date that the pickup was scheduled to occur.
4. Deliveries: The scheduled delivery date for limited-service ZIP codes reflects the day(s) of the week delivery service is planned (i.e., daily service to limited-service points is not available; go to [fedexfreight.com](#) for transit times on limited-service points). Deliveries requiring appointments are eligible for the Money-Back Guarantee if the appointment is set for the scheduled delivery date. Carrier does not, however, guarantee an appointment delivery time for shipments on the scheduled delivery date. For a complete list of limited-service ZIP codes, see [fedexfreight.com/content/dam/web/us/documents/limitedservicezips.pdf](#).

FedEx Freight Space and Pace Terms and Conditions

(Money-Back Guarantee, cont.)

5. Money-Back Guarantee filing process: Customer may request a refund for Carrier's failure to meet the scheduled delivery date by submitting a request through Carrier's website or voice response unit (VRU). Customer's complete and accurate request must be submitted to Carrier within fifteen (15) calendar days after the date of invoice. If Customer paid by credit card, cash, check, or money order, the request must be made within fifteen (15) calendar days from the ship date. If Customer's refund request is denied, Customer may appeal the denial by submitting an appeal request through Carrier's website or VRU within five (5) business days immediately following the date of Carrier's original denial of the refund request.
6. Limitation: At the sole discretion of FedEx Freight, the Money-Back Guarantee may not be honored when the request is made by, or the information utilized to determine the status of the shipment is determined by, a third party other than the payer of the charges.
7. Refunds and credits: If Carrier determines that Customer is entitled to a refund, Carrier will issue a refund or credit to the debtor only. If Customer has paid the invoice, Carrier will issue a refund to Customer for the applicable transportation charges. If Customer has not paid the invoice, Carrier will adjust Customer's invoice to indicate that no charges are due for the specific service failure. Carrier will not issue refunds or credits to third parties and/or agencies. Cash, non-credit, and credit-hold customers are eligible for the Money-Back Guarantee. However, if Carrier determines that Customer is entitled to a refund, Carrier will not provide an automatic refund. Instead, Carrier will call Customer to apply the refund to Customer's credit, if applicable.
8. Exclusions: The Money-Back Guarantee does not apply to the following shipments:
 - A. Originating from or destined to any points outside the contiguous U.S.
 - i. To or from the states of Alaska and Hawaii and the commonwealth of Puerto Rico, Guam, U.S. Virgin Islands, and other U.S. territories; to or from Canada, the Caribbean, Central/South America, Europe, and Asia.
 - B. With scheduled delivery dates during designated blackout periods, which will be so stated on the company website.
 - C. Requiring delivery on a holiday or weekend (both national and local holidays).
 - D. Not properly packaged or labeled by Shipper.
 - E. Containing hazardous materials that are incompatible with other items on the trailer.
 - F. Delayed due to missing, incomplete or inaccurate documentation.
 - G. Requiring delivery to a home or private residence, including locations where a business is operated from a home.
 - H. Requiring delivery to limited-access delivery locations, including, but not limited to, individual (mini) storage units, churches, schools, commercial establishments not open to the walk-in public during normal business hours, construction sites, fairs or carnivals, prisons, military bases/installations, and mine sites.
 - I. Requiring "protect from freezing" service.
 - J. Requiring special equipment for delivery, including forklift, crane, or other mechanical devices.
 - K. Requiring liftgate services.
 - L. Shipments held for consolidation.
 - M. Shipments that are dock pickup or will-call.
 - N. Involving Volume Services, brokerage, intermodal, spot market pricing, or other special programs.
 - O. Involving spotted delivery trailers or Consignee unload.
 - P. Involving Shipper or Consignee caused delay.
 - Q. Held for inspection or detained by governmental regulation or mandate.
 - R. For appointments set for a date beyond the scheduled service date.
 - S. Paid by a third-party payment service or logistics service company.
 - T. Paid by Customers that have waived the right to submit filings under the Money-Back Guarantee as part of the Customers' contract.
 - U. If the failure to meet the scheduled delivery date is caused by events beyond Carrier's control, including, but not limited to, acts of God; acts or omissions of public authority; riots, strikes, or labor disputes, including those of third parties; government regulations, orders, or requirements; disruption in ground transportation as a result of weather or other causes; acts of public enemies or acts of terrorism; disruption or failure of communications or information systems; or acts or omissions of Shipper, Consignee, or Owner of goods or any person or entity other than Carrier.
 - V. Shipments subject to Capacity Load.
 - W. Shipments subject to Cubic Capacity and Density.
 - X. Shipments subject to Over Length or Extreme Length.
 - Y. Blind Shipments.
9. The Money-Back Guarantee does not cover shipments delivered damaged. Customer must utilize Carrier's claims process to file claims for damaged items. The Money-Back Guarantee does, however, cover the transportation charges associated with damaged items delivered beyond the scheduled delivery date.
10. The remedies provided in this section are the sole and exclusive remedies for any claims arising specifically under the Money-Back Guarantee. In no event shall Carrier be liable for any consequential, incidental, special, or economic loss or damages resulting from its failure to meet the scheduled delivery date, including but not limited to loss of income or profits, regardless of whether or not Carrier knew or should have known that such damages might have been incurred.
11. These terms and conditions shall control in the event they directly conflict with the provisions contained in any applicable contract or other applicable rules tariff section.
12. Carrier reserves the right to modify, suspend, or cancel the Money-Back Guarantee at its sole discretion at any time without prior notice. Any notices by Carrier of any amendment, suspension, or cancellation shall be provided via Carrier's applicable company website, which shall be the controlling version of the program's terms and conditions.

No Shipment Tendered

U.S., U.S./Canada, Canada/U.S.

1. When the Carrier, upon receipt of a request to pick up LTL freight, has dispatched a driver for such purpose, and due to no disability, fault, or negligence on the part of the Carrier, no shipment is tendered, a charge of **\$97** will be assessed.
2. Requestor of the pickup service will be responsible for payment.

NOST

FedEx Freight Space and Pace Terms and Conditions

Notification Prior to Delivery

NCM, NCMC, NCMP, NTFY

U.S.

- When notification prior to delivery is requested, by any means whatsoever, the following charges will apply:
 - \$37** per shipment.
- This item will not apply on initial notification for shipments moving to a private residence or limited-access location.

U.S./Canada, Canada/U.S.

(See Note 1 below.)

- A charge of **\$37** per shipment will be assessed against the party responsible for the linehaul charges when Carrier is requested to provide notification prior to delivery, by any means whatsoever.
- Service provided in this item does not relieve any liability for applicable storage charges, regardless of any time requirements concerning prior notification.
- If Carrier is unable, due to no fault of Carrier to give such notice of arrival, storage charges, in accordance with provisions of Storage, will begin accruing at 8 a.m. on the first business day following the arrival of the shipment at Carrier's destination service center.

Note 1: This item will not apply on initial notification for shipments moving from or to a private residence or limited-access location.

Offshore Markets

- Except as otherwise provided, when a shipment originates in or is destined to Hawaii, Alaska, Puerto Rico, or the U.S. Virgin Islands, the **FXF 100 Series Rules Tariff** applies/is the governing publication.

Overcharges or Disputed Invoices

U.S., U.S./Canada, Canada/U.S.

- Any action or proceeding by Customer to recover overcharges, including any duplicative or unidentified payments, alleged to be due hereunder, shall be commenced not more than one-hundred eighty (180) days from the receipt of the original invoice plus seven (7) days with respect to which such overcharges are claimed. To the extent permitted by applicable law, the expiration of the said 180-day period shall be a complete and absolute defense to any such action or proceeding, without regard to any mitigating or extenuating circumstances or excuse whatsoever, unless Carrier, as defendant in any such action or proceeding, has expressly agreed in writing to waive such defense.
- All invoice disputes should be submitted with detailed supporting information for the reason for the dispute through one of the following ways:
 - Email: fxfrevsoltn@fedexfreight.com
 - Electronic Data Interchange (EDI). For additional information regarding submission of EDI disputes, please email ers-freight@fedexfreight.com.
 - Phone: at 1.866.393.4585.
- Invoices not disputed via one of the channels above are due and payable by Customer within the agreed-upon payment terms.

Pallets or Containers (Shipments Transported In or On Shipping Carriers)

U.S./Canada, Canada/U.S.

(Except marine type or intermodal containers designed for highway use on wheels)

- Except as otherwise specifically provided, when shipments are tendered to Carrier and transported in or on shipping carriers, containers, pallets, platforms, racks, reels or skids, such items constitute an integral part of the shipment and are to be delivered to and receipted for by Consignee(s) named on the Bill of Lading covering the loaded movement.
- Any request of provisions noted on the Bill of Lading or Shipping Order at the time of movement requesting the return of these shipping devices, forms or packages shall be deemed to be for informational purposes only, and it will be not binding upon Carrier to accomplish or comply with such request or provisions to complete the contract of carriage of the shipment.

Participating Carriers

- The following Carriers participate in this rules tariff to the extent provided herein:
 - FedEx Freight, Inc. (FXFE)
 - FedEx Freight Canada Corporation (FXFC)

Pickup or Delivery Service

U.S., U.S./Canada, Canada/U.S.

- Rates include one pickup and loading and one delivery and unloading or one tender or delivery of a shipment by Carrier at one site and during business hours, subject to the following provisions:
 - Pickup or delivery site will be directly accessible or immediately adjacent to Carrier's equipment; will be suitable and practicable for such equipment to operate; and will not endanger Carrier.
 - Carrier will not be required to receive freight liable to damage other freight or Carrier's equipment.
 - Pickup or delivery service will not be performed by Carrier at any site from or to which it is impracticable to operate vehicles because of:
 - The conditions of roads, streets, driveways, alleys, or approaches thereto.
 - Inadequate loading or unloading facilities.
 - Riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbances as tending to create reasonable apprehension or danger to persons or property.
 - When freight is transported in shipping containers, such as pallets, skids, totes, reels, or other such articles, which are an integral part of the shipment, such containers are to be delivered and receipted for by Consignee. Carrier will not return such containers free of charge, even though the Bill of Lading may so state.
- Loading and unloading service will be subject to the following provisions:
 - Carrier will perform the loading and unloading including counting the freight, except as provided in NMFC Item 568 and as shown below:
 - Does not include assembling, packing or unpacking, dismantling, inspecting, sorting, or segregating freight except when a shipment is tendered to Carrier in lots according to size, brand, flavor, or other characteristics and is so identified on the Bill of Lading or accompanying papers. Normal delivery service includes delivery of the

FedEx Freight Space and Pace Terms and Conditions

(Pickup or Delivery Service, cont.)

shipment to Consignee in the same manner, including the placement of such sorted or segregated lots on the platform, dock, conveyor, pallet, dolly, buggy, or similar device provided by Consignee for the receipt of freight within or adjacent to the vehicle without additional charge to the extent such service is performed within the free time period allowed by the applicable detention provisions. If delivery is not completed within the allowable free time, Carrier will continue to unload the vehicle subject to applicable detention charges.

- ii. Does not include special equipment used in hoisting, lowering, handling, or placing freight into position. Such special equipment will be furnished and operated by Consignor/Consignee, except for hand trucks or four-wheeled hand carts, or pallet jacks (non-riding type) when furnished by Consignor/Consignee. Consignor/Consignee shall assume responsibility for safe loading or unloading of the freight.
- iii. Does not allow for the opening of packages or unitized shipments.

B. Carrier will provide one employee per pup/set or vehicle for loading or unloading.

C. Consignor/Consignee may, at their own expense, elect to waive and perform the loading or unloading of freight from Carrier's pup/set or vehicle.

3. FedEx Freight does not offer a restricted-delivery service and may deliver to someone other than the individual, if any, named on the Bill of Lading. Upon written arrangements, freight consigned to places where no representative of Consignee is present or available to receive the shipment, it will be delivered and unloaded by Carrier and left unattended at the designated place. Carrier will not be responsible for any loss or damage after delivery, or for any damage to shipment, property, or personal injury arising out of the delivery.

4. Actual tender of delivery, or notice by telephone, electronic transmission, or U.S. mail, shall constitute notice of arrival of the shipment.

5. If, through no fault of Carrier, freight cannot be delivered, Carrier will make a diligent effort to notify Consignor promptly that the freight is in storage and the reason thereof.

Pickup or Delivery Service – Limited Access

LTDO, LTDD

U.S., U.S./Canada, Canada/U.S.

1. When Carrier makes a pickup or delivery at a limited-access location, the following charges will apply:
 - A. **\$229** per shipment.
2. The term "limited-access location" includes but is not limited to the following:
 - A. Individual (mini) storage units.
 - B. Churches or places of worship.
 - C. Schools.
 - D. Commercial establishments not open to walk-in public during normal business hours.
 - E. Construction sites.
 - F. Fairs or carnivals.
 - G. Prisons, jails, and correctional facilities.
 - H. Military base/installations.
 - I. Mine sites.
 - J. Sites requiring security inspections or assistance to enter loading or unloading area prior to pickup or delivery.
 - K. Wind farm sites.
 - L. Airports.
 - M. Shipments picked up from or delivered to Toronto Island (*pertains to U.S./Canada, Canada/U.S.*).
 - N. Businesses located in residential areas in Canada (*pertains to U.S./Canada, Canada/U.S.*).
3. In the case of delivery, such charge will include an initial notification to make delivery arrangements only if Carrier is provided the correct telephone number of Consignee.

Pickup or Delivery Service – Residential

RESO, RESD

U.S., U.S./Canada, Canada/U.S.

1. When Carrier makes a pickup or delivery at a home or private residence, the following charges will apply:
 - A. **\$243** per shipment.
 - B. Other applicable charges described in this rules tariff, including inside pickup or delivery.

Exception: In the case of delivery, charges will include an initial notification to make delivery arrangements only if Carrier is provided the correct telephone number of Consignee.
2. A residential pickup or delivery charge applies to shipments addressed from/to a home or private residence, including locations where a business is operated from a home, or to any shipment in which the shipper has designated the pickup/delivery address as a residence.
3. Pickup and delivery service to residences will be made to the front door, back door or inside the garage.
4. Residential service does not include packing, unpacking, assembling, setup or removal of debris. The charges provided in this item apply separately for pickup and separately for delivery and are in addition to inside pickup/delivery and all other lawful charges.

Port Charges

PRTD, PRTO, DOPO, DOPD

U.S.

1. Rates and charges do not include tollage, wharfage, usage, loading or unloading charges, or any other port terminal charges at piers, wharves, dockside terminals, or warehouses. Such charges will accrue and are due from Consignor/Consignee or Payor.
2. Pickup or delivery service for any shipment at U.S. coastal ports or for international shipments at docks, piers or ports will be subject to an additional charge of **\$21.17** per CWT, subject to a minimum of **\$97** and maximum charge of **\$2,004** per shipment. Charges do not apply to shipments transported in ocean containers with running gear.
3. Import/export shipments requiring Carrier to secure documentation prior to the pickup or delivery of the freight will be subject to an additional charge of **\$302** per shipment.
4. When Carrier, upon request to pick up an LTL shipment at a port location has dispatched a vehicle for such purpose and, due to no disability, fault, or negligence on the part of Carrier, pickup cannot be completed or shipment is not available for pickup, a charge of **\$287** will be assessed against the party requesting the pickup.

FedEx Freight Space and Pace Terms and Conditions

(Port Charges, cont.)

U.S./Canada

1. Shipments destined to points in Canada shall be subject to additional charges for handling through customs at sufferance warehouses as indicated below. These charges shall apply to all such shipments destined to Canadian points and will apply in addition to all other applicable rates and charges. Charges shown herein shall be prepaid when the linehaul transportation charges are designated as prepaid.

LTL Warehouse and Handling Charges			
Shipments cleared through customs at:	Warehouse charge in cents per 100 lbs.	Minimum warehouse charge in cents	Handling charge in cents per 100 lbs. or fraction thereof
Calgary, AB	406	4,200	a 454
Edmonton, AB	406	4,200	a 454
Lethbridge, AB	406	4,200	b 406
Medicine Hat, AB	406	4,200	b 406
Québec	265	4,700	d
Red Deer, AB	406	4,200	b 406
Vancouver, BC	406	4,200	c 406
Winnipeg, MB	816	7,600	
Saskatchewan	625	4,700	

TL or Volume Shipments or LTL Shipments Subject to Minimum Weight of 10M or More Not Requiring Warehouse Handling (See Note 1 below.)		
Shipments cleared through customs at:	Charge in cents per 100 lbs.	Minimum charge in cents
Calgary, AB	61	18,300
Edmonton, AB	61	18,300
Lethbridge, AB	61	18,300
Medicine Hat, AB	61	18,300
Québec	43	13,900
Red Deer, AB	61	18,300
Vancouver, BC	61	18,300
Winnipeg, MB		16,400
Saskatchewan	50	14,400

Note 1: TL or volume shipments, or LTL shipments subject to a minimum weight of 10,000 lbs. or over, which, due to customs regulations, must be unloaded and warehoused, are not subject to the charges in columns making reference to this note but shall be subject to the LTL warehouse and handling charges.

- A. Subject to a minimum handling charge of **\$43** per shipment.
- B. Subject to a minimum handling charge of **\$42** per shipment.
- C. Subject to a minimum handling charge of **\$44** per shipment.
- D. A handling charge of **\$40** per shipment will be assessed for document handling and distribution as well as assistance to Canadian customs officers examining shipments.
- E. Storage charges will begin accruing at 7:00 a.m. of the third business day after the shipment is available for customs clearance at the following rate:
 - i. LTL shipments: **\$2.50** per CWT per day subject to a minimum charge of **\$38** per shipment per day.
 - ii. TL shipments: **\$93** per shipment per day.

Prearranged Scheduling of a Vehicle Arrival for Loading or Unloading

U.S./Canada, Canada/U.S.

1. The provisions of this item do not apply with respect to detention occurring at origins and destinations within the State of Alaska.
2. Upon reasonable request of Consignor, Consignee, or others designated by them and subject to the provisions contained herein, carriers will, without additional charge, prearrange schedules for arrival of vehicles for loading or unloading shipments governed by Detention.
 - A. Requests for prearranged scheduling may be oral or in writing.
 - B. Prearranged schedules for arrival of vehicle for loading or unloading may be on a one-time or continuous basis mutually agreeable to all parties. Continuous prearranged scheduling agreements may be terminated by any party to the agreement on not less than 24 hours' notice prior to the effective date of such cancellation.
 - C. The scheduled time for arrival of vehicle for unloading should be prior to the time storage charges would begin to accrue. If arrival for unloading is not so scheduled, storage charges will be assessed as provided in the applicable tariff.

FedEx Freight Space and Pace Terms and Conditions

Precedence of Rates

U.S.

1. Unless otherwise provided, when a pricing program is published in this rules tariff or in any other tariffs published by Carrier, such pricing program will be applied in the following order or precedence:
 - A. For Outbound Prepaid Shipments: A pricing program published for the account of Shipper will take precedence over all other pricing programs.
 - B. For Outbound Collect Shipments: An inbound collect pricing program published for the account of Consignee will take precedence over all other pricing programs. If there is no inbound collect pricing program published for the account of Consignee, the outbound collect pricing program published for the account of Shipper will apply, unless Shipper's pricing program does not apply on outbound collect shipments.
 - C. For Inbound Collect Shipments: The inbound collect pricing program published for the account of Consignee will take precedence over all other pricing programs. If there is no inbound collect pricing program published for the account of Consignee, the outbound collect pricing program published for the account of Shipper will apply, if applicable.
 - D. For Third-Party Shipments (applies when Bill of Lading indicates a party other than Shipper, Consignee, or Shipper or Consignee's freight payment processor as Payor of the freight charges):
 - i. A pricing program published for the account of Third-Party Payor will take precedence over all other pricing programs.
 - ii. A Third-Party Payor pricing program will apply only when Third-Party Payor is neither Shipper nor Consignee.
 - iii. All Third-Party Payor shipments must be prepaid.
 - iv. When the Bill of Lading shows freight terms as prepaid and instruction for Third-Party Billing, and Third-Party Payor is the same as Consignee or Consignee's freight payment processor, the terms will be changed to "Collect," billing the Consignee or Consignee's freight payment processor.
 - E. If an optional or additional service is requested by means other than on the original Bill of Lading, the optional or additional service fees and charges will be rated according to the requestor's pricing program. If the requestor does not have a published pricing program, applicable charges for such requested optional or additional service fees and charges will be the PZONE/EZONE rates effective at the time of shipment as stated in the [FXF 100 Series Rules Tariff](#).
2. For the purpose of applying this item, the following terms are defined as designated:
 - A. Shipper or Consignor: The party shown on the Bill of Lading at time of pickup as Shipper of the goods.
 - B. Consignee: The party shown on the Bill of Lading at time of pickup as Consignee of the goods.
 - C. Third-Party Payor: The party shown on the Bill of Lading as Payor of the freight charges who is neither Shipper nor Consignee, nor the freight payment processor of either Shipper or Consignee.
 - D. Freight Payment Processor (commonly referred to as "Bill-To"): A bank or freight payment agency designated to pay the freight charges on behalf of Shipper, Consignee, or Third-Party Payor.
 - E. Pricing Program: Any program created to apply in lieu of Carrier's full actual class rates and charges as published in [FXF 100 Series Rules Tariff](#).

U.S./Canada, Canada/U.S.

1. A shipment on which charges are to be paid by a party other than Consignor or Consignee will be accepted provided that Consignor has established credit with Carrier picking up the shipment at origin and guarantees to pay the charges if Third Party fails to do so within the time allowed under the credit regulations or state regulatory commission. Such a shipment will not be accepted if Consignor executes Section 7 of the Bill of Lading.
2. If, in the judgment of Carrier picking up a shipment at origin, the forced sale of the goods would not realize the total charges due at destination, the shipment must be prepaid.
3. If a shipment is required by letter D below or by any provisions of this classification to be prepaid, it will be accepted on a collect basis.
4. If Consignor has established credit with Carrier picking up the shipment at origin, and Consignor guarantees to pay the charges if Consignee fails to do so within the time allowed under credit regulations or state regulatory commission, such a shipment will not be accepted as a collect shipment if Consignor executes Section 7 of the Bill of Lading.

Prepayment

U.S./Canada, Canada/U.S.

1. When combination of rates and/or charges is applicable, combination of rates and/or charges will be computed over the point or points of actual interchange (points where the freight will be physically interchanged from one carrier to another carrier) and must be prepaid through to destination. See notes below.
2. All freight and optional or additional service fees and charges on all shipments consigned to state, county, or local government bodies or agencies, including schools, must be prepaid or guaranteed.

Note 1. Not applicable on shipments moving under government Bills of Lading.

Note 2. The prepaid requirements of this paragraph will not apply on shipments moving from or to points in Alaska; Canada; Islamorada, FL; Key West, FL; or Marathon, FL.

Prohibited or Restricted Items

U.S., U.S./Canada, Canada/U.S.

1. Alcoholic Beverages: Only licensed entities may ship alcohol of any type with FedEx Freight. Consumers may not ship alcohol.
 - A. Licensee to licensee FedEx Freight will accept alcohol shipments (beer, wine, and spirits) when both Shipper and recipient are either licensed wholesalers, dealers, distributors, manufacturers, or importers, subject to additional requirements and all applicable laws and regulations. Licensee should contact FedEx Freight account executive for complete details.
 - B. Licensee to consumer: Shipments of beer, wine, or spirits to consumers are prohibited.
2. Firearms:
 - A. Only customers holding a Federal Firearms License (FFL) and federal, state or local government agencies may ship firearms with FedEx Freight. Customers holding an FFL must enter into an approved FedEx Freight Firearms Shipping Compliance Agreement before shipping any firearms with FedEx Freight. For more information, contact your FedEx Freight account executive.
 - B. On behalf of customers holding an FFL who enter into an approved FedEx Freight Firearms Shipping Compliance Agreement and federal, state, or local government agencies, Carrier will transport and deliver firearms, antique firearms, and replica firearms, all as defined by the United States Gun Control Act of 1968, as well as muzzleloaders and black powder firearms (collectively "firearms").
 - C. Carrier will transport small-arms ammunition when packed and labeled in compliance with local, state, and federal law. Ammunition is an explosive and must be shipped separately as hazardous materials or limited quantities. Shipper agrees not to ship loaded firearms or firearms with ammunition in the same package or on the same pallet.

FedEx Freight Space and Pace Terms and Conditions

(Prohibited or Restricted Items, cont.)

3. Hazardous Materials:

A. All shipments containing hazardous materials must be properly classified, described, packaged, marked, labeled, and in proper condition for transportation according to applicable regulations and requirements. For hazardous material shipments requiring an emergency response telephone number, Carrier accepts only valid U.S. or Canada telephone numbers. Carrier does not accept for transportation hazardous waste and biohazards such as blood, urine, fluids and other non-infectious diagnostic specimens. Shipper is prohibited from tendering the following items for shipment, and they will not be accepted:

- i. Explosives, Canada: Import from U.S., Divisions 1.1, 1.2, 1.3, 1.5.
- ii. Explosives, Domestic: Divisions 1.1, 1.2, 1.3, 1.5.
- iii. More than 100 lbs. of NA3178, Smokeless Powder for small arms on any transport vehicle.
- iv. More than 100 lbs. of NA0027, Black Powder for small arms on any transport vehicle.
- v. All Nitrocellulose, with the exception of UN3270, Nitrocellulose, membrane filter, 4.1.
- vi. Poisonous/Infectious Substances:
 - Infections substances Division 6.2
 - Poison materials (with inhalation toxicity) Zone A
 - Poison materials (with inhalation toxicity) Zone B bulk container (over 119 gallons for liquids and greater than 1,000-lb. water capacity for gases)
- vii. Radioactive materials requiring hazardous materials shipping papers.

B. All items classified as hazardous materials on shipments to, from, and within offshore markets as listed in the Offshore Markets section. For Offshore Markets information, please refer to the **FXF 100 Series Rules Tariff**.

4. Prohibited items: Shipper is prohibited from tendering the following items for shipment, except for antique furniture described in NFMC Items 100240 or 100250, or pictures or paintings described in Items 100240, 100250, or 56165. The following property will not be accepted for shipment nor as premiums accompanying other articles:

- A. Firearms not specifically listed in the Firearms section herein, including, but not limited to:
 - i. Bump fire stocks and other rapid-fire trigger activators.
 - ii. Ghost guns and other firearms, frames, or receivers not containing a serial number, including, but not limited to, items that are designed to or may readily be completed, assembled, restored, or otherwise converted to function as a frame or receiver, as defined in 27 CFR 478.12.
 - iii. Any firearm or other weapon manufactured using a 3D printing machine.
 - iv. 3D printing machines designed or that function exclusively to manufacture firearms.
- B. Tobacco and all tobacco products, including but not limited to, cigarettes, cigars, loose tobacco, smokeless tobacco, hookah, or shisha.
- C. Electronic cigarettes and their component parts, any other similar device that relies on vaporization or aerosolization, and any noncombustible liquid or gel, regardless of the presence of nicotine, that can be used with any such device. (Effective March 1, 2021.)
- D. Marijuana, as defined by U.S. federal law, 21 U.S.C. 802(16), including marijuana intended for recreational or medicinal use and cannabidiol ("CBD"); any product that contains any amount of tetrahydrocannabinols ("THC"), except as set out in 21 CFR 1308.35; and synthetic cannabinoids.
- E. Hemp plants, hemp leaves, hemp oil, hemp seed oil, and CBD derived from hemp.
- F. Money, cash, bank bills, coins, currency, paper money, and negotiable instruments equivalent to cash, such as endorsed stocks, bonds, drafts, and cash letters.
- G. Collectible coins and stamps.
- H. Postage stamps.
- I. All live animals and live poultry.
- J. Live insects.
- K. Animal carcasses. (Taxidermy, animal heads, and other parts for taxidermy may be accepted but must be properly packaged; however, they will not be accepted for any Intra-Canada or cross-border shipments.)
- L. Human corpses, human organs or body parts, human and animal embryos, or cremated or disinterred human remains.
- M. Shipments or items that are prohibited by applicable local, state, or federal law, or require us to obtain a local, state, or federal license for their transportation.
- N. Shipments that may cause damage or delay to equipment, personnel or other shipments.
- O. Lottery tickets and gambling devices where prohibited by local, state, federal, provincial, or national law.
- P. Hazardous waste, including, but not limited to, used hypodermic needles or syringes, or other medical waste.
- Q. Packages that are wet or leaking.
- R. Pornographic and/or obscene material which is prohibited by law.
- S. Biological products.
- T. Etiologic agents.
- U. Deeds.
- V. Household waste, industrial garbage.
- W. Letters, with or without stamps, unless Consignor/Consignee is U.S.P.S.
- X. Liquids, in bulk, requiring special tank truck equipment.
- Y. All nitrocellulose, with the exception of UN3270, Nitrocellulose, membrane filter, 4.1.
- Z. Notes.
- AA. Revenue or tax stamps.
- BB. Valuable papers of any kind.
- CC. Tires that can be defined as used, defective, scrap, salvage, waste, or are otherwise other than new. Aircraft tires are expressly exempt from this prohibition and are not considered as restricted articles.
- DD. Any food (including beverages) not completely enclosed by a container as defined by the Food and Drug Administration and/or food (including beverages) requiring temperature or other environmental control for the purposes of food safety. Any food shipment requiring temperature or other environmental control for the purposes of food quality is also prohibited unless packaged by Customer so as to ensure that the food shipment remains within the appropriate temperature range at all times during transit.

FedEx Freight Space and Pace Terms and Conditions

(Prohibited or Restricted Items, cont.)

- EE. Freight requiring refrigeration or protection from heat, excluding shipments protected by Consignor.
- FF. Carbon black or fine powder particles demonstrating similar characteristics to carbon black.
- GG. Fresh foods: including milk, cream, vegetables, fruits, and meat.
- HH. Envelopes or wrappers, government stamped, in shipments weighing 30,000 lbs. or more.
- II. Articles of extraordinary value (extraordinary value is defined as items valued in excess of \$50 per pound per package).
- JJ. Vehicles, motorized/self-propelled: Canada import from U.S.
- KK. Artwork, including any work created or developed by the application of skill, taste, or creative talent for sale, display, or collection. This includes, but is not limited to, items (and their parts) such as paintings, drawings, vases, tapestries, limited-edition prints, fine art, statuary, sculpture, and collector's items.
- LL. Film (including moving picture films), photographic images (including photographic negatives), photographic chromes, and photographic slides.
- MM. Any commodity that by its inherent nature is particularly susceptible to damage or the market value of which is particularly variable or difficult to ascertain.
- NN. Antiques or any commodity that exhibits the style or fashion of a past era and whose history, age, or rarity contributes to its value. These items include, but are not limited to, furniture, tableware, glassware.
- OO. Museum exhibits.
- PP. Collector's items such as sports cards, souvenirs, and memorabilia. (Collector's coins and stamps may not be shipped.)
- QQ. Jewelry, including, but not limited to, mounted gems or stones (precious or semiprecious), industrial diamonds, and jewelry made of precious metal.
- RR. Furs and fur pelts.
- SS. Precious metals, including, but not limited to, gold and silver bullion or dust, precipitates, or platinum (except as an integral part of electronic machinery).
- TT. Stocks, bonds, cash letters, or cash equivalents, including, but not limited to, food stamps, postage stamps (not collectible), traveler's checks, lottery tickets, money orders, gift cards and gift certificates, prepaid calling cards (excluding those that require a code for activation), bond coupons and bearer bonds.
- UU. Any substance that has not been approved for a medical use by the U.S. Food and Drug Administration and also has been listed as a Drug or Chemical of Concern by the U.S. Drug Enforcement Administration, including, but not limited to, kratom and Salvia divinorum.
- VV. Any item otherwise prohibited by federal, state, or local law, rule, or regulation.
- WW. Prohibited items on shipments to, from, and within Offshore Markets (see number 8 below).

Notwithstanding any other provision herein, Carrier shall not be liable for any loss, damage, or refusal by Consignee on a shipment containing any prohibited items identified in this rules tariff item. Customer shall, at its cost and expense, comply with the terms of this rules tariff and all applicable federal, state, local, and international laws, rules, and regulations pertaining to its shipments and shall be responsible for all costs, liabilities, delays, fines, and expenses caused by, resulting from, or otherwise associated with any noncompliance by Customer or Customer's shipments with this rules tariff or any such laws, rules, or regulations. Customer shall also be responsible for Carrier's charges pertaining to any services performed by Carrier at Customer's request for compliance with this rules tariff or any such laws, rules, or regulations.

- 5. Items Requiring Prior Authorization: Carrier must approve in writing prior to accept aircraft disk brakes – carbon.
- 6. Household Goods: For Household Goods, please see the [FXF 100 Series Rules Tariff](#).
- 7. Tobacco and Tobacco Products: Tobacco is prohibited. See Prohibited Items herein.
- 8. Offshore Markets – Hazardous and Prohibited Items: Please see the [FXF 100 Series Rules Tariff](#).

Protection from Freezing

PFF

U.S., U.S./Canada, Canada/U.S.

1. When Consignor/Consignee requests a shipment be protected from freezing, the following liability provisions and charges will apply:
 - A. Liabilities are not assumed by Carrier for shipments requiring protection from freezing under the following conditions:
 - i. Appointment delivery when outside normal delivery standard.
 - ii. In bond requiring customs clearance.
 - iii. Export shipments without prior written approval.
 - iv. Imported shipments.
 - v. Consignor fails to mark the Bill of Lading "protect from freezing," or words of similar purport. Such markings will be on each package requiring the service when shipment weighs less than 6,000 lbs. Freezable shipments shipped from May 1 of one calendar year through October 31 of the same calendar year.
 - vi. The commodities being shipped have a freezing point warmer than 32 degrees Fahrenheit. A fully completed and compliant Material Safety Data Sheet, including the freezing point for each commodity, must be provided to Carrier by Consignor/Consignee before a claim will be honored.
 - B. Charges will be **\$5.17 CWT**, subject to a minimum charge of **\$53** per shipment in addition to the otherwise applicable rates and charges when pickup and delivery dates of the shipment are both within November 1 of one calendar year through April 30 of the next calendar year.
 - C. Protection from freezing may be withdrawn at Carrier's discretion wholly or on an individual shipment basis, such as:
 - i. When the outside temperature is below 10 degrees Fahrenheit at pickup location.
 - ii. Destination or through locations are embargoed because of temperatures and/or passable roadway conditions.
 - iii. Equipment and protective resources are not available to reasonably keep shipments from freezing.

Reconsignment, Diversion, Relinquishment

RECC, RECP

U.S., U.S./Canada, Canada/U.S.

Requests for reconsignments, diversion, or relinquishment must be received in writing from Consignor or Payor. Carrier must be satisfied the party making the request has the authority to do so. If an agent of Consignor or Payor makes a reconsignment request, then in addition to the standard written request, the agent should indicate whether the request is made as an agent of Consignor or an agent of Payor. When Carrier performs service for reconsignments, diversion or relinquishment there will be an administrative fee of **\$174** per shipment plus all applicable linehaul charges to and from the reconsignment point.

1. When shipment is requested to be reconsigned by making a change in place of delivery, including but not limited to a change in Consignee name/address, pickup at carriers dock by Consignee, and/or relinquishment to alternate carrier, the following charges will apply:
 - A. Prior to delivery, standard reconsignment fee will apply.

FedEx Freight Space and Pace Terms and Conditions

(Reconsignment, Diversion, Relinquishment, cont.)

- B. After attempted delivery:
- If new destination is serviced by a different carrier service center, standard reconsignment fee will apply.
- If new destination is serviced by the same carrier service center, a charge of **\$210** will apply.
 - Except as provided in number 1 above, prior to delivery shall apply only when Carrier receives request for reconsignment before shipment has been loaded onto delivery pup/set or before the shipment has been dispatched for delivery.
 - Carrier will make a diligent effort to execute a request for reconsignment. However, Carrier shall not be liable for any type of consequential, special, indirect or exemplary damages, which are the result of delay in reconsignment, including, but not limited to, loss of income or profits, regardless of whether or not Carrier knew or should have known that such damages might have been incurred.
 - Except as otherwise provided in number 1 above, see Returned Shipments.

Redelivery

REDC, REDP

U.S., U.S./Canada

- When a shipment is tendered for delivery, and through no fault of Carrier such delivery cannot be accomplished, a charge of **\$210** for each additional tender of delivery to the original destination point will apply.

Remittance Processing

U.S., U.S./Canada

With Customer's payment, Customer must furnish the pro numbers to which Customer's payment applies. Payment should be sent using Customer's remittance advice to one of the following:

If Customer is paying a FedEx Freight U.S. billed invoice and the payment is received by:	Then remit to:
FedEx Freight Envelope from any state	FedEx Freight Lockbox 223125 500 Ross Street Room 154-0455 Pittsburgh, PA 15262
U.S. Postal Service and those not using electronic data interchange (EDI) and whose billing address is in: CT, DC, DE, KY, MA, MD, ME, MI, NC, NH, NJ, NY, OH, PA, PR, RI, SC, VA, VT, or WV	FedEx Freight P.O. Box 223125 Pittsburgh, PA 15251-2125
U.S. Postal Service and those not using electronic data interchange (EDI) and whose billing address is in: AK, AL, AR, CO, FL, GA, IA, ID, IL, IN, KS, LA, MN, MO, MS, MT, ND, NE, NM, OK, SD, TN, TX, WA, WI, or WY	FedEx Freight Dept CH P.O. Box 10306 Palatine, IL 60055-0306
U.S. Postal Service and who is not using electronic data interchange (EDI) and whose billing address is in: AZ, CA, HI, NV, OR, or UT	FedEx Freight Dept LA P.O. Box 21415 Pasadena, CA 91185-1415
Customers who receive their invoices via EDI and remit their payments via paper check should mail payment according to: NOTE: Customers who receive their invoices via EDI are required to submit remittance data electronically. Some invoice adjustment requests may also be transmitted electronically.	The state assignment listed above.

Returned Shipments

U.S., U.S./Canada, Canada/U.S.

- Upon request of Shipper, undelivered shipments to be returned will be subject to the rates and charges applicable from the new origin (the original destination of the outbound shipment).
- Shipments moving under the provisions of this item will be subject to all other provisions of this service agreement, except Marking or Tagging Freight.
- U.S./Canada: Any shipment undelivered, when returned to Shipper, shall be returned at the applicable rates in effect on the date the return commences.

Service Provided During Non-Business Time

NBHC, NBHP, SATC, SATD, SATW, SAWC, SAWP, SATP

U.S., U.S./Canada, Canada/U.S.

- When Carrier is requested to perform services, such as, but not limited to, pickup or delivery service, during non-business hours and/or non-business days as defined in the definitions section herein, and Carrier agrees to perform the services, the following charges and provisions will apply:
 - \$298** per person per hour or fraction thereof, subject to a minimum charge of **\$603** per person for non-business hours. **\$269** per person per hour or fraction thereof, subject to a minimum of **\$1,115** per person for non-business days.
 - Charges will be computed from the time Carrier departs its service center until its return thereto.
 - When Customer chooses to pick up or deliver a shipment at Carrier's service center on a non-business day or during non-business hours, a charge of **\$298** per person per hour or fraction thereof, subject to a minimum charge of **\$603** per person for non-business hours, will apply. A charge of **\$298** per person per hour or fraction thereof, subject to a minimum charge of **\$603** per person for non-business days, will apply. Time will commence once Customer's vehicle is in place at Carrier's service center dock.
- Carrier is not obligated to perform such services, even though they may be requested on the Bill of Lading.

FedEx Freight Space and Pace Terms and Conditions

Shipper Load or Consignee Unload

U.S., U.S./Canada, Canada/U.S.

1. In lieu of pickup or delivery service as provided in Pickup and Delivery Service and when convenient for Customer and Carrier, Customer may load/unload Carrier's trailers or vehicles under the following conditions:

- A. Shipper Load: When prearranged with Carrier's local operations, Carrier will spot or drop trailer at Shipper's loading facility so Shipper may load the trailers or vehicles at its convenience. Any discrepancy on those shipments tendered under the Shipper Load and Count arrangement will be handled in the following manner:
 - i. At pickup, Carrier will include "SL&C" (Shipper Load or Consignee Unload) on the Bill of Lading, indicating that Shipper counted and loaded the shipment without Carrier's driver observation. Shipper will properly block and brace the freight. Carrier's failure to note "SL&C" on the Bill of Lading will not affect the liabilities of the parties, if Shipper has in fact performed the counting and loading without a representative from Carrier observing.
 - ii. Carrier will provide seals for security purposes to Shipper when requested. Failure to seal a load will not affect the Terms and Conditions outlined herein.
 - iii. Carrier will attempt to notify Shipper's representative by auto-fax or email of any exceptions within 24 hours of first unloading provided Shipper has supplied Carrier with an email or fax. This will not include weekends or holidays, in which case such notice shall be provided within 24 hours following the next business day. Carrier will not be liable for uncountable palletized orders, picked up and delivered with wrap intact.
 - iv. Shortage claims filed will be thoroughly investigated. Carrier will work with Shipper to use overages, as mutually agreeable, to offset their liability on valid claims.
 - v. Loss or damage reported to Carrier within seventy-two (72) hours of delivery will be treated as if the loss or damage was noted on the delivery receipt at the time of delivery.
 - vi. Carrier can be responsible for handling units only as applicable and to the extent that a piece count can be verified. Individual item numbers and P.O. shortages at delivery shall not be deemed as shortages against Carrier when the handling unit count matches the amount properly reported as received on the SL&C trailer.
 - vii. Carrier agrees not to decline liability of claims just because the Bill of Lading is noted "SL&C." Carrier will provide a clear proof of delivery, a properly reported exception, or payment of the claim. Shipper agrees not to file claims when discrepancies have been properly reported. All terms and conditions of the Bill of Lading contract, which are not inconsistent with Shipper Load or Consignee Unload herein, will apply.
 - viii. Freight claims liability is subject to limitations as defined herein or liability terms of the signed Transportation Agreement in effect at the time the shipment is tendered.
 - ix. Shipper agrees that it will not utilize Carrier equipment for any use other than the express purpose of this item, "Shipper Load or Consignee Unload." Upon receipt of the trailer, the trailer and its contents become the responsibility of Shipper. Precautions must be taken as necessary to protect the equipment and its contents from theft, damage, or other hazards. At all times while Carrier equipment is in Shipper's possession, Shipper shall maintain a custodial inventory of Carrier equipment and immediately notify Carrier in the event any equipment is unaccounted for, lost, stolen, or otherwise missing. Shipper will not allow third parties to operate Carrier's equipment.
 - x. Shipper agrees that it will accept liability for any and all damages occurring to Carrier's equipment, or for the loss of Carrier's equipment, between the time it is made available to Shipper until Carrier re-takes possession, other than normal wear and tear or an act of God. Shipper will promptly reimburse Carrier for cost of repairing or replacing such equipment.
- B. Consignee Unload: Carrier will drop or spot trailers or vehicles at Consignee's facility so the receiver may unload the trailers or vehicles. Any discrepancy on those shipments tendered as Consignee Unload will be handled in the following manner, unless a separate agreement is already established and signed in place:
 - i. Carrier agrees to spot or drop trailers or vehicles at Consignee's place of business for the purpose of Consignee to complete the unloading process. Spotting of the trailer will constitute delivery except to the extent noted below in this subsection (B).
 - ii. Consignee agrees it will not utilize Carrier's equipment for any use other than the express purpose of this item, "Shipper Load or Consignee Unload," herein. Upon receipt of the trailer, the trailer and its contents become the responsibility of Consignee. Precautions must be taken as necessary to protect the equipment and its contents from theft, damage, or other hazards. At all times while Carrier equipment is in Consignee's possession, Consignee shall maintain a custodial inventory of Carrier equipment and immediately notify Carrier in the event any equipment is unaccounted for, lost, stolen, or otherwise missing. Consignee will not allow third parties to operate Carrier's equipment.
 - iii. When Consignee fails to report to Carrier's local service center that equipment is empty and available to Carrier for removal, it will be subject to detention rules and charges.
 - iv. Consignee will accept liability for any and all damages occurring to Carrier's equipment, or for the loss of Carrier's equipment, between the time it is made available to Shipper until Carrier re-takes possession, other than normal wear and tear or an act of God. Consignee will promptly reimburse Carrier for the cost of repairing or replacing such equipment.
 - v. Carrier will provide sealed trailers with Carrier's seal number documented for security purposes. Failure to seal a load will not affect the terms and conditions outlined in this item.
 - vi. Carrier or its agent will provide two (2) copies of the delivery manifest that will serve as delivery receipt and a discrepancy reporting form for each shipment in the trailer. Upon receipt of the trailer, Consignee will sign and date the delivery manifest. Consignee's signature on the trailer manifest represents receipt of the trailer, contents, and condition of contents unknown. Carrier or its agent will retain a copy of the signed trailer delivery manifest to establish the date that the trailer was dropped for Consignee unloading.
 - vii. Consignee agrees to notify Carrier by fax of any exceptions of their provided copy of the trailer manifest, within 24 hours (not including weekends or holidays) of the trailer being dropped. Carrier shall not be liable for exceptions reported after 24 hours of trailer being dropped.
 - a. Any instance of short or damage must be noted on all copies of the delivery manifest as the trailer is unloaded.
 - b. Instances of "No Bill" (freight with no bill) should be telephoned to Carrier's delivery service center or agent immediately for resolution. Consignee will record "No Bill" exceptions on all copies of the delivery manifest, showing the shipper of the goods, the number of pieces received, and a description of the freight, as well as any markings such as purchase order or shipper number that might be on the freight.
 - c. Overages should be recorded on all copies of the delivery manifest. Consignee will record the number of pieces over and a description of the freight.
 - d. Mis-sorts (freight not marked for Consignee) must be recorded on all copies of the delivery manifest and must be returned to Carrier or its agent when the empty trailer is picked up.
 - e. Consignee will record all instances of short or damage on all copies of the delivery manifest next to the appropriate shipment data. When possible, a full description of the product damaged or short will be provided. Notice of any exception is to be faxed on the provided manifest to Carrier's delivery service center or agent.
 - f. Consignee will report concealed damage to Carrier or its agent immediately upon discovery. All product and packaging will be held for inspection.
 - viii. Carrier shall not be liable for uncountable palletized orders, picked up and delivered with shrink wrap intact, or for Shipper Load and Count orders that have been properly reported to Shipper at first unloading.
 - ix. Carrier shall only be responsible for handling units as signed for and tendered by Shipper. Individual item numbers and purchase order shortages shall not be deemed shortages against Carrier when the handling unit count matches the amount signed for at time of pickup, or as applicable, properly reported as received on a Shipper Load and Count trailer.
 - x. Shipments tendered to Consignee to be unloaded at their convenience are to be secured by Consignee in a manner to prevent theft. Carrier will not be held responsible for stolen product while in the possession of Consignee.
 - xi. The burden is Carrier's to provide a clear proof of delivery. It is claimant's responsibility to provide a properly reported discrepancy with dated fax or email confirmation for payment of the claim. Consignee agrees not to file claims or take deductions when discrepancies have not been properly reported.
 - xii. Liability:
 - a. Exceptions recorded and reported in accordance with this item, "Shipper Load or Consignee Unload," will be the liability of Carrier.
 - b. Exceptions not recorded and reported in accordance with this item, "Shipper Load or Consignee Unload," will be the liability of Consignee. Resulting claim(s) regardless of party filing will be the responsibility of Consignee.
 - c. Freight claims liability is subject to limitations as defined in the FedEx Freight Space and Pace Rules Tariff or liability terms of the signed transportation contract between Consignee and Carrier in effect at the time the shipment is tendered.

FedEx Freight Space and Pace Terms and Conditions

Sorting, Segregating, Reconstructing

SSGC, SSGP

U.S., U.S./Canada, Canada/U.S.

1. This will not apply when Consignor tenders shipment in a sorted or segregated manner and so notates on the Bill of Lading, unless Consignee requests additional sorting and segregating.
 - A. **\$5.17** per CWT, or **\$1.96** per piece, whichever produces the higher charge, subject to a minimum charge of **\$208**, which shall be billed to the debtor of the shipment.
2. This item will not apply when Consignor tenders shipment in a sorted or segregated manner and so notates on the Bill of Lading, unless Consignee requests additional sorting and segregating.
3. Notwithstanding any provision to the contrary that may be contained herein, when the shipment is requested to be sorted or segregated but Consignor fails to tender the shipment in that manner, FedEx Freight, Inc., shall have the right, but not the obligation, to bill the charges to Consignor and such charges shall then be borne by Consignor.

Special Request Shipment

Carrier shall issue and deliver to Customer a contract, which states the date and/or time by which the shipment is to be delivered (the "scheduled delivery commitment"), and the transportation charges, as agreed upon by Customer and Carrier. Special Request Shipments are governed by the [FXF 100 Series Rules Tariff](#).

Spinoff

Currently, FedEx Freight is a subsidiary of Federal Express Corporation (FEC). A spinoff of FedEx Freight is intended to occur on or about June 1, 2026, pursuant to which FedEx Freight will become a separate, non-affiliated, entity from FEC ("Spinoff"). Notwithstanding any other provision contained in any agreement between Customer and Carrier, the parties acknowledge that the Spinoff will result in a change of ownership and voting control of FedEx Freight and agree such Spinoff shall not trigger any default, right of termination, or need for additional notice or consent that may otherwise be required due to any non-assignment or change of control provisions therein.

Storage

STGC, STGP

U.S., U.S./Canada, Canada/U.S.

1. When, through no fault of Carrier, freight is held in Carrier's possession by reason or act or omission of Consignor/Consignee or Owner, or for custom clearance or inspection, such freight will be considered stored and the following charges per shipment will apply:
 - A. When freight is held by Carrier:
 - i. **\$6.03** per CWT per each 24 hours, subject to the following minimum and maximum charges:
 - a. Minimum charge, LTL, **\$59** per shipment per each 24 hours, but not less than **\$210** per shipment.
 - b. Minimum charge, TL, Volume, Exclusive Use or Capacity Load, **\$419** per shipment.
 - c. Maximum charge, LTL and/or TL, or per pup if more than one pup or if a vehicle is used: (1.) **\$842** per shipment per each 24 hours.
 - B. When freight is placed in a public warehouse:
 - i. **\$8.41** per CWT per each 24 hours, subject to the following minimum and maximum charges:
 - a. Minimum charge, LTL and/or TL, **\$210**.
 - b. Maximum charge, LTL and/or TL, or per pup or a vehicle if more than one pup is used, **\$2,384**.
2. Storage charges will begin accruing at 12:01 a.m. the first business day following arrival notice (see Pickup or Delivery Service Section for arrival notice information) to Consignor/Consignee, except no charges will apply on deliveries if actual tender of delivery is made within 24 hours after such notice of arrival has been given, nor on day of actual delivery. Storage charges will only be applicable on the actual number of business days such shipment is stored.
3. When a shipment is placed on hand, storage charges begin the next business day after Notice of Refused or On Hand Freight has been sent.
4. Duty to Mitigate Damaged Freight: When Consignee refuses to accept a damaged item which can be repaired or mitigated at a reasonable cost and in the event Carrier is compelled to sell the item at auction or salvage, Carrier's legal liability, if any, is for the amount realized from such sale, less Carrier's expenses.
5. When a shipment is on hand and disposition has not been received or proper mitigation has not been performed by the specified date shown on the issued notice, freight will be sold at public auction.

Substituted Service

Carrier may, at their option, substitute other linehaul service for their actual services.

Volume Services

CONT, TLS, TLX, CMUP, EXCL, VSUP, INTX

U.S.

FedEx Freight Volume Service may be available, subject to equipment availability, for Carrier's direct service points in the contiguous U.S. and to or from Canada upon customer request subject to the information and conditions in the [FXF 100 Series Rules Tariff](#).

Weighing and Inspection

1. If the description, weight, or other information contained on the Bill of Lading is incomplete or believed to be incorrect, Carrier or Carrier's agent will take action necessary to determine the correct information. Actions to determine actual freight characteristics may include depending on the freight characteristic in question:
 - A. Opening of packages to inspect the contents to determine proper description.
 - B. Verification of gross shipment weights.
 - C. Verification of actual or declared density.
 - D. Collection of other sufficient evidence necessary to verify whether or not the shipment is correctly described.
2. When the information is found to be incorrect, Carrier freight bill will be corrected and freight charges assessed according to the proper descriptions and weights. Verification record may include individual shipment weight, or reweight certificate, or other shipment record. Carrier will make a copy of the written or electronic weight verification available to Shipper or Consignee upon request.

Weight (Reweigh), Freight (Inspection), and Dimension Validation

VICH, VWCH

U.S., U.S./Canada

1. In the event Dimensions are not provided on the Bill of Lading or Carrier reweighs the shipment and the difference in weight is less than 50 lbs. greater than the weight on the Bill of Lading, no reweigh fee applies and no changes in linehaul charges will occur.

FedEx Freight Space and Pace Terms and Conditions

(Weighing and Inspection, cont.)

2. In the event Carrier validates the weight or dimensions of the shipment, a validation fee of **\$40** will apply along with corresponding modification of all applicable freight, fuel surcharge, and optional and additional service fees and charges if the:
 - A. Difference in weight is an increase of 50 lbs. or greater than the weight on the Bill of Lading.
 - B. Difference in weight is a reduction of 200 lbs. or more than the weight on the Bill of Lading.
 - C. Or difference in sum of length, width, and height of shipment verified by carrier and sum of length, width, and height of shipment provided by customer is greater than 9 inches.In the event there are multiple handling units, an additional 4 inches of variance per handling unit will be added.
3. A freight validation fee of **\$40** per occurrence will be applied to any freight bill where an adjustment to linehaul and/or optional and additional service fees and charges has been made due to an inspection. This charge will be in addition to all other lawful charges.
4. In the event a shipment is reweighed subject to number 2 above, Reweigh and Inspection, and/or inspection subject to number 3 above, Carrier will apply only one validation fee of **\$40** to a shipment.
5. A validation fee will not apply to:
 - A. A shipment subject to truckload or capacity load rates.

[RATES →](#)[SURCHARGES →](#)[DEFINITIONS →](#)[TERMS →](#)