

ORIGINAL TITLE PAGE

Montreal, Maine & Atlantic Railway, Ltd.

CONDITIONS OF CARRIAGE

TERMS AND CONDITIONS

FOR

RAIL TRANSPORTATION OF COMMODITIES

VIA

Montreal, Maine & Atlantic Railway, Ltd.

EFFECTIVE: October 1, 2006

ISSUED BY:
Montreal, Maine & Atlantic Railway, Ltd.
15 Iron Road,
Hermon, ME 04401-9621

MMA CONDITIONS OF CARRIAGE

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MMA CONDITIONS OF CARRIAGE

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RULE 100 – DEFINITIONS

Held in Route

Held in Route is defined as any car, moving on a through rate which is held in route because of any condition attributable to the consignee, or owner of the lading, including but not limited to storage, partial unloading, to finish unloading, or fabrication.

Diversion / Reconsignment

The term “diversion” can be used interchangeably with “reconsignment” and means any request received by MMA that requires a change in the Bill of Lading, Waybill, Service Order or other shipping documents applicable to cars that are in MMA’s possession as a line haul carrier.

Private Equipment

A rail car not bearing Railroad reporting marks.

Shipper/Consignor

Shipper and Consignor shall have the same meaning for the purposes of these Conditions of Carriage. The Shipper is the party that enters into the contract of carriage with MMA or the originating rail carrier. The Shipper may be acting on its own behalf or on the behalf of another party; however, whether as principal or agent, the Shipper is bound in its own right to the terms and obligations of these Conditions of Carriage. The Shipper might or might not be the owner of the lading. When acting as a disclosed or undisclosed agent, the Shipper binds not only itself but also its principal to the terms and obligations of these Conditions of Carriage. The Shipper or Consignor may file a claim with MMA for loss or damage to lading under Rule 290 below.

Consignee

The Consignee is the party entitled to receive the lading under the bill of lading contract regardless of whether the lading is actually delivered to an “in care of” or other party pursuant to the directions of the Shipper or Consignee. The Consignee may file a claim with the MMA for loss or damage to lading under Rule 290. By accepting a shipment or by the acceptance of the shipment by a party on behalf of or by direction of the Consignee, the Consignee agrees to be bound by the terms and conditions of these Conditions of Carriage.

Payor

The Payor is the party primarily responsible for the payment of freight and other charges arising pursuant to these Conditions of Carriage. The Payor may be the Shipper, Consignee or some other party who has entered into a credit or payment arrangement with the MMA pursuant to Rule 300.

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RULE 110 – APPLICATION OF REFERENCED PUBLICATIONS

Except where (i) inconsistent with a provision of this document or (ii) inconsistent with governing contractual terms specifically agreed to by MMA or (iii) otherwise inapplicable under their own terms, the rules, regulations charges and allowances of the following named publications shall, along with the terms of carriage specified herein, apply to all rail transportation undertakings of MMA as specified in Rule 120 herein.

Official Railroad Station List OPSL 6000 Series
Standard Transportation Commodity Code STCC 6001
Official Railway Equipment Register RER 6412 Series
MMA Mileage Tariff
Uniform Freight Classification UFC 6000 Series
MMA Switching 8000 Series
Rules and Charges on Accessorial Services MMA 9001 Series
Demurrage Rules and Charges, MMA 6004 Series

References to specific publications herein include successor publications.

RULE 120 – GENERAL APPLICATION

(1) The provisions of this Document apply (a) to transportation when such transportation (i) originates on MMA and (ii) moves under single line rates or single factor, joint line, through rates offered by MMA itself or in conjunction with a connecting railroad as an exempt rate or as a regulated common carrier rate; and (b) to the MMA portion of through movements under AAR Accounting Rule 11 or other combination or proportional exempt or common carrier rates. In the absence of a separate contract specifically covering the transportation, the terms and conditions of the Conditions of Carriage constitute a unilateral offering of such terms and conditions of a bilateral contract between MMA and its connecting lines on the one hand, and the user of the transportation service on the other upon acceptance by such user. Subject to the qualifications set forth in subsection (2) below, tender of shipments to the origination carrier shall constitute acceptance of both the terms of service as set out in these Conditions of Carriage and the rate governing the shipment.

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RULE 120 – GENERAL APPLICATION (Concluded)

(2) Except where specifically provided otherwise by the governing contract or rate quotation, the rate or rates for shipments moving under a single line rate or single factor joint line through rate, where the transportation originates on MMA, do not include non-line haul services (including, but not limited to demurrage, drayage, diversion, inspection, reassignment, stopping, storage, switching, transfer, weighing and other terminal or accessorial services). Such services performed by MMA shall be governed by Rule 200 of these Conditions of Carriage. Such services performed by a non-originating carrier or carriers shall be governed by the offering comparable to the MMA Condition of Carriage of the carrier performing these services and will be billed and collected by the carrier performing the services.

(3) When MMA is not the originating carrier, but does participate in a movement under single factor or joint through rates, the Conditions of Carriage or comparable offering of the originating carrier shall, along with the exempt or common carrier rates, apply to such transportation performed by MMA unless specified otherwise in the terms of a rate quotation or separate contract specifically covering the transportation involved. When such originating carrier does not issue or have in effect such an offering, the terms of carriage contained herein shall apply. Terms of these Conditions of Carriage not inconsistent with the origin carrier's contract or offering shall also apply.

(4) The provisions of this Document are not applicable to shipments moving in TOFC or COFC intermodal service.

(5) If a shipment is tendered with different or additional terms and conditions submitted by Shipper, such different or additional terms and conditions shall be deemed rejected by MMA unless electronically confirmed, or agreed in a document executed on behalf of MMA by a Marketing officer of MMA, regardless of whether the shipment is accepted by MMA.

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RULE 130 – ROUTING VIA MONTREAL, MAINE & ATLANTIC RAILWAY, LTD.

(1) Except as otherwise specified, rates applicable via MMA apply only over the most direct lines of MMA, forming the shortest possible MMA mileage, from the first point at which MMA receives the shipment (from consignor or other railroad) to the last point at which MMA delivers the shipment (to consignee or other railroad). MMA reserves the right to actually handle shipments via any route over MMA lines. If customer requests movement over MMA lines where mileage exceeds the shortest possible MMA distance, shipment will be subject to a combination of rates applying via the route requested by customer.

(2) When shipment is made in heavy duty flat cars, or in special train service, rates will be applicable via the actual route of movement.

RULE 140 – ABSORPTION OF CONNECTING LINE SWITCHING

Rates making reference to this document will include full absorption of connecting line reciprocal switching unless otherwise agreed to in separate contracts, tariffs, or stated in a rate quotation. (See Item 1080 of MMA 8000)

RULE 150 – BILL OF LADING

Services provided by MMA and other rail carriers are subject to these Conditions of Carriage and shall also be subject to the terms of the Uniform Bill of Lading as contained in the Uniform Freight Classification UFC 6000 Series. Such services are subject to modifications as may from time to time be established under separate agreement or by changes to the Conditions of Carriage, and apply regardless of whether a Bill of Lading is actually executed pursuant to Rule 200.

Except where in conflict with the terms and conditions of a written contract between MMA and Shipper, the terms and conditions of these Conditions of Carriage shall govern all transportation services provided by MMA to Shipper. In the event of a conflict between the terms and conditions of these Conditions of Carriage and the terms and conditions of a written contract between MMA and User, the terms and conditions of the written contract shall take precedence over these Conditions of Carriage. The order of precedence for the application of terms and conditions for transportation services provided by MMA shall be as follows:

- (1) Written Contract
- (2) MMA Customer Specific Rate Quotations
- (3) General Rate Tariffs and General MMA Rate Quotations
- (4) Conditions of Carriage
- (5) Rule 110 Publications
- (6) Uniform Bill of Lading

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MMA CONDITIONS OF CARRIAGE

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RULE 200 – TRANSPORTATION SERVICES

(1) Shipper will notify MMA when loading of equipment is completed and ready for movement or when loaded equipment is made empty and ready for release to MMA. Unless otherwise mutually agreed upon by Shipper and MMA, Shipper shall prepare and both parties shall execute the transportation documents to cover the line haul transportation service requested by Shipper. Shipper will provide instructions for the transportation services requested for the shipment. MMA will arrange for transportation and delivery in accordance with instructions shown on the bill of lading, which instructions shall be governed by the Conditions of Carriage.

(2) Shipper will arrange separately with MMA independent of the bill of lading for non-line haul accessorial services such as weighing, and such other services as may be referenced in the publications listed in Rule 110. Unless specifically agreed to by MMA, MMA will not be liable for any loss, damage, cost or expense arising in connection with such services performed by parties other than MMA.

RULE 210 – UNLOADING AND RELEASE OF EQUIPMENT AT DESTINATION

(1) Upon arrival and placement of equipment for unloading at destination, consignee will be responsible for unloading such equipment in a manner which does not damage the equipment, and for releasing equipment in a condition clean of debris and material not part of such equipment and suitable for reloading by another shipper (cars released in other than clean condition will be subject to the provisions published in Tariff MMA 9001 Series).

(2) Where MMA is the delivering carrier, consignee must advise MMA Customer Service Center by telephone, facsimile, EDI or other such form as may be required by MMA, that the equipment is unloaded and available for release. Information provided must include identity of consignee, name of person furnishing data, and car initial and number. Equipment will be considered released on the date and time such advice is received from the consignee.

RULE 230 – TRANSPORTATION CHARGES TO APPLY

(1) The charges applicable to the transportation from origin to destination will be those established by the governing quotation, contract or tariff on the bill of lading date for the shipment. Any change to the information of the bill of lading (including, but not limited to, the shipper, consignee, origin or destination) shall be invalid and without effect unless received and approved by Montreal, Maine & Atlantic Railway, Ltd. Customer Service Department. Any such change to the bill of lading must be transmitted to Montreal, Maine & Atlantic Railway, Ltd. in such form as may be required by MMA (including but not limited to, telephone, EDI or facsimile) and may be subject to additional charges pursuant to MMA 9001 Series.

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RULE 230 – TRANSPORTATION CHARGES TO APPLY (Continued)

(2) If it is ascertained that the commodity shipped is not as described on the bill of lading or other shipping document, MMA at its option may (a) return such shipment to shipper at origin at a charge equal to the charge that would have applied had the commodity been properly described and transported to the destination named in the bill of lading; (b) choose to move said shipment to the destination named in the bill of lading or other shipping document at the transportation rate quoted; or (c) choose to move said shipment to the destination named in the bill of lading or other shipping document at a charge equal to the charge that would have applied had the commodity been properly described, plus an additional charge of \$350.00 U.S. Funds.

RULE 240 – TRANSIT, DIVERSION, RECONSIGNMENT

Except as specifically agreed, MMA will not provide transit or stop-off privileges, but will provide diversion or reconsignment as provided for in the publications listed in Rule 110. Provisions of Rules 29 and 24 of UFC 6000-Series will not apply. (See Item 100 for definition of transit, diversion, and reconsignment)

RULE 250 – PAYMENT OF TRANSPORTATION CHARGES

Shipper or consignee shall be liable for payments of the transportation charges accruing on a shipment as established by law and these Conditions of Carriage, and nothing herein shall limit the right of MMA to require at time of shipment the prepayment or guarantee of charges. Shipper will pay MMA if shipment is prepaid, or be responsible for payment if shipment is made collect, and will pay immediately upon presentation of a bill therefore by MMA unless credit has been granted pursuant to Rule 300 of these Conditions of Carriage. If Shipper or consignee has entered into an agreement for credit with MMA, the terms and conditions of the credit agreement will supersede any prepayment or payment upon demand requirement. If transportation charges have not been prepaid, or shipper or consignee has not entered into an agreement for credit with MMA, MMA shall not make delivery of the shipment without payment or guarantee by shipper or consignee of all charges. Placement of equipment by MMA under credit agreement for unloading shall be deemed acceptance of shipment for the purpose of incurring freight charges under a credit agreement.

Acceptance of shipment by consignee or beneficial owner shall be deemed acceptance of responsibility for payment of all charges accruing on the shipment, including, but not limited to, demurrage and switching services performed at destination. Such payment shall be in such currency that is the billed currency by MMA and cannot be reduced to offset claims, damages to property, or for other reasons.

Demurrage, switching and other accessorial and/or incidental charges are payable by Shipper and/or consignee as applicable pursuant to the publications set out in Rule 110 above.

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RULE 255 – FUEL SURCHARGE

In the event the average monthly price of West Texas Intermediate Crude Oil exceeds \$26.49 per barrel calculated using the daily prices published in the Wall Street Journal, Montreal, Maine & Atlantic Railway, Ltd. will assess a fuel surcharge on all line haul freight charges on shipments on which MMA is responsible for price publication.

West Texas Intermediate Crude Oil Price Per Barrel	Minimum Fuel Surcharge Applied to Interline Traffic as Percentage of total Freight Charge	Minimum Fuel Surcharge Applied to Local Traffic Below \$450 Per Car
\$26.50-\$29.99	2.5%	\$20.00
\$30.00-\$33.49	3.3%	\$22.50
\$33.50-\$36.99	4.1%	\$25.00
\$37.00-\$40.49	4.9%	\$27.50
\$40.50-\$43.99	5.7%	\$30.00
\$44.00-\$47.49	6.5%	\$32.50
\$47.50-\$50.99	7.3%	\$35.00
\$51.00-\$54.49	8.1%	\$37.50
\$55.00-\$57.99	8.9%	\$40.00
\$58.00-\$61.49	9.7%	\$42.50
Each \$3.50 increase of portion thereof	An additional .8%	An additional \$2.50 per car

On the first business day of each succeeding calendar month, the average price of West Texas Intermediate Crude Oil will be calculated for the preceding calendar month. Effective with the first day of the month following, the appropriate adjusted surcharge will be applied using the above TABLE. The appropriate fuel surcharge shall remain in effect until adjusted or removed. As an example, in early November MMA will calculate the average per barrel price for the month of October and then bill December cars according to this table of charges.

Fuel surcharge for local traffic will be calculated in the same manner as interline traffic, EXCEPT where the price per car is below \$450 U.S. In this instance, a minimum fuel surcharge will be assessed as a per car charge as noted in the last column above.

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RULE 255 – FUEL SURCHARGE (Continued)

Any fuel surcharge to be applied under this authority will be removed or reduced when the price of West Texas Intermediate Crude Oil remains below the price which triggers a specific surcharge amount for the second preceding calendar month. In no case will the application or removal of the fuel surcharge be retroactive.

If the price of West Texas Intermediate Crude Oil ceases to be available from the Wall Street Journal or some other readily available source, a substitute measure will be utilized.

RULE 280 – OVERCHARGE, OVER COLLECTION OR DUPLICATE PAYMENT CLAIM PROVISIONS

(1) Claim requirements, time limits. MMA will accept a whole or partial claim for overcharge, over collection or duplicate payment only if the claim is in writing and contains sufficient information for MMA to conduct an investigation, including the name of the claimant (which must be the payer); claim number, the amount of the claim; the freight bill; freight bill payment information and supporting documents, which show among other things that MMA collected all of the charges at issue and, in the case of overcharges, the rate, weight, commodity description and supporting authority (quotation, etc.) claimed to be applicable. The claim must be filed within three (3) years of the date of delivery or tender of delivery by MMA or delivering rail carrier of the subject shipment.

(2) Where the movement over MMA forms a segment of a through movement involving other carriers and time limitations for filing overcharge claims differ among the carriers involved in the through movement, the time limitation contained in the comparable offering of the price publishing carrier will apply for overcharge claims against MMA if inconsistent with these Conditions of Carriage.

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MMA CONDITIONS OF CARRIAGE

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RULE 290 – LOSS OF AND DAMAGE TO SHIPMENTS

(1) General

(a) Unless modified in a transportation contract or a general or customer specific rate quotation,(i) MMA will assume liability for loss and damage under the terms of 49 USC 11706 and the terms of the Uniform Bill of Lading as specified in Rule 150 herein. (ii)The level of liability assumed by the origin carrier will apply, provided, however, that such level of liability shall not exceed the level of liability assumed under the Carmack Amendment.

(b) As a condition precedent to any right to recovery for loss or damage to cargo, a written claim must be filed within nine (9) months after delivery of a shipment (or if delivery is not made, within nine (9) months after a reasonable time for delivery). A claim must include a demand for payment of a specific amount and information sufficient to identify the shipment, as described in this Rule. A claim may be filed by either Shipper or Consignee. Any other party who desires to file a claim with MMA must first secure an assignment of claim from the Shipper or Consignee.

(c) MMA does not guarantee delivery by a particular train or within a particular time and does not guarantee rail services on any schedules, published, projected or implied. MMA will not be liable for failure to transport any shipment by any particular train or in time for any particular market.

(d) MMA will not be liable for loss or damage caused by:

- * an act of God
- * public enemy or terrorism
- * the authority of law
- * riots
- * strikes
- * acts of civil disobedience
- * an inherent quality or characteristic in the commodity
- * natural shrinkage
- * an act or default of Shipper, consignor, consignee, owner, or any contracting party, including but not limited to, the failure of the Shipper or any other party to properly block or brace the lading; or the stoppage and holding in transit of lading at the request of the shipper, consignor, consignee, owner, or any contracting party.

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MMA CONDITIONS OF CARRIAGE

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RULE 290 – LOSS OF AND DAMAGE TO SHIPMENTS (Continued)

(e) MMA's liability will not extend beyond the actual physical loss or damage to the cargo itself, including any costs reasonably incurred in efforts to mitigate the loss or damage.

(f) In no event shall MMA be liable for any incidental, special, indirect or consequential damages whatsoever (including but not limited to lost profits, business interruption expenses and shipper or consignee's liability to their own customers for liquidated damages or other damages) arising out of or related to the services provided under these Conditions of Carriage, even if advised of the possibility of such damages.

(g) MMA does not make any representations as to the suitability of cargo for rail transportation. The Shipper acknowledges also that there are significant forces exerted on the cargo in rail transportation that may require additional packing measures for the cargo to move safely.

(h) MMA will not be liable for damage arising from atmospheric conditions when such damage occurs to lading loaded in open-top or on flatbed rail cars. Protective covering sufficient to protect such lading must be furnished and installed by the Shipper. MMA will not be liable for the durability and suitability of the protective covering.

(i) Claims or lawsuits for less than \$250 will not be processed. No Claim will be paid if the amount of the loss or damage is found to be less than \$250.00 per shipment.

(j) Failure of the destination railroad to inspect damaged cargo for any reason will not relieve the claimant from the requirement of establishing that cargo was delivered in a damaged condition and was properly blocked and braced. Failure of the destination railroad to inspect damaged cargo for any reason will not be considered an admission of liability by MMA.

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MMA CONDITIONS OF CARRIAGE

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RULE 290 – LOSS OF AND DAMAGE TO SHIPMENTS (Continued)

(2) Filing of Claims

(a) In any claim for loss or damage claimant shall include:

- (i) Equipment initials and number, shipper's name, consignee's name, notify party's name, shipping date, shipment origin and destination location, commodity description and STCC or other identifying code.
- (ii) Records (such as bill of lading, shipping manifest, purchase or sales documents) or certification to establish:
 - (a) delivery to MMA.
 - (b) the level of MMA cargo claim coverage contracted for the shipment if other than Standard, and
 - (c) condition and quantity of cargo at origin.
- (iii) Supporting documentation for the amount claimed, such as weight and grade certificates, repair bills or certified invoices.

(b) Except where otherwise necessitated by wreck or derailment, claimant shall also include in any such claim:

- (i) records verifying condition and quantity of the cargo when received at the destination stated in the shipping instructions
- (ii) origin and destination seal records, if applied, and
- (iii) Evidence of disposition of any damaged cargo in compliance with requirements of this section.

(c) Claimants must file any claims for loss or damage with:

Montreal, Maine & Atlantic Railway, Ltd.
ATTN: Manager, Freight Claim Settlement
15 Iron Road, Hermon, ME 04401

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RULE 290 – LOSS OF AND DAMAGE TO SHIPMENTS (Concluded)

(d) Where a bill of lading covers only one railcar, a claim for loss or damage must be submitted for the lading moving in only that one railcar and may not be combined into a single claim with damage to lading moving in other railcars covered by other bills of lading. Where loss or damage occurs to lading moving in more than one railcar and the multi-car movement is covered by a single bill of lading, one claim can be filed to cover all damage to lading in railcars moving under that same bill of lading.

(3) Lawsuits

- (a) As a condition precedent to any right of recovery, any lawsuit involving a claim for loss or damage to cargo must be commenced within two (2) years and one (1) day from the date of declination of the claim.
- (b) Lawsuits shall be filed only in courts of competent jurisdiction and venue as set out in 49 USC Section 11706.
- (c) No party other than the Shipper or the Consignee shall have standing to bring a lawsuit regarding a shipment moving under these Conditions of Carriage.

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RULE 300 – EXTENSION OF CREDIT

(1) Acceptance by MMA of a tender of a shipment by Shipper does not constitute the extension of credit by MMA to Shipper or to party responsible for payment of MMA freight charges ("Payor"). Credit shall only be extended through the Credit Department of MMA. If MMA extends credit, it is granted only as a convenience to the Shipper or Payor and may be revoked by MMA at any time as to any shipment (including that in transit) without notice by MMA. In the event of a revocation of credit affecting any cars in transit, Shipper or Payor must either pay all charges for the cars in transit or make provisions for payment, satisfactory to MMA, before the cars will be delivered. Any changes in Shipper's or Payor's ownership or financial condition which materially will affect Shipper's financial standing must be reported to MMA's Credit Department.

(2) Where credit has been extended to Shipper or Payor, payment must be received by MMA within fifteen (15) days of the date of the freight bill or invoice unless specifically agreed to in advance by MMA.

(3) Where credit has not been extended to Shipper or Payor, payment of transportation charges must be made to MMA in advance.

(4) In the event that Shipper or Payor shall dispute the amount of a bill, Shipper or Payor shall pay to MMA within the credit period the undisputed amount of the bill. Shipper or Payor shall also notify MMA within the credit period of the disputed amount and the basis for the dispute. Payment of bills, or any portion thereof, by Shipper or Payor which later are determined to be incorrect will not prejudice Shipper's or Payor's right to seek a refund within the statutory period.

(5) MMA shall have the right to recover from Shipper or Payor all reasonable costs of collection, including but not limited to reasonable attorneys' fees, in the event of any violation of the credit terms of MMA by Shipper or Payor.

(6) With regard to collect bills of lading, the existence of the Payor does not serve to relieve the Shipper and Consignee for their responsibility for the payment of freight and other charges as established by the Conditions of Carriage and law unless otherwise expressly stated by a written agreement. The foregoing shall not affect the Shippers right to secure non-recourse pursuant to Section 7 of the bill of lading. With regard to prepaid bills of lading, the existence of the Payor does not serve to relieve the Shipper for its responsibility for the payment of freight and other charges as established by these Conditions of Carriage and law unless otherwise expressly stated by a written agreement.

(7) MMA reserves the right to assess a finance charge of one percent (1%) per month (twelve percent (12%) per annum) against unpaid line haul freight bills beyond credit terms. Finance charges will be calculated using a daily rate of .0329% (12%/365 days) which will be applied to unpaid line haul freight bills that are not paid within the governing credit period. The finance charge will accrue daily until payment is received by MMA.

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RULES 310 MECHANICAL PROTECTIVE SERVICE (MPS)

(1) Shipments requiring protection from heat or cold will be handled in accordance with rules and provisions (other than charges for services) for protective services. Mechanical protective services, including detention of equipment, are separate and distinct services, and charges therefore will be in addition to charges applicable for line haul and other transportation services. (See Rule 320) EXCEPTION: MMA will not provide portable heater service. To the extent cars are received from connections with heaters already installed, such heaters will be allowed to move through to destinations without service by MMA.

(2) Shipper shall specify on the bill of lading whether the commodities loaded in the equipment are perishable in nature requiring protection against heat or cold. If no such specification is made, MMA shall not be responsible for any loss or damage arising from the lack or failure of such protection.

(3) Subject to the conditions of this rule for shipper owned or leased cars where mechanical protective service is required; MMA will provide reasonable maintenance to mechanical protective service (MPS) units including minor repairs, fuel, lubrication and other supplies. The expense of operating repairs will be borne by the shipper, and the actual cost of labor for any maintenance, service or repairs, and for material (plus 15% material handling charge), fuel, lubricating oil and all other supplies furnished to such MPS units shall be billed against the shipper directly by the railroad incurring the cost of furnishing such services.

RULE 320 – CHARGES FOR MECHANICAL PROTECTIVE SERVICES

Unless specifically indicated in a rate quotation or contract price for line-haul transportation rates, carload shipments originating on MMA do not include a protective service charge payable to third parties. To determine the charge applicable for mechanical-protective service for equipment not owned by MMA, charges specified in service offerings by the owners or lessees of the MPS equipment will apply.

RULE 330 - MIXED CARLOAD SHIPMENTS

Except as otherwise provided in written contracts, quotes or tariffs, when two or more commodities for which the same or different rates apply are shipped in a single carload, and the weight of the predominant article is greater than 50% of the total weight of the shipment, the rate to be assessed on the entire shipment will be that applicable on the predominant article.

EFFECTIVE: October 1, 2006

ISSUED BY:
MONTREAL, MAINE & ATLANTIC RAILWAY, LTD.
15 IRON ROAD,
HERMON, ME 04401-9621

MMA CONDITIONS OF CARRIAGE

RULES

RULE 420 – AGGREGATE RULE

Unless specifically authorized in writing by MMA, point-to-point rates may not be combined to provide a through rate. Example: Customer has a rate quote from Point A to Point C (the “A to C Rate”). Customer has also a rate quote from Point A to Point B (the “A to B rate”) and from Point B to Point C (the “B to C Rate”). The A to C Rate applies, and Customer may not combine A to B Rate with the B to C Rate unless specifically authorized in writing by MMA.

RULE 430 – INTERMEDIATE RATES

Except as otherwise specifically provided in individual contracts or rate quotations, rates will not apply from or to points intermediate to the origins or destinations specified in such individual contracts or rate quotations.

RULE 440 – ALTERNATION OF RATES

(1) Customer-specific rates (contracts or specific quotes) will take precedence over open or non-customer-specific rates (general quotes). Within each of those two categories, point-to-point rates will apply regardless of any group or scale rates available, and group rates will be applied to the exclusion of any scale rates.

(2) Where a rate authority contains more than one carload rate at varying minimum weights for the same movement, the rate that produces the lowest charges for that authority will apply.

(3) Unless otherwise agreed upon by MMA and the purchaser of transportation subject to this publication, where MMA can serve both origin and destination (either directly or through switching by another carrier), MMA single-line rates will apply to the exclusion of any joint-line rates.

RULE 480 – DISCLAIMER OF CONSEQUENTIAL AND SPECIAL DAMAGES

Notwithstanding any provision in these Conditions of Carriage to the contrary and regardless of the nature of the cause of action, whether in tort, contract or otherwise, in no event shall MMA be liable for any consequential, incidental, special, or indirect damages whatsoever (including but not limited to lost profits, cost of capital or interruption of business expenses) arising out of the services provided under these Conditions of Carriage, even if advised of the possibility of such damages.

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MMA CONDITIONS OF CARRIAGE

RULES

RULE 500 – CHANGE IN PROVISION

Subject to all notice requirements established by law, MMA reserves the right at any time to change the terms and conditions of these Conditions of Carriage; provided, however, any such change shall be effective only with regard to any transportation services provided under the Conditions of Carriage for freight tendered after the effective date of the changes. MMA will make available on its web site these Conditions of Carriage in their latest amended form. Shipper should review these Conditions of Carriage before tendering freight to MMA.

RULE 510 – PRIVATE EQUIPMENT

(1) Upon request, MMA may from time to time assist its customers in developing the appropriate size and mix of the customer's fleet of Private Equipment. In giving such assistance, MMA does not warrant or guarantee the accuracy and results of such assistance. All determination of size and mix of the customer's fleet of Private Equipment are solely and ultimately the responsibility of the customer and are made at the sole risk and expense of customer.

(2) MMA does not guarantee or promise that Private Equipment will make or will be available to make any particular Cycle Time (round-trip between two points) or any particular number of movements within any specified time period, regardless of whether MMA had actual knowledge, or would have reasonably known, of shipper's past or expected Cycle Times, the size of shipper's Private Equipment fleet, or shipper's and/or shipper's customers commercial business.

(3) Shipper is solely responsible for determining the suitability of the Private Equipment to move the respective lading in issue. MMA shall have no responsibility for the failure of Private Equipment to adequately protect the lading where the damage to the lading is not due to any act of MMA but to the nature of the Private Equipment.

(4) MMA will not pay mileage allowances on private equipment unless specifically agreed to in advance in writing by a marketing officer.

RULE 520 – SECURITY SEALS

MMA will neither inspect shipments for seals and/or a security device intended to prevent unauthorized access to a shipment, nor determines when a security device is appropriate. In the event that a shipment requires special security measures (such as high security seals, shrink-wrap, paper coverings and the like), it is the duty of the Shipper to determine and take the appropriate security measures.

(Continued on following page)

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MMA CONDITIONS OF CARRIAGE

RULES

RULE 520 – SECURITY SEALS (cont.)

Documentation of the application of security devices at shipment origin is the responsibility of the Shipper. In determining the extent, if any, of MMA's responsibility as a common carrier for loss, damage or liability to a shipment, the absence of or damage to a seal without physical evidence of contamination, loss or theft does not establish injury, loss or damage to a shipment.

RULE 530 – NON-WAIVER

Any waiver on the part of MMA of any term or condition of these Conditions of Carriage shall not constitute a precedent, nor require MMA to continue waiving such term or condition or to waive any succeeding breach of the same or any other of the terms and conditions of these Conditions of Carriage. No waiver or purported waiver on the part of MMA shall be deemed to bind MMA unless made in writing and signed by an authorized MMA Marketing Officer.

RULE 540 – GOVERNING LAW

To the extent not governed by United States or Canadian law, the laws of the State of Maine shall govern the construction and interpretation of these Conditions of Carriage and all rights and obligations of the parties under these Conditions of Carriage.

RULE 550 – NO THIRD PARTY BENEFICIARIES

The services provided by MMA under these Conditions of Carriage are intended solely for the benefit of the shipper except to the extent expressly stated otherwise in these Conditions of Carriage and are not intended for the benefit of any third party. Any standards of service contained in this Conditions of Carriage, any transportation contract or offering are solely for the benefit of the shipper or contracting party to the transportation contract or offering.

RULE 560 – NORMAL RAIL OPERATIONS-ORDER / NOTIFY SHIPMENTS

(1) All services provided pursuant to these Conditions of Carriage will be provided by MMA in accordance with any applicable Federal Rail Administration(FRA) and Association of American Railroads (AAR) guidelines, regulations and MMA routing practice (including but not limited to switching, coupling and humping). Specialized rail handling such as "do not hump", speed restrictions and equipment size are special rail services and not routine rail services. Unless agreed to in writing by both MMA and shipper, any restrictions on rail handling placed by shipper upon a particular car (including, but not limited to, "Do Not Hump" signs, notations as to speed or other restrictions on a bill of lading, EDI notations) shall have no effect and be void. Shippers desiring special handling must contact MMA to arrange such special handling. (Continued on following page)

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MMA CONDITIONS OF CARRIAGE

RULES

RULE 560 – NORMAL RAIL OPERATIONS-ORDER / NOTIFY SHIPMENTS (Cont.)

(2) MMA does not provide Order/Notify service. Bills of lading or shipping instructions tendered to MMA in the form of an order/notify bill of lading will be handled as straight bills of lading. Instructions to the effect of requiring MMA to not complete delivery of a shipment until either securing authorization for delivery from the shipper or some other party, surrender of the bill of lading or notification by MMA to the shipper or some other party shall have no effect and be void regardless of whether such instructions are contained in a straight or an order notify bill of lading; and MMA shall have no liability for delivering a shipment to the consignee listed in the bill of lading in such circumstances.

RULE 570 - SEVERABILITY

If any provision of these Conditions of Carriage is held invalid by a court or governmental entity of competent jurisdiction, such provision shall be severed from these Conditions of Carriage and to the extent possible, the Conditions of Carriage shall continue with regard to the remaining provisions.

RULE 580 – CARGO OWNERS AND COLLATERAL PARTIES

With regard to shipments moving under some type of limitation of liability, the rates, levels of liability and other terms and conditions governing the rail transportation agreed upon between MMA and Shipper represents the essential consideration to the parties. Frequently, the contract for the rail portion of a movement may be only one contract in a series of other contracts between other parties. Pursuant to Rule 550 none of these other parties are intended third party beneficiaries of the governing rail contract. Furthermore, any liability on the part of MMA extends only to the Shipper and is limited to the terms and conditions set out by these Conditions of Carriage and the governing rail contract. The Shipper acknowledges that the bargain with MMA neither contemplates or creates liability on the part of MMA toward any other party, whether in tort or contract, nor places upon MMA any liability in excess of the liability assumed by MMA under these Conditions of Carriage and the governing rail contract. By tendering the cargo to MMA, the Shipper agrees to indemnify MMA against any claim by the cargo owner or any other person or agent for any amounts that exceed the limited liability assumed by MMA under these Conditions of Carriage and the governing rail contract for loss or damage to the lading plus the reasonable cost of defense and attorney's fees for MMA.

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