

CHALLENGER



Zero Base Fuel
Recovery Program

DEFINITIONS
and Route Information



www.challenger.com/fuelrecovery

www.challenger.com/fuelrecovery/definitions

Challenger's Zero Base Fuel Recovery Program offers our customers more accurate estimates of the fuel costs for their freight. Updated weekly and tailored to specific regional routes, this fuel cost model provides up to date, regionally structured estimates of fuel expenses, with calculated rates beneficial to both Challenger and our valued customers.

Zero Base Fuel Recovery Program

DEFINITIONS

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Zero Base Fuel Recovery Program

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Challenger's Zero Base Fuel Recovery Program

This program is geared towards recovering full fuel costs for freight transportation so that customers and Challenger experience fuel costs as pass-through costs. This program is not a surcharge program. Instead, we calculate a total fuel cost that is region specific and updated weekly.

Updates

Fuel prices will be updated online every Wednesday by midnight (Eastern Time). They will be effective Thursday each week. The customer will be billed each week the total-mile fuel recovery amount matching the regions of the origin/destination pairing.

Please visit our website www.challenger.com/fuelrecovery to see up to date pricing for the available routes. You can also subscribe to our weekly email updates of Challenger's Zero Base Fuel Recovery Program by contacting traffic@challenger.com



Zero Base Fuel Recovery Program DEFINITIONS

Winter Fuel Recovery Adjustments

During the colder months, fuel consumption naturally rises as fuel efficiency drops. Many factors contribute to this “Winter Effect” in fuel economy. For instance, fuel is blended differently for colder weather, which results in a 3% reduction in miles per gallon (MPG) efficiency. Colder air increases aerodynamic drag because of increased ambient air density. This results in a 1% MPG reduction for every 10° F drop in temperature. Consequently, around 0° F, (just above -20° C), there is a 10% MPG reduction. In addition, more severe weather, including snow, rain and heavier winds also strongly impact fuel consumption. Generally, Winter Effect contributes to an 8% - 15% reduction in MPG efficiency.

Not every route will experience the same severity of winter conditions, which translates to different impacts on fuel economy. This is why our Winter Fuel Recovery Adjustments are a tiered system. The Winter Fuel Recovery Adjustments will be effective November 1st to March 31st, and each route combination has been assigned a specific winter fuel adjustment rate.

The three tiers are as follows:

Canadian Currency (CAN)

W1: 9 cents per mile
W2: 8 cents per mile
W3: 7 cents per mile

U.S. Currency (USD)

W1: 8 cents per mile
W2: 7 cents per mile
W3: 6 cents per mile

Zero Base Fuel Recovery Program DEFINITIONS

Heavy Loads

A heavy load is a specialized service that is available on some of Challenger's routes. It can carry more weight than a tandem load (Tri-axle or Quad services, where applicable). Due to the extra weight, heavy loads are not as fuel efficient as tandem loads. A heavy load fuel rate is calculated with the same weighted average fuel costs as the standard route, but typically performs at 1 mile per gallon less.

Mileage Program

At Challenger we use *Rand McNally V 19 Practical* which defines practical routes for our freight shipments. A practical route may be different from the shortest route, but will be the most efficient for a shipment to travel. What may be the shortest route physically may be riddled with intercity traffic and may not be the quickest or most efficient way to arrive at a destination.

Changes to the Zero Base Fuel Recovery Program

Due to the possibility of unforeseen circumstances, Challenger retains the right to change Fuel Rates or the Zero Base Fuel Recovery Program without notice.



Zero Base Fuel Recovery Program

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How is a Rate Calculated?

Each route's rate is updated weekly. We calculate the Zero Base Fuel Recovery Rate using a weighted average of regional fuel costs and then divide this rate by the expected mileage per gallon for the associated regions.

Example:

WEIGHTED AVERAGE FUEL COST BETWEEN INVOLVED REGIONS

(REGION "A" FUEL COST PER GALLON x 30%)

+

(REGION "B" FUEL COST PER GALLON x 70%)

= FUEL COST PER GALLON

ZERO BASE FUEL RECOVERY RATE

(FUEL COST PER GALLON) / (MILES PER GALLON)

= FUEL COST PER MILE

You will be billed each week the *per-mile fuel recovery amount* matching the regions of the origin and destination pairing, multiplied by the traveled miles.

To learn more about mileage, view **Mileage Program**.

For more information on fuel prices, see

Canadian Prices and **U.S. Prices**.





Zero Base Fuel Recovery Program DEFINITIONS

U.S. Prices

Pricing for our U.S. regions is determined using the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more about this, please visit: www.eia.gov/petroleum/gasdiesel

U.S. Regions

To determine the different regions in our Fuel Recovery Program, Challenger uses the EIA's geographic aggregations of the 50 States and the District of Columbia called PADDs (Petroleum Administration for Defense Districts). The East Coast (EC) is PADD 1, the Midwest (MW) is PADD 2, the Gulf Coast (PADD 3) and the Rocky Mountain Region (PADD 4) have been combined by Challenger into the Rockies and Southern Region (RS), and the West Coast (WC) is PADD 5. To learn more about these regions, please visit: <http://www.eia.gov/todayinenergy/detail.cfm?id=4890>

DEFINITIONS

Canadian Prices

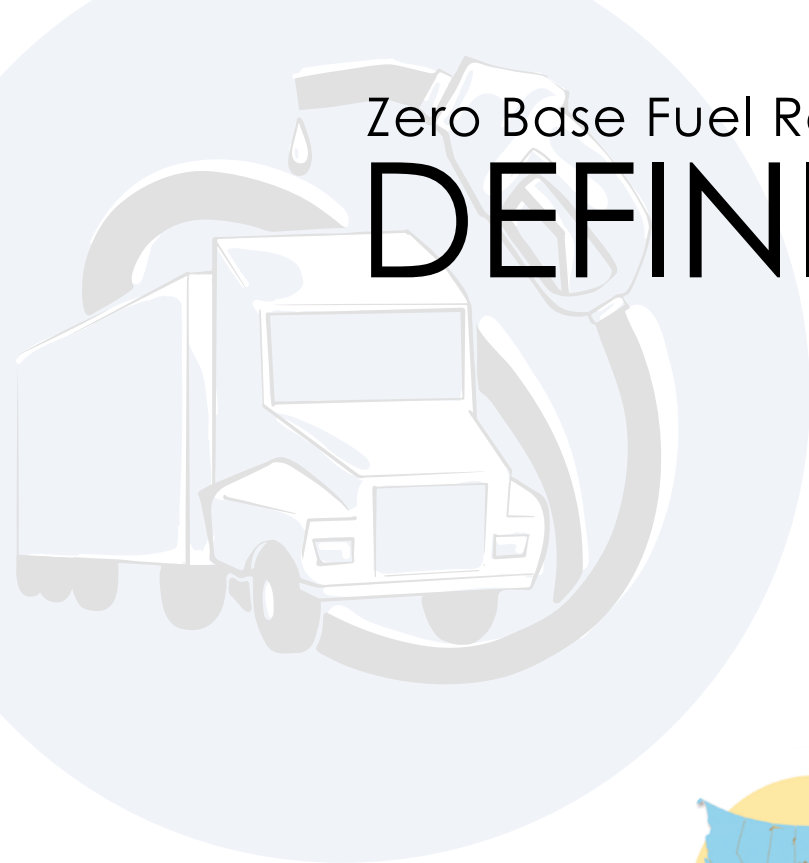
Pricing for Canadian regions is determined by The Kent Group Ltd's reports, using a weekly survey of prices for retail diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The survey is made available on their website at approximately 3:00 PM EST on Tuesday every week. The values used by Challenger are the regional averages weighted by population (P). To run the report, please visit: www.kentreports.com/wpps.aspx

Canadian Regions

To distinguish the different Canadian regions, Challenger uses the regions determined by The Kent Group Ltd's reports. The weekly survey used by Challenger is conducted by MJ Ervin & Associates, which segments the Canadian regions into Western, Ontario, Quebec and Atlantic. Challenger has amalgamated "Ontario" and "Quebec" into the region Canada East (CE), "Western" is Canada West (CW), and "Atlantic" is Canada Maritime (CM). To run and view the report with its regional distribution and fuel price averages weighted by population, please visit: www.kentreports.com/wpps.aspx

Zero Base Fuel Recovery Program

DEFINITIONS



Exchange Rate

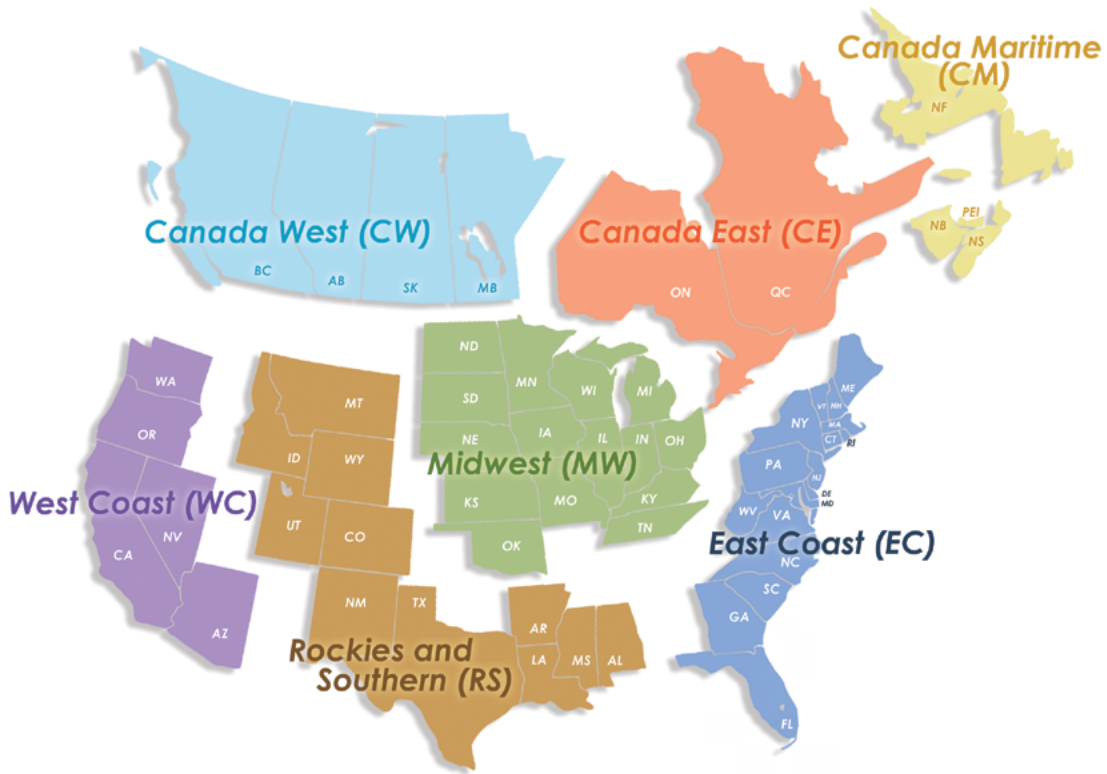
Using the exchange rate determined weekly by the Bank of Canada, Challenger will convert Canadian dollar amounts for U.S. Regions' fuel price points. The exchange rate closes every Monday. The new exchange rate will be used for the Thursday update. To view the current exchange rate, please visit:

www.bankofcanada.ca/rates/exchange

For Our U.S. Customers

Challenger's Zero Base Fuel Recovery Program is conducted in Canadian Currency (CAD). However, we have also created a per mile fuel price in U.S. currency (USD). These rates are determined by the previously mentioned exchange rate. To see the current exchange rate, please visit: **www.bankofcanada.ca/rates/exchange**

Challenger Fuel Regions



Available Routes

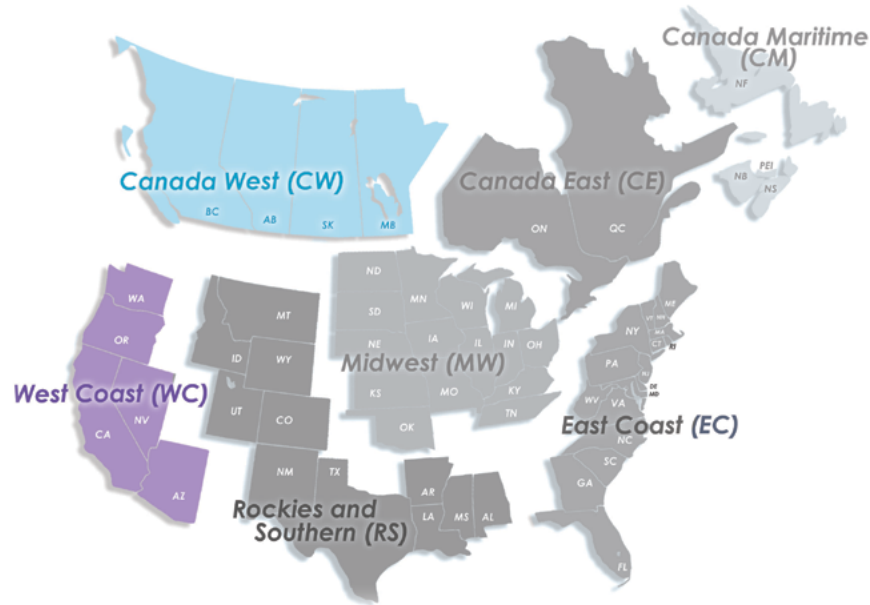
- | | | |
|--------------|--------------|--------------|
| * CW ↔ CW W1 | CW ↔ EC W2 | * CE ↔ EC W2 |
| * CW ↔ CE W1 | * CE ↔ CE W1 | * CM ↔ CM W1 |
| * CW ↔ CM W1 | * CE ↔ CM W1 | CM ↔ WC W2 |
| * CW ↔ WC W3 | CE ↔ WC W2 | CM ↔ RS W2 |
| CW ↔ RS W2 | CE ↔ RS W2 | * CM ↔ MW W1 |
| CW ↔ MW W1 | * CE ↔ MW W1 | * CM ↔ EC W2 |

Origin and Destination regions are interchangeable

Winter rate "W" is the seasonal pricing tier for **Winter Fuel Recovery Adjustments**

Routes with "*" have **Heavy Load** services available

Original map image: wikimedia, Lokal_Profil



Between Canada West and U.S. West Coast (CW↔WC)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

The current Fuel Cost is determined by calculating a weighted average of 60% PADD 5; 40% Western Average (P).

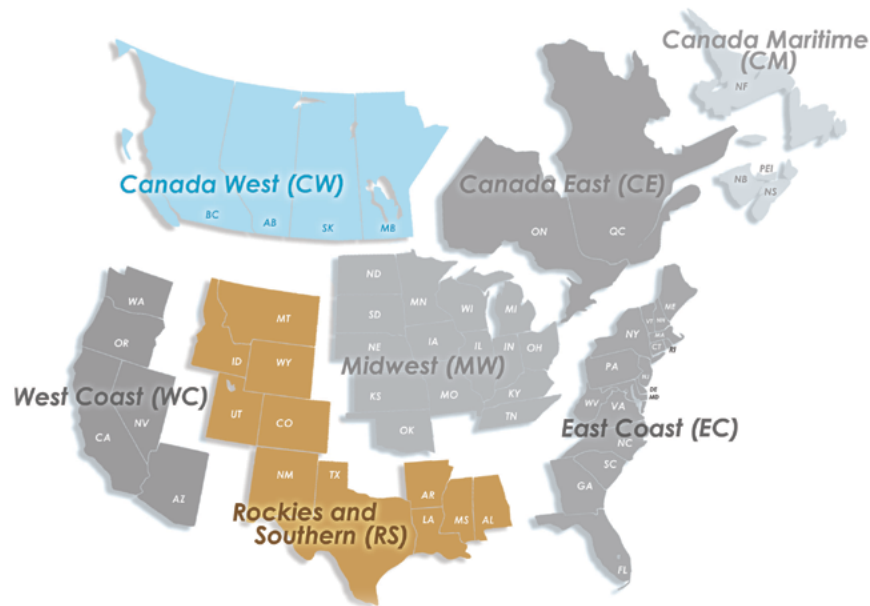
- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada West and West Coast route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W3. This translates to \$0.07 CAN or \$0.06 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada West and U.S. Rockies and Southern (CW↔RS)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

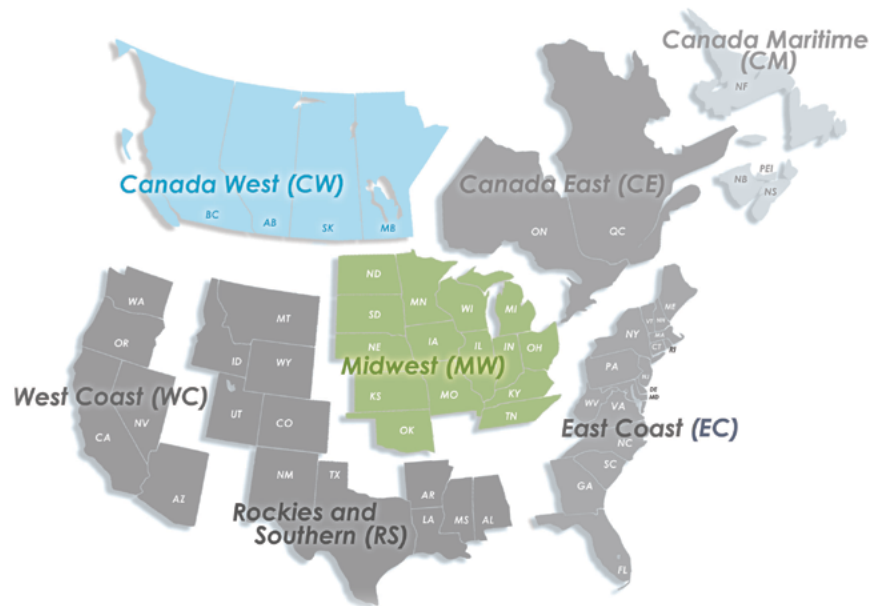
The current Fuel Cost is determined by calculating a weighted average of 33.33% PADD 3, 33.33% PADD 4 and 33.33% Western Average (P).

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN or \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada West and U.S. Midwest (CW↔MW)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

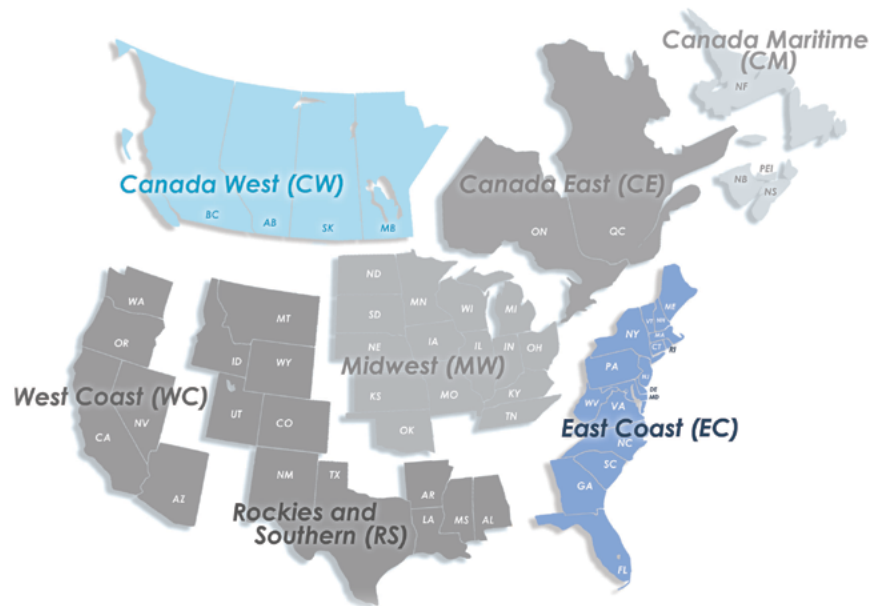
The current Fuel Cost is determined by calculating a weighted average of 25% PADD 2, 25% PADD 4 and 50% Western Average (P).

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada West and U.S. East Coast (CW↔EC)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

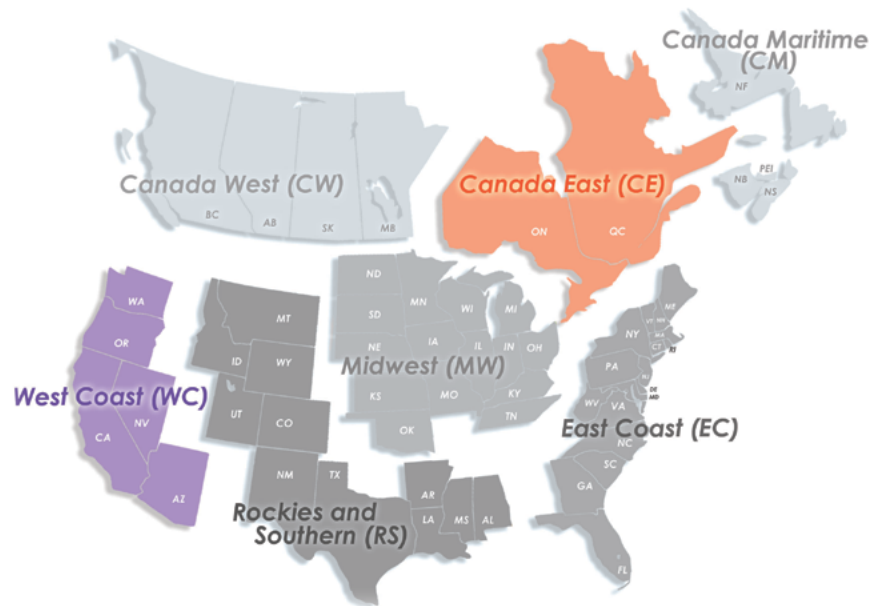
The current Fuel Cost is determined by calculating a weighted average of 25% PADD 1, 25% PADD 2, 25% PADD 4 and 25% Western Average (P).

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN or \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada East and U.S. West Coast (CE↔WC)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

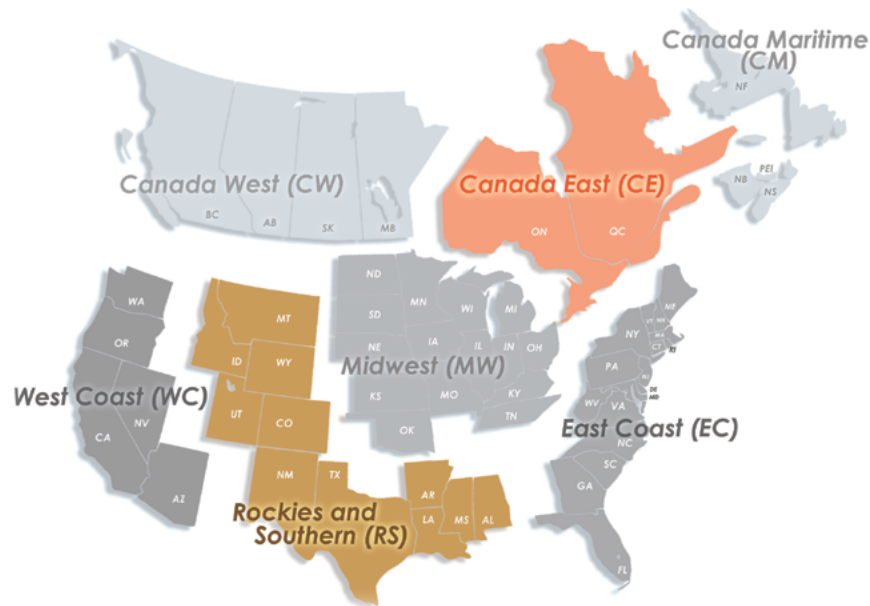
The current Fuel Cost is determined by calculating a weighted average of 20% PADD 5, 20% PADD 2, 20% PADD 4, 20% Ontario (P) and 20% Quebec (P).

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN or \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada East and U.S. Rockies and Southern (CE↔RS)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

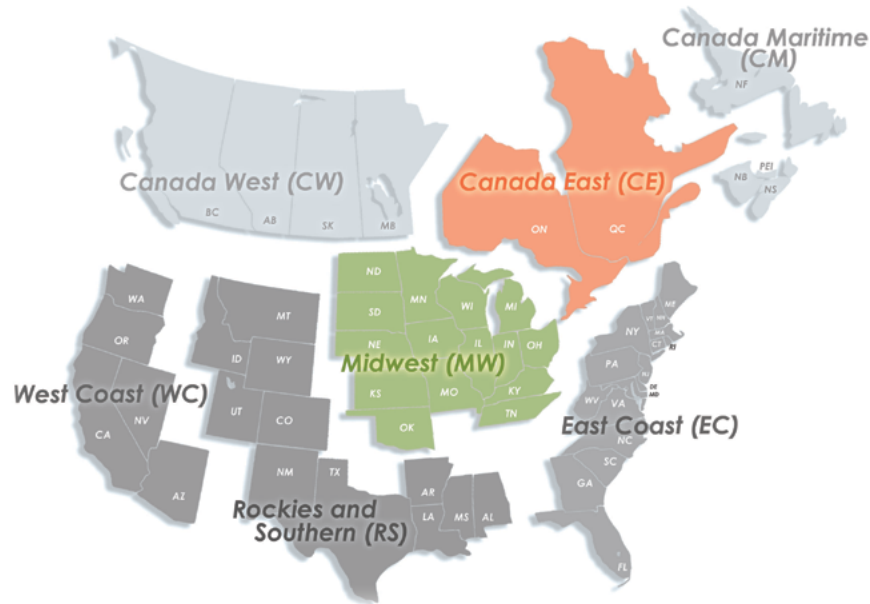
The current Fuel Cost is determined by calculating a weighted average of 20% PADD 2, 20% PADD 3, 20% PADD 4, 20% Ontario (P) and 20% Quebec (P).

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN and \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada East and U.S. Midwest (CE↔MW)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

The current Fuel Cost is determined by calculating a weighted average of 30% PADD 2; 35% Ontario (P) and 35% Quebec (P).

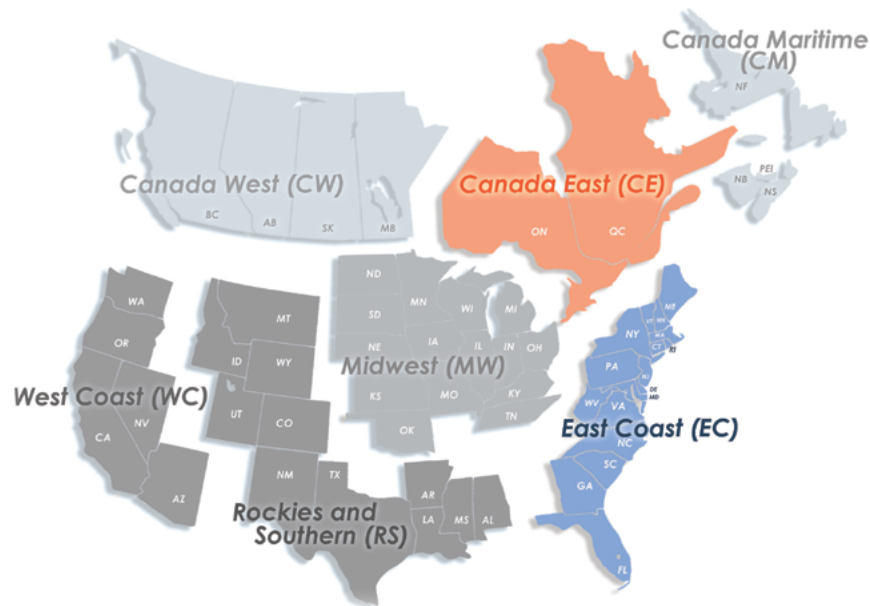
- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada East and Midwest route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada East and U.S. East Coast (CE↔EC)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

The current Fuel Cost is determined by calculating a weighted average of 30% PADD 1, 35% Ontario (P) and 35% Quebec (P).

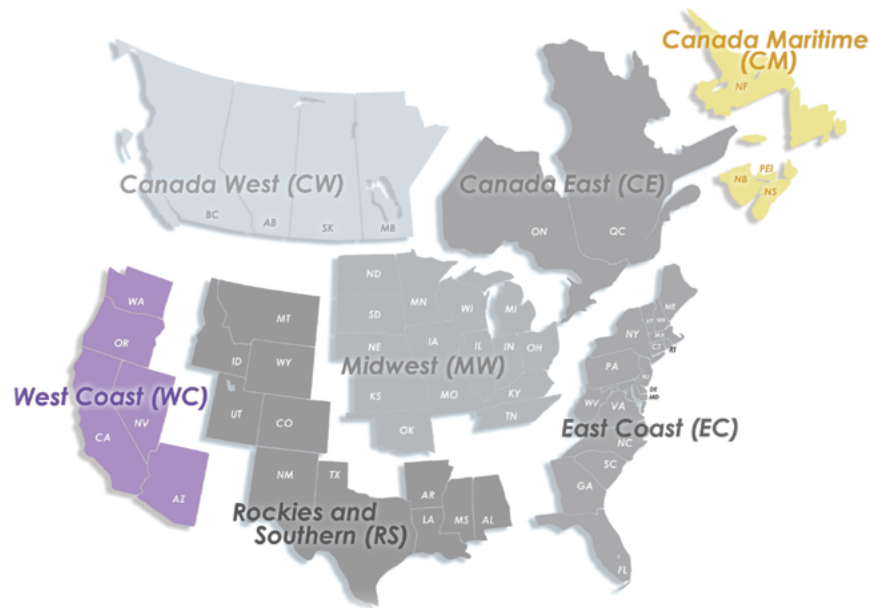
- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada East and East Coast route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN or \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada Maritime and U.S. West Coast (CM↔WC)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

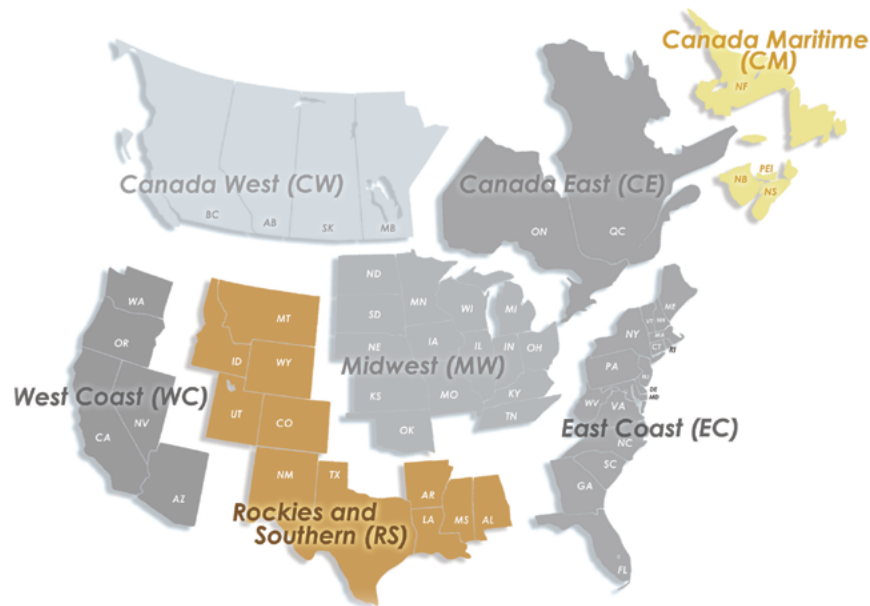
The current Fuel Cost is determined by calculating a weighted average of 16.66% PADD 5, 16.66% PADD 2, 16.66% PADD 4, 16.66% Ontario (P) 16.66% Quebec (P) and 16.66% Atlantic (P).

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN or \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada Maritime and U.S. Rockies and Southern (CM↔RS)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

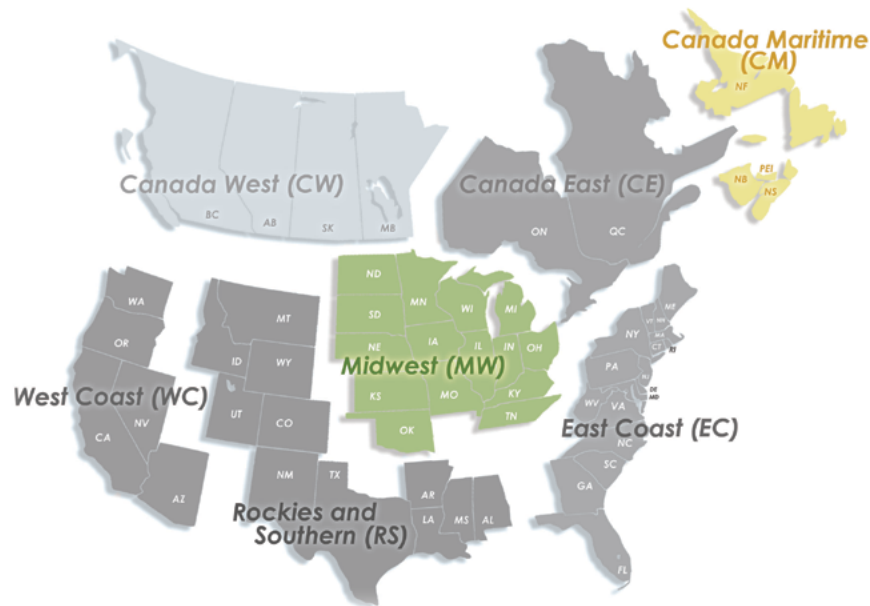
The current Fuel Cost is determined by calculating a weighted average of 16.66% PADD 3, 16.66% PADD 4, 16.66% PADD 2, 16.66% Ontario (P) 16.66% Quebec (P) and 16.66% Atlantic (P).

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN or \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada Maritime and U.S. Midwest (CM↔MW)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

The current Fuel Cost is determined by calculating a weighted average of 20% PADD 2, 26.66% Ontario (P) 26.66% Quebec (P) and 26.66% Atlantic (P).

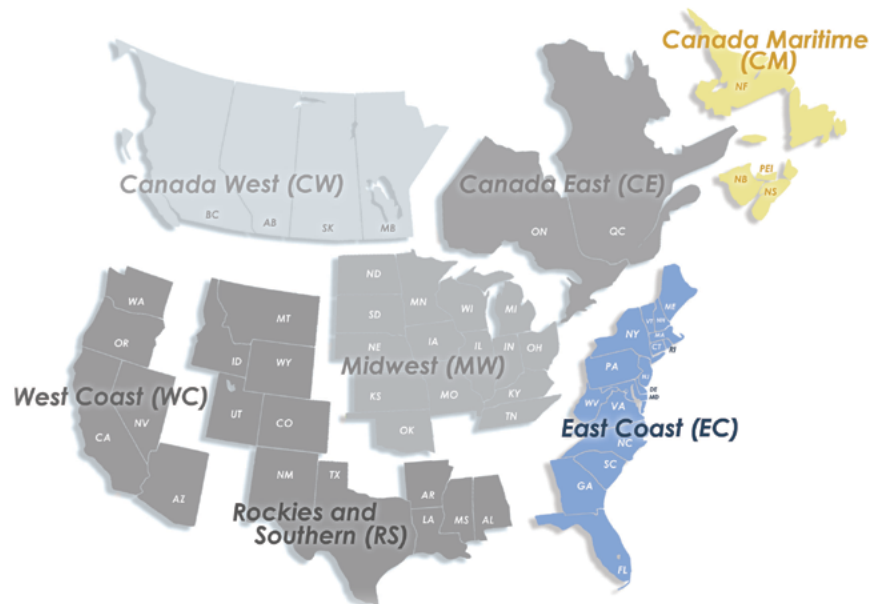
- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada Maritime and Midwest route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada Maritime and U.S. East Coast (CM↔EC)

For this route, the U.S. prices are converted at the Bank of Canada exchange rate. When all fuel prices are in Canadian currency, an averaged fuel cost is determined by a weighted average of the involved regions. This amount is divided by Challenger's expected fuel economy. This will be the cents per mile Fuel Recovery Rate.

The current Fuel Cost is determined by calculating a weighted average of 40% PADD 1, 20% Ontario (P) 20% Quebec (P) and 20% Atlantic (P).

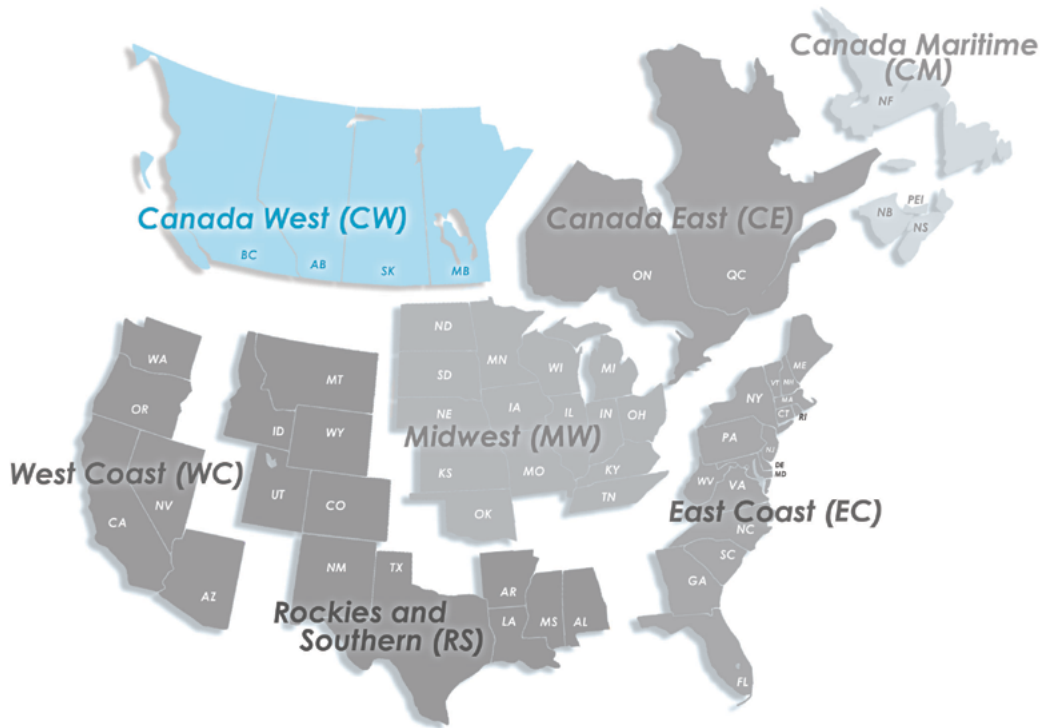
- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada Maritime and East Coast route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W2. This translates to \$0.08 CAN or \$0.07 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for our American regions named PADDs (Petroleum Administration for Defense Districts) is established using statistics determined by the EIA's (U.S. Energy Information Administration) Gasoline and Diesel Fuel Updates. To learn more, please read **U.S. Prices**.

Pricing for Canadian regions is determined through The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



**Within Canada West
(CW↔CW)**

For this route, an average regional fuel cost is used. This amount is divided by Challenger's rate of expected fuel economy, which will determine the cents per mile Fuel Recovery Rate.

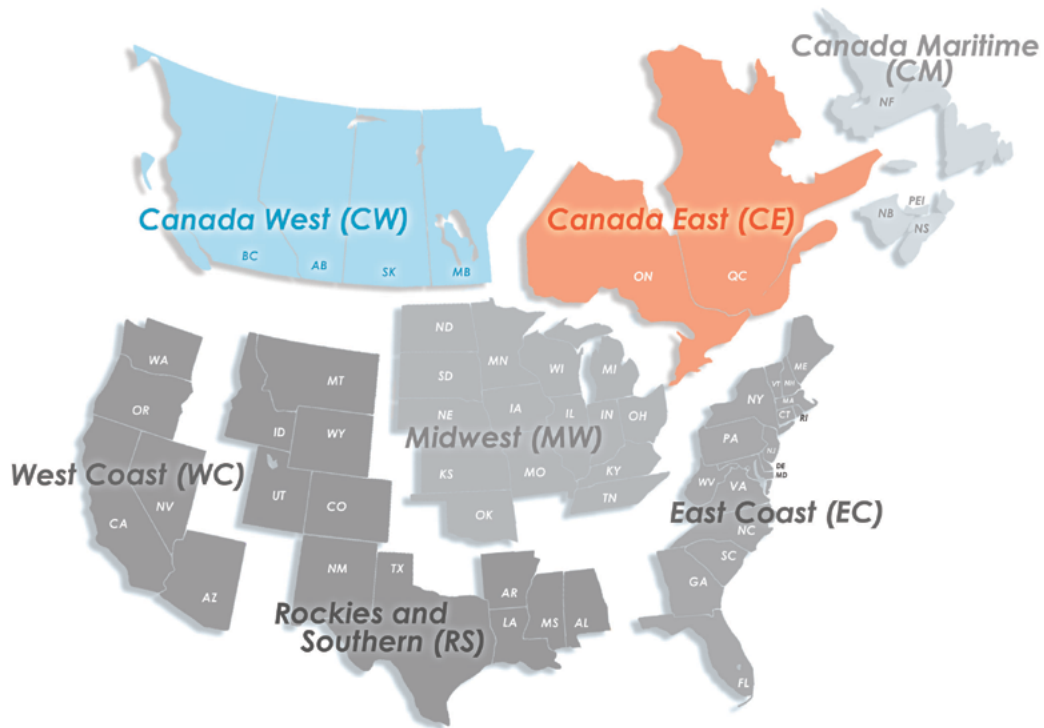
The current Fuel Cost is determined by the average of Western (P).

- * Heavy Load Fuel may be applicable; the Fuel Cost will be the same as the standard Canada West route, but Challenger's fuel economy rate will operate at 1 mile per gallon *less*, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for Canadian regions is determined by The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Between Canada West and Canada East (CW↔CE)

For this route, an averaged fuel cost is determined by the weighted average of the applicable regions. This amount is divided by Challenger's rate of expected fuel economy, which will determine the cents per mile Fuel Recovery Rate.

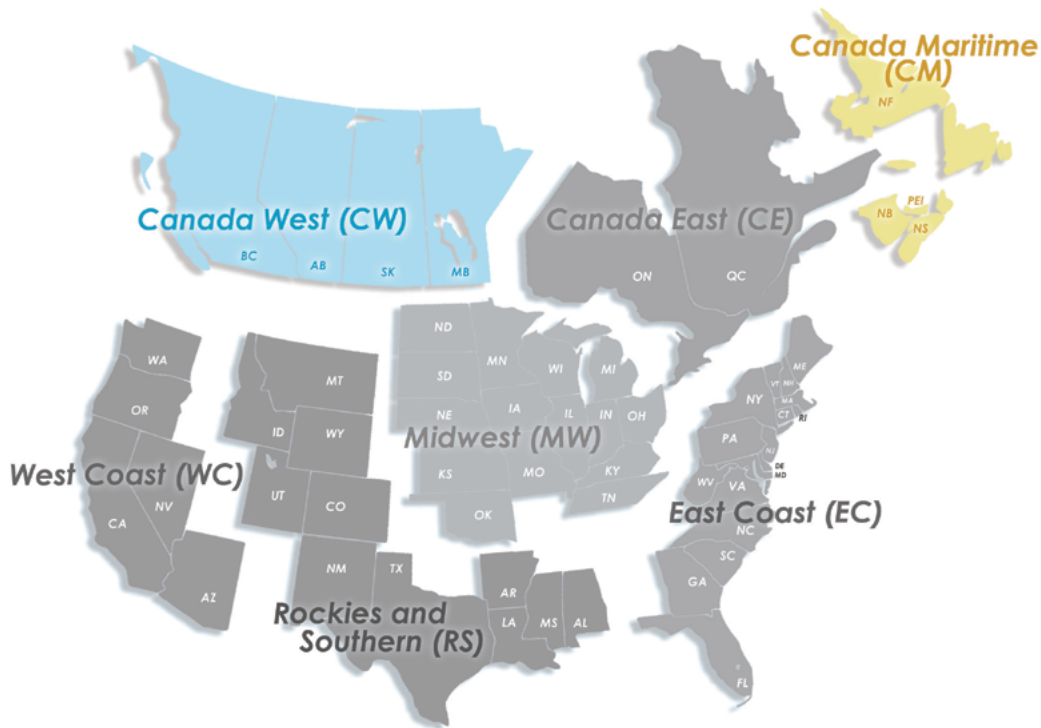
The current Fuel Cost is determined by the average of Western (P), Ontario (P) and Quebec (P).

- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada West and Canada East route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for Canadian regions is determined by The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



**Between Canada West and Canada Maritime
(CW↔CM)**

For this route, an averaged fuel cost is determined by the weighted average of the applicable regions. This amount is divided by Challenger's rate of expected fuel economy, which will determine the cents per mile Fuel Recovery Rate.

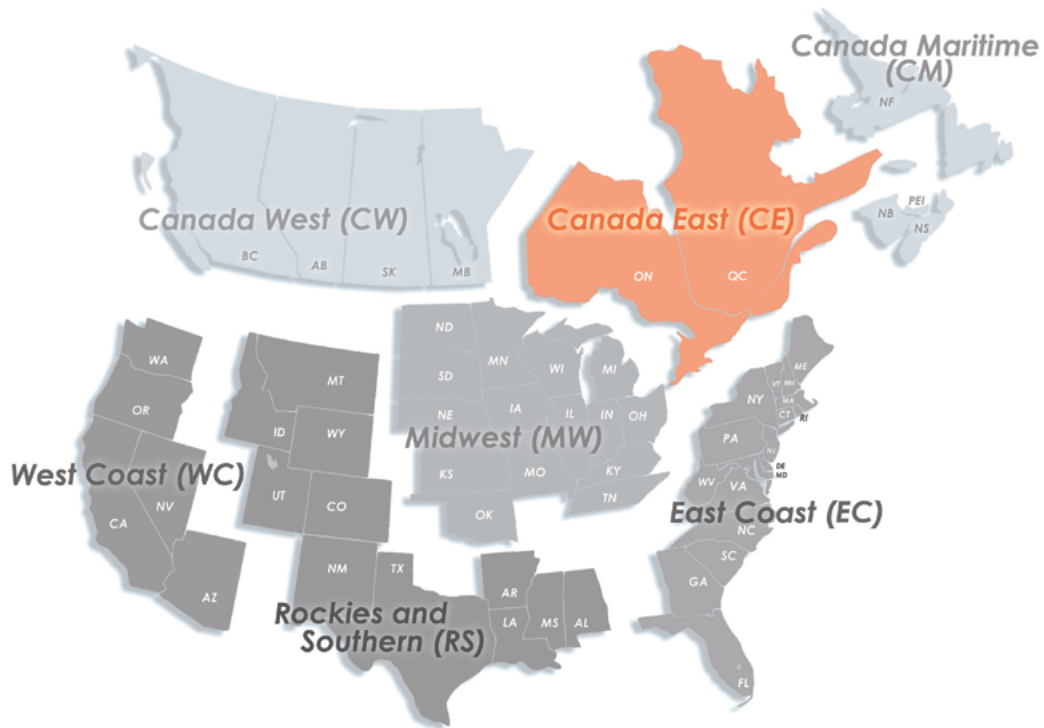
The current Fuel Cost is determined by the Canada Avg (P) fuel cost.

- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada West and Canada Maritimes route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for Canadian regions is determined by The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



Within Canada East (CE↔CE)

For this route, an average regional fuel cost is determined by the weighted average of applicable sub-regions. This amount is divided by Challenger's rate of expected fuel economy, which will determine the cents per mile Fuel Recovery Rate.

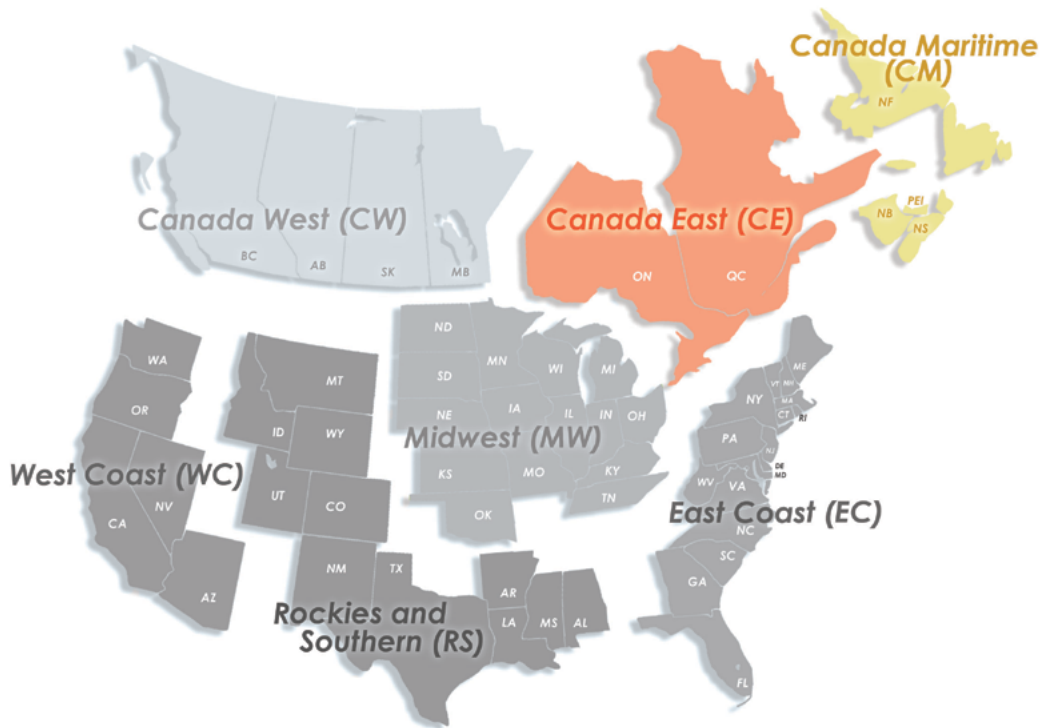
The current Fuel Cost is determined by the average of Ontario (P) and Quebec (P).

- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada East route, but Challenger's fuel economy rate will operate at 1 mile per gallon *less*, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for Canadian regions is determined by The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



**Between Canada East and Canada Maritime
(CE↔CM)**

For this route, an averaged fuel cost is determined by the weighted average of the applicable regions. This amount is divided by Challenger's rate of expected fuel economy, which will determine the cents per mile Fuel Recovery Rate.

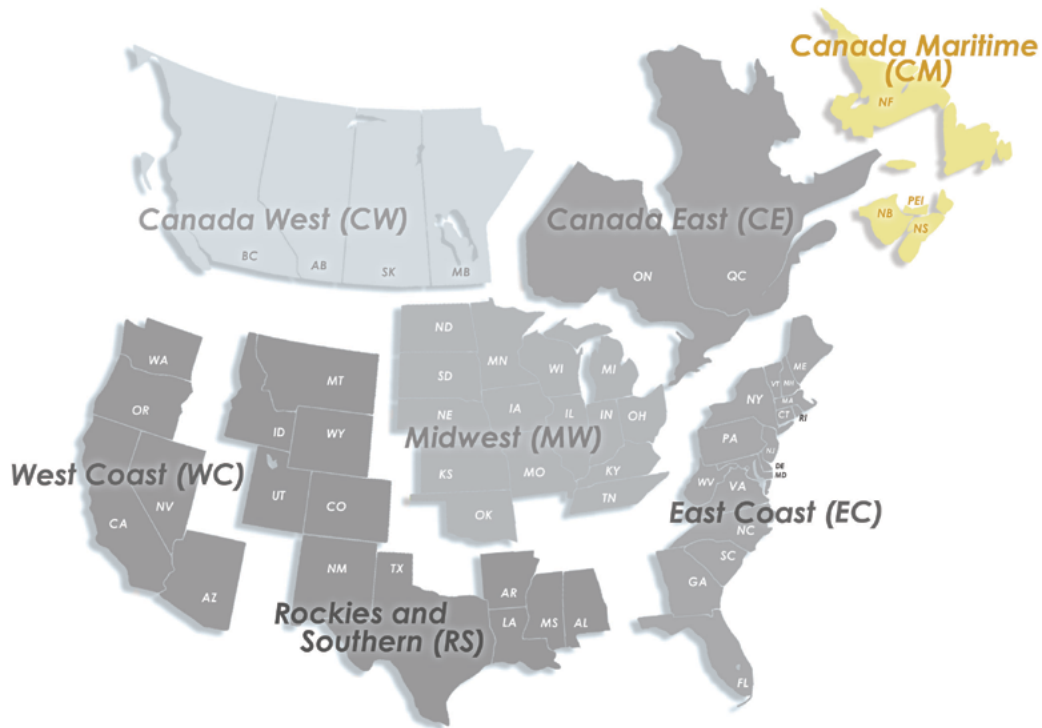
The current Fuel Cost is determined by the average of Atlantic (P), Ontario (P) and Quebec.

- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada East and Canada Maritime route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for Canadian regions is determined by The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



**Within Canada Maritime
(CM↔CM)**

For this route, an average regional fuel cost is used. This amount is divided by Challenger's rate of expected fuel economy, which will determine the cents per mile Fuel Recovery Rate.

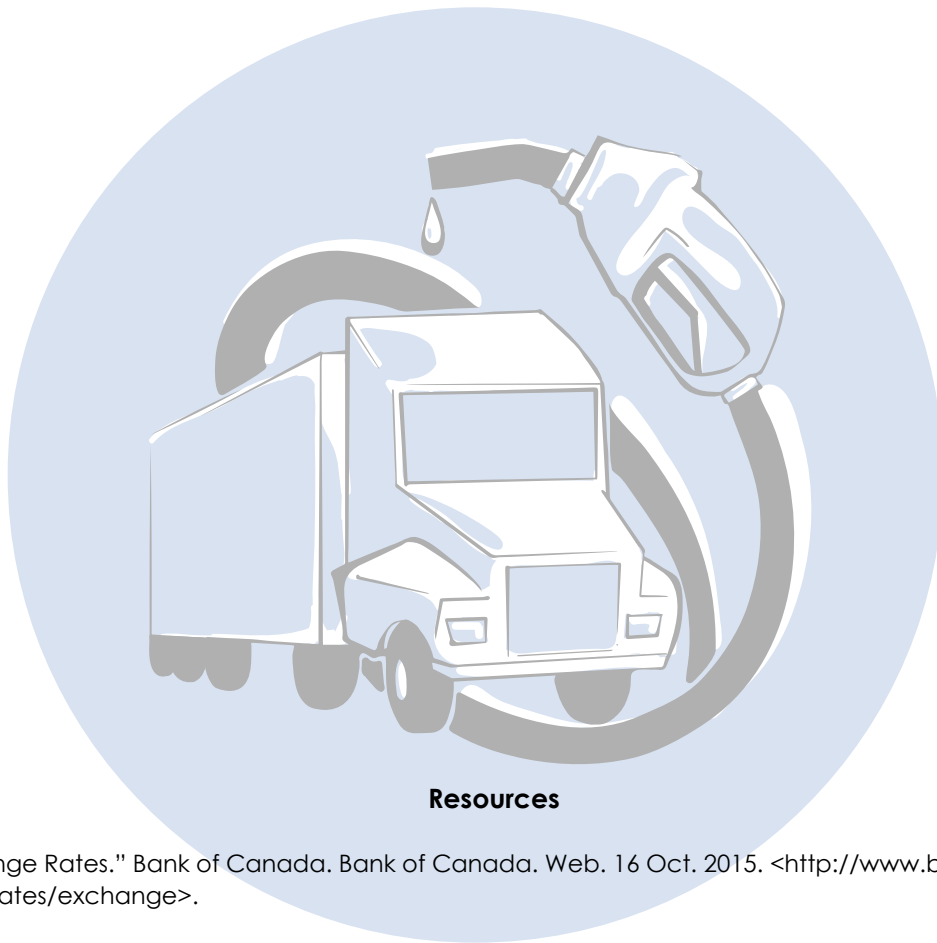
The current Fuel Cost is determined by the average of Atlantic (P), Ontario (P) and Quebec (P).

- * Heavy Load Fuel may be applicable: the Fuel Cost will be the same as the standard Canada Maritime route, but Challenger's fuel economy rate will operate at 1 mile per gallon less, due to heavy weight.

The Winter Fuel Recovery Adjustment tier for this route is W1. This translates to \$0.09 CAN or \$0.08 USD per mile. Effective November 1st to March 31st, this fuel recovery is only intended to cover the changing fuel needs during the months of reduced fuel economy. To learn more, view **Winter Fuel Recovery Adjustments**.

Notes:

Pricing for Canadian regions is determined by The Kent Group Ltd's reports, using a weekly survey of prices for diesel in about 60 different Canadian cities conducted by MJ Ervin & Associates. The values used by Challenger are the regional averages weighted by population (P). To learn more, please read **Canadian Prices**.



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