

QUALITY TRANSPORTATION & LOGISTICS, INC.

**SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF**

QTLI 100

ORIGINAL TITLE PAGE

TARIFF QTLI 100

QUALITY TRANSPORTATION & LOGISTICS, INC.

**RULES AND REGULATIONS TARIFF NO. 100 ALSO
CHARGES FOR TERMINAL AND SPECIAL SERVICES
AND SCOPE OF SERVICE**

**THIS TARIFF APPLIES ONLY IN CONNECTION WITH TARIFFS GOVERNED HEREBY EXCEPT
TO THE EXTENT THAT SUCH TARIFFS CONTAIN SPECIFIC PROVISIONS WHICH DIFFER
WITH THOSE HEREIN.**

RULES AND REGULATIONS TARIFF

For reference to governing classification, and other governing publications, see Item 100.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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QUALITY TRANSPORTATION & LOGISTICS, INC.

SECTION 1
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CHECK SHEET OF TARIFF PAGES

Except as otherwise provided, the pages of this tariff are effective as of the date shown thereon. The revised pages listed below contain all changes. All of the pages contained in this tariff are listed consecutively by number and revision number. "0" in the revision column indicates an original page.

- Indicates new pages or pages revised this date.

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GOVERNING PUBLICATIONS

Except as otherwise provided, this publication is governed by the following publications, and by supplements thereto and successive reissues thereof:

NOMENCLATURE	TARIFF NUMBER
Classification, Governing	NMF 100 Series
Dangerous Articles or Materials	ATA 111 Series
Mile-Finder, PC Miler, Rand McNally	Household Goods
Rate Basis Tariff	QTLI 500 Series
Zip Code Directory	Note A

NOTE A—National Five Digit Zip Code and Post Office Directory.

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ABBREVIATION OR REFERENCE MARK

AK----ALASKA	NC----NORTH CAROLINA
AL----ALABAMA	ND----NORTH DAKOTA
AR----ARKANSAS	NE----NEBRASKA
AZ----ARIZONA	NH----NEW HAMPSHIRE
CA----CALIFORNIA	NJ----NEW JERSEY
CO----COLORADO	NM----NEW MEXICO
CT----CONNECTICUT	NV----NEVADA
DC----DISTRICT OF COLUMBIA	NY----NEW YORK
DE----DELAWARE	OH----OHIO
FL----FLORIDA	OK----OKLAHOMA
GA----GEORGIA	ON----ONTARIO, CANADA
HI----HAWAII	OR----OREGON
IA----IOWA	PA----PENNSYLVANIA
ID----IDAHO	PQ----QUEBEC, CANADA
IL----ILLINOIS	PR----PUERTO RICO
IN----INDIANA	RI----RHODE ISLAND
KS----KANSAS	SC----SOUTH CAROLINA
KY----KENTUCKY	SD----SOUTH DAKOTA
LA----LOUISIANA	TN----TENNESSEE
MA----MASSACHUSETTS	TX----TEXAS
MD----MARYLAND	UT----UTAH
ME----MAINE	VA----VIRGINIA
MI----MICHIGAN	VT----VERMONT
MN----MINNESOTA	WA----WASHINGTON
MO----MISSOURI	WV----WEST VIRGINIA
MS----MISSISSIPI	WY----WYOMING
MT----MONTANA	

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APPLICATION OF TARIFF - SCOPE OF OPERATIONS

Rates and provisions named in this tariff, or as amended, are limited in their application on interstate or foreign commerce to the extent of the operating rights set forth below:
(MC-446535-C)

IRREGULAR ROUTES:

General commodities between points in the United States.

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QUOTATIONS OF ESTIMATED CHARGES

When carrier has furnished, either orally or in writing, an estimate of published tariff charges, such estimates will be given on basis of effective published tariff provisions as applies to those facts concerning shipments which are made known to carrier.

Estimates of freight charges are furnished as a convenience to the shipping public and represent nothing more than a approximation of freight charges, which is not binding either on carrier or shipper.

All transportaion charges on a shipment will be assessed on basis of published tariff provisions legally in effect at time of shipment as applied to commodity shipped and transported and related services performed in connection therewith.

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FUEL RELATED SURCHARGE APPLICATION

Unless specifically provided, all net rates and charges will be subject to additional charges as shown. The U. S. Department of Energy national average price for diesel fuel as reported each week would determine adjustments in the applicable level of surcharge. Any change will be made on Monday of the same week

Diesel Fuel Index		Fuel Surcharge
At Least	But Less Than	LTL%
100 cents	105 cents	1.0
105 cents	110 cents	1.5
110 cents	115 cents	2.0
115 cents	120 cents	2.5
120 cents	125 cents	3.0
125 cents	130 cents	3.5
130 cents	135 cents	4.0
135 cents	140 cents	4.5
140 cents	145 cents	5.0
145 cents	150 cents	5.5
150 cents	155 cents	6.0
155 cents	160 cents	6.5
160 cents	165 cents	7.0
165 cents	170 cents	7.5
170 cents	175 cents	8.0
175 cents	180 cents	8.5
180 cents	185 cents	9.0
185 cents	190 cents	9.5
190 cents	195 cents	10.0
195 cents	200 cents	10.5
200 cents	205 cents	11.0
205 cents	210 cents	11.5
210 cents	215 cents	12.0
215 cents	220 cents	12.5
220 cents	225 cents	13.0

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FUEL RELATED SURCHARGE APPLICATION

Diesel Fuel Index		Fuel Surcharge
At Least	But Less Than	LTL%
225 cents	230 cents	13.5
230 cents	235 cents	14.0
235 cents	240 cents	14.5
240 cents	245 cents	15.0
245 cents	250 cents	15.5
250 cents	255 cents	16.0
255 cents	260 cents	16.5
260 cents	265 cents	17.0
265 cents	270 cents	17.5
270 cents	275 cents	18.0
275 cents	280 cents	18.5
280 cents	285 cents	19.0
285 cents	290 cents	19.5
290 cents	295 cents	20.0
295 cents	300 cents	20.5
300 cents	305 cents	21.0
305 cents	310 cents	21.5
310 cents	315 cents	22.0
315 cents	320 cents	22.5
320 cents	325 cents	23.0
325 cents	330 cents	23.5
330 cents	335 cents	24.0
335 cents	340 cents	24.5
340 cents	345 cents	25.0
345 cents	350 cents	25.5
350 cents	355 cents	26.0
355 cents	360 cents	26.5
360 cents	365 cents	27.0
365 cents	370 cents	27.5

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FUEL RELATED SURCHARGE APPLICATION

Diesel Fuel Index		Fuel Surcharge
At Least	But Less Than	LTL%
370 cents	375 cents	28.0
375 cents	380 cents	28.5
380 cents	385 cents	29.0
385 cents	390 cents	29.5
390 cents	395 cents	30.0
395 cents	400 cents	30.5

**When the diesel fuel index exceeds 400 cents the table will continue upward at .5% fuel surcharge for each 5 cent increase in the index.

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SECTION 1
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RULES AND OTHER PROVISIONS

The terms:

1. "Business Day" means each day, Monday - Friday, excluding Holidays.
2. "Business Hours" means time during which operations are generally conducted by the carrier at the point where the service is performed.
3. "Carrier", "Consignor", or "Consignee" include the authorized representatives or agents of such "carrier", "consignor", or "consignee".
4. "Consignee to unload the shipment" means that the consignee will perform the complete service of unloading the freight from the position in which it was transported in or on the carriers vehicle.
5. "Consignor to load the shipment" means the consignor will perform the complete service of loading the freight in or on the 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 insure safe transportation, blocking or bracing must be furnished and installed by and at the expense of the consignor.
6. "Holiday" means: New Years Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, or any other day generally observed as a holiday by the carrier at the point where the service is performed. When the holiday falls on Sunday, the following Monday will be considered as a holiday.
7. "Joint-line traffic" means 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 delivering carriers.
8. "Place" (See Note A), means a particular street or other designation of a factory, store, warehouse, place of business or private residence at a "point".
9. "Point" means a particular city, town, village, community or other area which is treated as unit for the application of line-haul rates.
10. "Single line traffic" means the transportation or 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 the carrier or for its account by another carrier as its agent.
11. "Site" means a particular platform or specific location for loading or unloading at a "place".

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SECTION 1
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RULES AND OTHER PROVISIONS

12. "Traffic handled direct" means 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.

13. "Truck" or "vehicle" means any vehicle or vehicles propelled or drawn by a single mechanical power unit and used on the highways in the transportation of property.

14. "Two-line haul", "three-line haul" or "four-line haul" includes the carrier for whose account the provisions are published, Unless otherwise specifically provided, two or more carrier specifically designates as being considered as one carrier will be considered as only one line.

15. "Any Quantity" (AQ) - An AQ rate or rating is one which is specifically designated AQ in this tariff or in tariffs making reference to this tariff and are those applicable to the articles regardless of the quantity or weight of the shipment.

16. "Convert-Van" means a trailer that can be used as a flatbed by removing side panels.

17. "Less than Truckload" (LTL) - An LTL rate or rating is one which is specifically designated LTL in this tariff or in tariffs making reference to this tariff and are those applicable to quantity of freight less than the Volume or Truckload Minimum Weight specified.

18. "Volume" or Truckload" (VOL or TL) - A VOL or TL rate or rating is one which is specifically designated VOL or TL in this tariff or in tariffs making reference to this tariff and are those for which a VOL or TL Minimum Weight is specifically provided.

19. "TIR CARNET" means document used to expedite the movement of goods in international trade and it guarantees the custom duties, if any.

20. "Shipment" means a lot of freight received from one consignor at one point (or place within the confines of a single plant), on one day consigned to one consignee at one destination and covered by one Bill of Lading. "Capacity Load" or "Loaded to Capacity" means the extent to which a standard truck is loaded with freight, each term meaning that quantity of freight which, when loaded in or on a standard truck weighs not less than the TL minimum weight applicable to a shipment of such freight; or, that quantity of freight, which in the manner loaded, so fills a standard truck that no more of the shipment in the shipping form tendered can be loaded in or on the truck; or that quantity of freight which because of unusual shape or dimensions or because of necessity for segregation or separation from other freight requires the entire capacity of a standard truck.

NOTE A: The "place" shall include only contiguous property which shall not be deemed separate if intersected by a public street or thorough-fare.

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QUALITY TRANSPORTATION & LOGISTICS, INC.

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**QTLI 100
ITEM 300**

ORIGINAL PAGE 10-A

CONVENTION / EXHIBITION DELIVERY RULE

Shipments delivered or picked up from exhibition or trade show sites, or facilities thereof will, in addition to all other applicable charges, be subject to the following provisions:

Shipment will be rated at a minimum of class 125 rates and will not be subject to a discount of any kind. All discount and/or allowance provisions on file with Quality Transportation & Logistics, Inc. are not applicable on shipments subject to this Item. Shipments will also be assessed with applicable detention charges, subject to Item 502.

All charges subject to this Item must be prepaid.

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ITEM 345

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ARRIVAL NOTICE AND UNDELIVERED FREIGHT

ARRIVAL NOTICE:

1. Actual tender of delivery at consignee's place constitutes the notice of the arrival of a shipment.
2. If the shipment is not actually tendered for delivery, notice of arrival will be given to the consignee not later than the next business day following the arrival of the shipment:
 - a) The notice will be given by telephone, if convenient and practicable; otherwise by e-mail, telegram and/or fax. The notice, however transmitted, will specify the point of origin, the consignor and commodity and weight of shipment.
 - b) If the consignee's address is unknown to the carrier, the notice will be mailed to the consignee at the post office serving the point of destination shown on the Bill of Lading.
 - c) In the case of notification by mail, the notice will be deemed to have been given (that is, received by the addressee) at 8:00 a.m. on the first business day after it was mailed.

UNDELIVERED FREIGHT: (NOTE)

1. If freight cannot be delivered because of the consignee's refusal or inability to accept it, or because the carrier cannot locate the consignee or if freight cannot be transported because of an error, or omission on the part of the consignor, the carrier will make a diligent effort to notify the consignor promptly that the freight is in storage and the reason therefor.
2. Undelivered shipments will be subject to applicable storage or detention charges.
3. On undelivered shipments, disposition instructions printed on the Bill of Lading, Shipping Order, Shipping Label or Container or disposition instructions issued prior to tender of delivery will not be accepted as an authority to reship, return or re consign a shipment or to limit storage liability.

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**QTLI 100
ITEM 360**

ORIGINAL PAGE 12

**BILLS OF LADING, FREIGHT BILLS, AND STATEMENTS OF CHARGES
(Exception to NMFC 360)**

1. When a copy of the Bill of Lading, Shipping Order or Delivery Receipt (POD) is required as a prerequisite for payment of the freight charges, a charge of \$10.00 will be assessed for that service.

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ITEM 361

ORIGINAL PAGE 12-A

BILLS OF LADING - CORRECTED

1. Change in Payor of Freight Charges

Corrected Bills of Lading or other written instructions (a) to change the paying party, (b) to change the collection status from "collect" to "prepaid" - or from "prepaid" to "collect" or (c) to add, change, or delete a "third party billing" or "send freight bill to" party may be permitted, at the sole discretion of the carrier subject to the following conditions:

- a) A charge of \$20.57 per change will be added to the freight bill.
- b) A change in collection status or paying party will not be allowed after payment has been received on the basis of the original Bill of Lading.
- c) The carrier must receive written request for change in the collection status or paying party within a period of 30 days from date of the initial Bill of Lading.
- d) The original and new debtor must have established credit with the carrier.
- e) The party requesting change in collection status or paying party must guarantee, in writing, immediate payment of the applicable freight charges (and any additional charges incurred by the carrier) should the new debtor fail to pay within the prescribed Surface Transportation Board credit guidelines.
- f) Section 7 of the corrected Bill of Lading must not be executed.

2. Change in Description or Weight

Change in description or weight will be permitted only upon presentation of satisfactory documentation (e.g. original invoice and descriptive literature) acceptable to the carrier, that the original Bill of Lading was in error.

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CHICAGO RIDGE, IL 60415

SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 382

ORIGINAL PAGE 13

METHOD OF CANCELLING ORIGINAL AND REVISED PAGES,
EXCEPT THE TITLE PAGE

When this tariff is amended by revised pages, or the cancellation of prior pages, except the title page, such pages will be effected by means of this rule. A revised page will not show a cancellation notice except when a cancellation notice is necessary because of suspension, rejection, or other reason. Revisions of each page will be published and filed in numerical sequence.

Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised or original pages, or uncanceled portions thereof, which bear the same page number. See EXCEPTION. For example, 1st Revised Page 10 will have the effect of canceling sample Page 10; 45th Revised Page 12 will have the effect of canceling 44th Revised Page 12; 13th Revised Page 4a will have the effect of canceling 12th Revised Page 4a and also 11th Revised Page 4a if the cancellation of 12th takes place on or before its effective date.

EXCEPTION: When a specific cancellation on a prior revised page excepts a previously filed page wholly or in part, this rule does not have the effect of canceling such excepted previously filed pages or portions thereof.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 390

ORIGINAL PAGE 14

CAPACITY LOADS – MINIMUM CHARGE

Provisions of this item will not apply in connection with shipments subject to class rate tariffs listed in Item 100 herein. Further, the provisions of this item have no application when the otherwise applicable charge is greater than the minimum charge provided herein.

The terms “occupies the full visible capacity,” “loaded to capacity,” or “capacity load” refer to the extent each vehicle is loaded and can mean either:

That quantity of freight which, in the manner loaded, so fills a vehicle that no additional article in the shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle;

OR:

That maximum quantity of freight that can be legally loaded in or on a vehicle due to weight limitations.

Shipments subject to Class or Class and Commodity rates.

When any shipment occupies the full visible capacity of a vehicle, the minimum charge for that quantity of freight loaded in or on each vehicle (loaded to capacity) shall be equal to the charge for 40,000 pounds at the applicable undiscounted class 50 rate.

When a shipment is tendered that cannot be loaded in one vehicle, the following will apply:

Each vehicle required to transport the shipment, except one, shall be loaded to capacity and subject to the minimum charge as provided above. The vehicle containing less than a capacity load will be considered overflow and rated as a separate shipment when the minimum is applied to any capacity loaded vehicle in the shipment.

For the purpose of determining application of the minimum charge, the total freight charges will be allocated to each vehicle proportionate to the weight (of total shipment) contained therein.

(Concluded on following page)

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 390 (Concluded)

ORIGINAL PAGE 14-A

CAPACITY LOADS – MINIMUM CHARGE

Shipments subject solely to Commodity rates.

When any shipment subject to commodity rates is tendered to QTLI and occupies the full visible capacity of a vehicle, such shipment shall be subject to a minimum charge per vehicle for that quantity of freight loaded in or on each vehicle (loaded to capacity) based on the applicable undiscounted Truckload or Volume rate at the minimum weight provided, if applicable.

However, when a shipment is tendered that cannot be loaded in one vehicle, the freight loaded in each vehicle required to transport the shipment, shall be considered a separate shipment and so rated.

Additional Considerations:

On request of the shipper, QTLI will make every effort to furnish the largest available trailer(s). The shipper will have the right to refuse the trailer offered, but once loading has begun, provisions of this item will apply.

On shipments which move via two or more carriers, the minimum charge in this item will be based on the vehicle furnished by the originating carrier, and will apply to the continuous through movement.

The originating carrier shall indicate on the bill of lading and/or freight bill, the number of vehicle(s) loaded to capacity, used by the originating carrier to transport the shipment, and shall also indicate if an additional vehicle carrying less than capacity load was furnished. In the event an additional vehicle was furnished, the originating carrier shall indicate the weight of the portion of the shipment loaded into such vehicle.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 420

ORIGINAL PAGE 14-B

CLASSIFICATION OF ARTICLES

1. Correction of article description or classification errors caused by incorrect description(s) on the original or corrected Bill of Lading supplied by the shipper will be subject to a \$17.94 reclassification fee per freight bill corrected when such correction causes an increase of \$20.00 or more in freight charges. Such charge will be added to freight bill. However, when the weight adjustment fee provided in Item 992 is assessed, the reclassification fee will not apply.
2. Where the NMF 100 Series publishes a "0" rating for a commodity, or a "not taken" provision, the applicable rating shall be 500, with value limits as defined in Item 575 herein.
3. Classification or rating provisions in the NMF 100 Series requiring a notation or statement of actual or released value are applicable only when such valuations are stated on the shipping order or Bill of Lading by shipper at time of shipment. Failure by the shipper to notate value, or the applicable NMF Item and sub number on the shipping order or Bill of Lading will cause QTLI to assess the otherwise applicable class rating not dependent on valuation. If none exists, QTLI will assess the lowest actual or released value rating.
4. Carrier will honor corrected Bills of Lading upon receipt of acceptable proof of actual value. Corrected Bills of Lading will not be accepted nor will freight charges be adjusted on released value shipments.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

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ITEM 430

ORIGINAL PAGE 15

COLLECT ON DELIVERY (COD) SHIPMENTS

Except as otherwise provided, collect on delivery shipments (COD) will be accepted subject to the following provisions and charges:

1. Shipments must be tendered on "Uniform Straight" , "Straight Bill of Lading - Short Form" or "Straight" Bill of Lading form. The letters "COD" must be stamped, typed or written on all such bills of lading and shipping orders immediately before name of consignee; or, "COD" in red letters at least one (1) inch in height with thickness of stroke ¼ inch thick or greater must be stamped or printed across the face of all bills of lading and shipping orders. Only one COD amount may be shown and it may not be subject to change dependent upon time or conditions of payment. The name and street and post office address of consignor and consignee must be shown on bill of lading and shipping order. On Straight Bills of Lading - Short Form there must be shown in the space provided for this purpose or in the lower left hand corner of space provided for "description of articles, special marks and exceptions," the following information: Collect on Delivery, dollar amount, and remit to: Street, City, State. COD charge to be paid by: and mark either shipper or consignee.
2. Each package must be plainly marked, labeled, or tagged by consignor showing the letters "COD" and the name and address of consignor and consignee.
3. COD packages will not be accepted on the same bill of lading with packages other than COD, and only packages covered by one COD bill may be tendered on one bill of lading.
4. If consignor desires to forward invoice or collection papers, they must be securely attached to the shipping order copy of the bill of lading and the shipping order must show the following information: "Attached invoice (or invoices) to accompany shipment to destination"
5. COD shipments will not be accepted or receipted for when billed to one firm or person, with instructions to collect charges from another person.
6. COD shipments will not be accepted with the privilege of examination or trial, or bearing instructions to make partial delivery.

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For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 430 (Concluded)

ORIGINAL PAGE 16

COLLECT ON DELIVERY (COD) SHIPMENTS

7. Intoxicating beverages may be handled COD only under the provisions provided by state laws of the state in which the point of destination is located. (See Section 389 of Title 18 of the United States Code Annotated.)
8. The amount of COD bills for COD shipments must be collected at the time such shipments are delivered to the consignee.
9. Only the following forms of payment will be accepted in payment of COD amounts: (a) cash, up to a maximum of \$250; (b) bank cashier's check; (c) bank certified check; (d) money order; or (e) personal check of the consignee when so authorized in writing by endorsement on the bill of lading and shipping order by the consignor. All checks and money orders shall be made payable to the consignor. The carrier will accept checks and money orders only as the agent of the consignor and the carrier's responsibility is limited to the exercise of due care and diligence in forwarding such checks and money orders to consignor.
10. The charge for collecting and remitting the amount of bills for COD shipments will be collected from the consignee, except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the bill of lading and shipping order. Collection or remitting charges for freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders made payable to the consignor.
11. Upon collection of a COD bill, carrier collecting same shall remit each COD collection directly to the consignor or other person designated by the consignor as payee, promptly and within ten (10) days after delivery of the COD shipment to the consignee. If the COD shipment moved via interline service, the delivering carrier shall, at the time of remittance of the COD collection to the consignor or payee, notify the originating carrier of such remittance.
12. The charges of the destination carrier for collecting and remitting the amount of each COD bill to be collected on shipments consigned COD will be 3.6% of COD amount with a \$44.00 minimum per shipment.
13. Charge for raising, lowering or canceling a COD shall be in writing and signed by a representative of the shipper. A charge of \$39.00 per shipment will be assessed for this service.

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SECTION 1
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QTLI 100
ITEM 440

ORIGINAL PAGE 16-A

ADVANCING CHARGES

No charges of any description will be advanced to shippers, owners, consignees or agents thereof, nor to their draymen or warehousemen, except charges which are incidental to the transportation of the shipment (Subject to Note 1). The basis of charges to be advanced, as shown in Note 1, must be stated on the Bill of Lading at time of shipment.

The charges for collecting and remitting the amount of the advance charges will be billed to the same party paying the linehaul charges.

The charges for advancing charges will be 3% of the advanced amount, subject to a minimum fee of \$54.00 per bill.

NOTE 1 – The term “Charges Incidental to the Transportation of the Shipment” shall include only the following:

Charges for packing or crating of the shipment.

Loading or unloading charges.

Inbound transportation charges, not a part of the continuous through movement of the shipment.

Inbound transportation charges when such charges are derived from rates or charges on file with the Federal Maritime Commission.

Drayage charges (Subject to Note 2).

Drayage charges (Subject to Note 2) or inbound line haul transportation charges when payment of such charges are guaranteed in writing by the shipper or his agent.

In-bond or Custom House charges.

Wharfage or handling charges on import shipments.

Warehouse storage or warehouse handling charges.

Broker's fees on customs or in-bond freight.

NOTE 2 – The term “Drayage” as used in this item shall mean local transportation within the pickup terminal area, from actual origin to the line haul carrier's dock.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 470

ORIGINAL PAGE 17

CONTROL AND EXCLUSIVE USE OF VEHICLE
AND EXPEDITED SERVICE

PART 1
CONTROL OF VEHICLE

Except as provided in Part 2 of this item, no shipment is entitled to the exclusive use of the vehicle in which it is to be transported, and the carrier has control of the vehicle with the unrestricted right to:

1. Select the vehicle for the transportation of a shipment.
2. Transfer the shipment to another vehicle.
3. Load other freight on the same vehicle.
4. Remove locks or seals applied to the vehicle.

PART 2
EXCLUSIVE USE OF VEHICLE

When the exclusive use of a vehicle is provided by the carrier at the request of consignor or consignee, the following provisions will apply:

1. Charges will apply to each vehicle used to transport the shipment.
2. The request must be given in writing or placed on the Bill of Lading and Shipping Order.
3. When Bill of Lading and/or shipping instructions prohibit the breaking of locks or seals for the co-loading of additional freight, such instructions will be considered as a written request for exclusive use service.
4. The vehicle will be devoted exclusively to the transportation of the shipment, without the breaking of locks or seals, except as provided in Paragraph (5).
5. In the event a lock or seal has been removed from a vehicle, the carrier will immediately re-lock or re-seal the vehicle and will notate the accompanying papers with a new lock or seal number and the reason for removal of the original lock or seal. No freight will be added to the vehicle except at the instruction of the consignor or consignee.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 470 (Continued from previous page)

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CONTROL AND EXCLUSIVE USE OF VEHICLE
AND EXPEDITED SERVICE

6. When the request for exclusive use of vehicle is made by the consignor or consignee after shipment has been receipted for and is in the possession of the carrier, the carrier will, if possible, intercept the shipment and convert it to exclusive use of vehicle service over as much of the route as possible. The party making the request must confirm in writing and guarantee charges. Such written verification will be preserved by the carrier and be considered as part of the Bill of Lading contract. Charges will be assessed as provided in Part 4 charges between the point of origin and points of destination.
7. Stop-off for partial loading or partial unloading will not be permitted on shipments transported under provisions of Part 2.
8. The consignor may not execute the non-recourse stipulation of Bill of Lading.

PART 3
EXPEDITED SERVICE

When the consignor or consignee requests expedited service, the carrier will furnish appropriate equipment, if available, for such service. The term "expedited service" as used herein means that the immediate dispatch of the appropriate equipment, vehicle, or trailer will be made and pickup and delivery will be accelerated and that the shipment will be handled with other than normal dispatch. When expedited service is requested, the Bill of Lading and Shipping Order must be endorsed with the term "Expedited Service Requested" prior to acceptance of the shipment.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 470 (Concluded)

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CONTROL AND EXCLUSIVE USE OF VEHICLE
AND EXPEDITED SERVICE

PART 4
CHARGES

When the consignor or consignee requests the exclusive use of a vehicle or expedited service, the following provisions will apply:

1. Charges will be computed at the rates and weights applicable to the shipment without reference to this item subject to a minimum charge for 20,000 pounds at the regular class 125 rate.
2. Charges are to be paid or guaranteed by the party requesting the services and the non-recourse stipulation of the Bill of Lading may not be executed. (This paragraph is not applicable on shipments moving on government Bills of Lading).

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 480

ORIGINAL PAGE 20

CUSTOMS OR INBOND FREIGHT

1. Shipments moving under United States Customs Bond for U.S. Customs clearance at a point in the United States will be assessed a charge of \$2.92 per 100 pounds, subject to the minimum charge of \$53.00 and a maximum charge of \$118.00 per shipment, based on the actual weight or applicable minimum weight whichever is greater. Such charges shall be in addition to all other applicable charges. On shipments requiring the use of more than 1 trailer, each trailer shall be considered as a separate shipment for the purpose of applying the provisions of this item.
2. Line-haul charges on shipments requiring U.S. Customs clearance at a point other than the final destination will be assessed on the basis of rates and charges applicable from the point of origin to the point of U.S. Customs clearance, plus the rates and charges applicable from the point of U.S. Customs clearance to the final destination, except no beyond line-haul charges will apply when the final destination is located within the terminal area of the point of U.S. Customs clearance.
3. Freight moving INBOND may not be included in the same shipment on the same Bill of Lading and Shipping Order with freight not moving INBOND.
4. Shipments moving under United States Customs Bond will not be accorded stopping-in-transit or split pickup or split delivery privileges.
5. Detention charges, if any, will be assessed against the party responsible for the line-haul charges. For the purpose of applying storage rules and charges in connection with shipments moving under U.S. Customs Bond, notification to the Deputy Collector of Customs that a shipment is available for Customs Inspection will constitute tender of shipment for delivery.
6. Each I. T. Permit (Immediate Transportation Permit) 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. The provisions of this paragraph will not apply to VOL or TL shipments moving INBOND between steamship company piers or wharves or when such shipments are delivered to a U. S. Customs Bonded Warehouse.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 480 (Concluded)

ORIGINAL PAGE 21

CUSTOMS OR INBOND FREIGHT

7. Shipments tendered in a vehicle sealed by or at the instructions of the consignor or as required by competent authority, will be considered as fully loaded or loaded to capacity. On shipments cleared enroute by U. S. Customs, and movement beyond such clearance does not require a seal, normal rates and charges shall apply to the beyond point.

8. Shipments waiting U. S. Customs clearance will be subject to applicable detention charges and storage charges. These charges will be assessed against the party responsible for the line haul charges.

9. When necessary for carriers to purchase and apply "High Security" red inbond seals for shipments moving under U. S. Customs Bond, a charge of \$46.28 per seal will be assessed. Carrier will not be responsible for equipment or tools necessary for removal of "High Security" red inbond seals.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 502

ORIGINAL PAGE 22

DETENTION - LTL OR AQ SHIPMENTS

This item applies when carrier's vehicles with power units are delayed or detained either on the premises of consignor or consignee or as close to thereto as conditions will permit, subject to the following provisions:

SECTION 1 - GENERAL PROVISIONS

This item applies only to vehicles which have been ordered or used to transport shipments:

Subject to LTL or AQ rates subject to a stated minimum weight of less than 20,000 pounds:

Not subject to shipments which are assessed charges based on provisions of Item 390 (Capacity Loads) or Item 470 (Exclusive Use of Vehicles).

When carrier's employee assists in loading, unloading or checking the freight, this item will apply whether or not the power unit is actually detained.

Nothing in this item shall require a carrier to pickup or deliver freight at hours other than such carrier's normal business hours.

When vehicle is both unloaded and reloaded, each transaction will be treated independently of the other, except that when loading is begun before unloading is completed, free time for loading shall not begin until free time for unloading has expired.

Freight remaining undelivered after the accrual of any detention charges may be placed in storage. Such freight shall be subject to accrued detention charges up to the time freight is placed in storage and shall immediately become subject to storage charges. If the freight is later tendered for delivery, the charge for redelivery will apply. In such event, detention charges as provided in Section 5 of this item, will immediately become applicable.

When, through no fault of the carrier, the loading or unloading of a vehicle with power unit cannot be completed at the end of a normal business day.

Consignor or consignee may request that the vehicle without power remain at its premises and the provisions of Section 4 (2) will apply.

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For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

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ITEM 502 (Continued from previous page)

ORIGINAL PAGE 23

DETENTION - LTL OR AQ SHIPMENTS

Consignor or consignee may request that the vehicle without power be returned to carrier's premises. At that time, computation of any remaining free time will cease. That portion of the shipment in the carrier's possession is subject to storage. When the vehicle is returned to consignor's or consignee's premises, computation of any remaining free time will resume. The portion of a shipment that is redelivered is subject to redelivery charges provided in Item 830.

SECTION 2 - DEFINITIONS

"Loading" - includes the furnishing to the carrier the Bill of Lading or forwarding directions or documents necessary for forwarding of the shipment.

"Unloading" - includes:

- Surrender to the carrier of Bill of Lading on shipments billed "To Order".
- Payment of lawful charges to the carrier when required prior to delivery of the shipment.
- Notification to the carrier that the vehicle is unloaded.
- Signing delivery receipt when delivering carrier's agent is present at unloading.

SECTION 3 - COMPUTATION OF TIME

Except as provided in Paragraphs (2) and (3), computation of time shall begin upon notification by the driver to the responsible representative of the consignor or consignee of the arrival of the vehicle for loading or unloading. Time shall end upon completion of loading or unloading and receipt by the driver of a signed Bill of Lading or receipt for delivery.

Computations of time are subject to and are to be made within the normal business day at the designated premises at place of pickup or delivery, except:

When loading or unloading is not completed at the end of such day, time will be resumed

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QUALITY TRANSPORTATION & LOGISTICS, INC.

**SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF**

QTLI 100

ORIGINAL PAGE 24

ITEM 502 (Continued from previous page)

DETENTION - LTL OR AQ SHIPMENTS

upon notification by driver to the responsible representative of the consignor or consignee that he is ready to resume loading or unloading.

When loading or unloading is interrupted for a normal meal period, meal time not to exceed one hour, will be excluded from computation of time.

When carrier is permitted to work before or after the normal day, such working time shall also be included.

When consignor tenders or consignee receives more than one LTL or AQ shipment at one time, the combined weight will be used to determine free time. The free time will be increased by 5 minutes for each shipment subject to maximum of 60 minutes additional free time.

When there is more than one payor, charges will be pro-rated on the basis of the weight of each individual shipment. Where single or multiple LTL or AQ shipments subject to LTL or AQ rates exceed the carrying capacity of one vehicle, free time for each vehicle shall be computed separately.

SECTION 4 - FREE TIME

Free Time shall be as follows:

ACTUAL WEIGHT IN POUNDS PER VEHICLE STOP	FREE TIME IN MINUTES PER VEHICLE STOP
Less than 5,000	30 minutes
5,001 but less than 10,000	45 minutes
10,001 but less than 20,000	60 minutes

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 502 (Concluded)

ORIGINAL PAGE 25

DETENTION - LTL OR AQ SHIPMENTS

Once a vehicle with power is placed for loading or unloading and then changed to a vehicle without power at the request of consignor or consignee, the free time and detention charges will be applied as follows:

If the change is requested and made within free time allowed for a vehicle with power, free time will cease immediately at the time request is made and detention charges for vehicle without power will be applied immediately with no further free time allowed.

If the charge is requested and made after expiration of free time for a vehicle with power, free time and detention charges will be computed on the basis of a vehicle with power up to the time the change was requested. In addition thereto, vehicle will immediately be placed on detention for vehicle without power with no further free time allowed.

SECTION 5 - CHARGES

When the loading or unloading is delayed, the charge per vehicle for each 15 minutes, or fraction thereof, beyond free time will be \$27.94 subject to a minimum charge of \$83.50

The amounts due carrier under the provisions of this item, shall be assessed against the consignor in the case of loading, and against the consignee in the case of unloading, irrespective of whether line haul charges are prepaid or collect, In the case of import, intercoastal or coastwise shipments, the consignee will be responsible for the charges and in the case of export, intercoastal or coastwise shipments, the consignor will be responsible for the charges.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 540

ORIGINAL PAGE 26

**PICKUP AND DELIVERY CHARGE
(BIG BEND AREA)**

Shipments picked up at or delivered to the following zip codes will be subject to an additional arbitrary charge of \$12.90 per 100 pounds subject to a minimum charge of \$150.00.

Zips: 79718
79734-35
79780-81
79786
79830-32
79834
79842-43
79845-46
79848
79850
79852
79854

NEW YORK CITY AREA PICKUP AND DELIVERY CHARGE

Shipments picked up at or delivered to the following zip codes will be subject to an additional arbitrary charge of \$8.00 per 100 pounds subject to a minimum charge of \$50.00.

Zips: 10001-10299

DISTRICT OF COLUMBIA PICKUP AND DELIVERY CHARGE

Shipments picked up at or delivered to the following zip codes will be subject to an additional arbitrary charge of \$2.38 per 100 pounds subject to a minimum charge of \$37.00.

Zips: 20000-20599

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 550

ORIGINAL PAGE 27

DELIVERY AND UNLOADING AT PIERS OR WHARVES

Except as otherwise provided, rates in tariffs governed by this tariff include one delivery and unloading or one tender for delivery of a shipment by the carrier unless prohibited by the port authority at one place, subject to the following provisions:

SETTING OF VEHICLE OR VEHICLES:

The delivery of a shipment by the carrier to the place of delivery will include the setting of the vehicle or vehicles at the delivery site designated.

UNLOADING:

Except as provided in paragraph b), articles in a single container, packing or shipping form weighing less than 100 pounds, will be unloaded at the expense of the carrier. Articles in a single container, packing or shipping form weighing 100 or more shall be unloaded by or at the expense of the shipper or consignee. If the shipper or consignee does not elect to perform the service of unloading, same will be performed by the carrier at an additional lift or unloading charge of \$1.88 per 100 pounds, subject to minimum charge of \$109.00 per shipment such charges to be in addition to all other charges accruing to the shipment. When unloading arrangements have been made by the shipper or consignee, its representatives or agents, other than the motor carrier, the following notation must be placed on the Bill of Lading by the shipper: 'Arrangements for unloading at piers or wharves made directly by the shipper or consignee.'

Articles which because of their weight, size or means of packaging, cannot be handled by ordinary equipment and require the service of a crane or other special equipment to unload, such service shall be performed by the consignee, unless the carrier is instructed to perform this service, which service shall be performed at an additional charge equal to the exact expense incurred by the carrier for such unloading.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
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ORIGINAL PAGE 28

PICKUP AND LOADING AT PIERS OR WHARVES

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading of a shipment by the carrier at one place, subject to the following provisions:

SETTING OF VEHICLE OR VEHICLES:

The carrier will furnish and set a vehicle or vehicles at the designated loading site.

LOADING:

Except as provided in paragraph (b), articles in a single container, packing or shipping form weighing less than 100 pounds, will be loaded at the expense of the carrier. Articles in a single container, packing or shipping form weighing 100 pounds or more shall be loaded by or at the expense of the consignor. If the consignor does not elect to perform the service of loading, same will be performed by the carrier at an additional lift or loading charge of \$1.88 per 100 pounds, subject to a minimum charge of \$109.00 per shipment, such charge to be in addition to all other charges accruing to the shipment.

Articles which, because of their weight, size or manner of packaging, cannot be handled by ordinary equipment and require the service of a crane or other special equipment to load, shall be performed by the shipper, unless the carrier is instructed to perform this service, which shall be performed at an additional charge equal to the exact expense incurred by the carrier for such loading.

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EXTRA LABOR-LOADING OR UNLOADING (NOTE E)

When requested by the consignor or consignee, extra labor will be furnished by the carrier for loading or unloading. At each location where extra labor is used, the charge will be \$54.86 per hour per man with a minimum charge of 4 hours per man. Time shall be computed from the time the extra labor arrives at the place of pickup or delivery until loading or unloading is completed, This charge will be in addition to all other charges and will be assessed against the consignor (NOTES A and C) if the extra labor is used for loading, and against the consignee (NOTES B and D) if the extra labor is used for unloading. Extra labor will not be furnished unless requested by consignor or consignee.

Carrier's records must be maintained and kept available at all times and must show as to each vehicle containing shipments on which extra labor is used.

Name and address of consignor and consignee at whose place of business freight is loaded or unloaded.

Identification of vehicle tendered for loading or unloading.

Number of extra men used and the number of hours or days each such man was used.

The provisions of this item do not obligate the carrier to furnish extra labor, if such labor is not available at the point of loading or unloading.

NOTE A – Consignor, as used in this item, means the party from whom the carrier received the shipment, or any part thereof, for transportation at point of origin or any stop-off point, whether he be original consignor, or warehouseman, or a connecting air, motor, rail, or water carrier with which the carrier does not maintain joint through rates, or other person to whom the Bill Of Lading is issued.

NOTE B – Consignee, as used in this item, means the party to whom the carrier is required by the Bill of Lading or other instructions, to deliver the shipment, or any part thereof,

(Concluded on following page)

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SECTION 1
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ITEM 560 (Concluded)

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EXTRA LABOR-LOADING OR UNLOADING (NOTE E)

at destination or any stop-off points, whether it be ultimate consignee, or warehouseman, or a connecting air, motor, rail or water carrier with whom the carrier does not maintain joint through rates, or other person designated on the Bill of Lading.

NOTE C – Charges for extra labor for loading shall be assessed against the consignee, if requested by the consignee and so noted on the delivery receipt copy of the freight bill.

NOTE D – Charges for extra labor for unloading shall be assessed against the consignor if requested by the consignor and so noted on the Bill of Lading.

NOTE E – The provisions of this item are not applicable on Sundays or Holidays.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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QTLI 100
ITEM 566

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**INSIDE PICK-UP AND DELIVERY AND HANDLING FREIGHT AT POSITIONS NOT
IMMEDIATELY ADJACENT TO VEHICLE**

Service provided under this item will be assessed a charge of \$6.85 per 100 pounds subject to a minimum charge of \$61.00 per shipment and a maximum charge of \$546.00 per shipment or per vehicle, if more than one vehicle is used to transport the shipment. When shipments are accorded split pickup, split delivery or they are stopped in transit for partial loading or unloading, the minimum and maximum charges will apply to each stop separately wherever the service is performed. The charges provided in this item will be in addition to all other lawful charges and, unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting such service, except such charge for shipments moving on Government Bills of Lading will be collected from the U. S. Government.

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QUALITY TRANSPORTATION & LOGISTICS, INC.

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**QTLI 100
ITEM 568**

ORIGINAL PAGE 32

**EXPLOSIVES, DANGEROUS ARTICLES AND
HAZARDOUS MATERIAL HANDLING**

When articles requiring placarding and/or special handling in compliance with tariff ATA III Series or Local, State or Federal Law rules or regulations, a charge of \$19.00 per shipment will apply.

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SECTION 1
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ITEM 570

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IMPRACTICABLE OPERATIONS

Pick-up or delivery service will not be performed by the carrier at any site from or to which it is impracticable to operate vehicles because:
the condition or roads, streets, driveways, alleys or approaches thereto;
inadequate loading or unloading facilities;
riots, acts of God, the public enemy, the authority or law, the existence of violence or such possible disturbance as tending to create reasonable apprehension of danger to persons or property.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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QUALITY TRANSPORTATION & LOGISTICS, INC.

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ITEM 573**

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LIABILITY - PUBLISHED TRANSIT TIMES

Quality Transportation & Logistics, Inc. will make a diligent and concerted effort to at least meet our published transit times on every shipment tendered for transportation. In those instances where the transportation of an individual shipment does not meet our published transit times, however, Quality Transportation & Logistics, Inc. will not be liable to the shipper, consignee or their agents for any and all direct or incidental damages or costs claimed to result from this failure to meet the transit times.

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ITEM 574**

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LIFTGATE SERVICE

When a carrier upon request of the consignor or consignee provides a vehicle with devices attached for loading or unloading, a charge of \$5.45 per 100 pounds will apply for loading and a charge of \$5.45 per 100 pounds will apply for unloading, subject to a minimum charge of \$83.50. Such charges will be in addition to all other applicable charges. (See Note).

Note: Charges may be waived by carrier if liftgate equipment is used in the normal daily operations in the city for pickup or delivery.

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ITEM 575

ORIGINAL PAGE 36

LIMITATION OF CARRIER LIABILITY

General:

Except as otherwise provided, carrier will not be liable for actual value exceeding \$10.00 per pound per package or \$100,000.00 maximum. If shipper desires to tender a shipment requiring carrier liability in excess of that and if carrier agrees to handle such shipment, the shipper must indicate in writing on the Bill of Lading at the time of shipment, the declared or released value of the shipment of the goods being shipped, Carrier will assess an additional charge of \$3.00 per each \$100.00 in excess of initial maximum liability. Such charge is in addition to lawful freight charges. Charges are to be paid by the party responsible for payment of freight charges. Excess coverage will not exceed full actual value of goods lost or damaged in transit.

Used Commodities:

Commodities, other than new, will be accepted for transportation subject to the following conditions:

The commodities named above must meet or exceed the packaging requirements as provided for in the current NMFC 100 series.

Carrier's liability shall be limited to not exceed \$0.50 per pound, nor exceed the actual value of the shipment or the amount of loss or damage sustained, whichever is lower.

Failure of the consignor to declare that commodity is "USED" shall not alter the application of this item.

Spot Quotes / Volume Quotes / Pallet Rates:

For any shipment that does not move under a QUCA500 class rated tariff, carrier's maximum liability will be \$0.50 per pound.

NOTE: Application of this item does not apply on those commodities named in the NMFC subject to specific released value provisions. (See Item 420 herein).

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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ITEM 576

ORIGINAL PAGE 37

OFFSETTING OF FREIGHT CHARGES

Claims and claim amounts made against the Carrier (whether filed or not), may not be offset by shipper, consignee, or payor of freight charges otherwise owed to the Carrier.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
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QTLI 100
ITEM 578

ORIGINAL PAGE 38

LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE
(SEE NOTE)

Rates subject to provisions that consignor is to load and/or consignee is to unload the shipment are subject to the following additional provisions:

At time of shipment, the consignor must endorse on the Bill of Lading and the shipping order:

Loaded by consignor;

To be unloaded by consignee; or

Loaded by consignor and to be unloaded by consignee, as the application of specific rates may require. (NOTE)

The complete loading and/or unloading service of the freight, including the count thereof, must be performed by the shipper and/or consignee at his expense without any assistance from the carrier. The carrier's employee and power unit are to be released while loading and/or unloading is performed. At carrier's option, the carrier's employee and power unit may remain during loading or unloading, but will render no assistance in loading or unloading.

The complete loading service includes the loading of the freight into or on the carrier's vehicle and the stowing and arranging thereof. Any temporary blocking, flooring, or lining, racks, standards, strips, stakes, or similar bracing, dunnage or supports not constituting a shipping carrier, container or package, or a part of the vehicle when required to protect and make shipments secure for transportation must be furnished and installed by the shipper. The complete unloading service means that the consignee must remove the freight from the position in which it is transported in or on the carrier's vehicle.

On mixed shipments, when any portion of the freight is required to be loaded by shipper, and/or consignee as a condition precedent to the application of the rate, the entire shipment must be loaded and/or unloaded by the shipper or consignee. Otherwise the rate will not apply, and rates otherwise published will be assessed.

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SECTION 1
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ITEM 578 (Concluded)

ORIGINAL PAGE 39

**LOADING BY CONSIGNOR - UNLOADING BY CONSIGNEE
(SEE NOTE)**

In the event the shipment is stopped off for partial loading or partial unloading, the party or parties tendering or receiving any portion of the shipment will be subject to the requirements as to loading or unloading.

If the consignor or any party tendering any portion of the shipment refuses to perform the loading, or if the consignee or any party receiving any portion of the shipment refuses to perform the unloading, the rate will not apply and rates otherwise published will be assessed.

NOTE – When the Bill of Lading and shipping notation as required in this item are inadvertently omitted, shipper an/or consignee must furnish the carrier with proof satisfactory to the carrier within 60 days of delivery that loading and unloading was actually performed in accordance with the provisions of this item except for the absence of the notation required in (1).

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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**SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF**

**QTLI 100
ITEM 580**

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MARKING OR TAGGING FREIGHT - LTL OR AQ

Except as otherwise provided for in this item, when shipments are released to a carrier with instructions to prepare a Bill of Lading, or where Bill of Lading is prepared by the owner of the goods and supplied to the carrier, the carrier will tag the freight to conform with NMFC Item 580, subject to the charges shown in (6).

IMPORT FREIGHT MOVING IN BOND (NOTE A)

Import shipments of LTL or AQ freight, when forwarded in bond, which upon delivery to the carrier at the Port of Entry, bear blind, or abbreviated markings, shall be marked with red label or tag of the U. S. Government to show the following information, which will be considered in full compliance with NMFC Item 580.

Transportation Entry No.

From (Station)

To (Destination)

NOTICE—This package is under bond, and must be delivered intact to the Chief Officer of the United States Customs at

Shipments marked in accordance with (2) will be subject to a charge of \$3.06 per label or tag, minimum charge per shipment of \$40.00 when prepared and/or applied by the carrier.

Any additional marking required by the shipper, if performed by the carrier, will be charge for at the same rate as provided in (6).

FREIGHT NOT MOVING IN BOND

On Import, Coastwise or Intercoastal traffic and on shipments received at steamship piers, which upon delivery to carrier or its agent at the Ports of Entry, bear blind or abbreviated markings, will if necessary for proper identification, after completion of Custom' formalities, be marked in conformity with NMFC Item 580. When marking is done by an employee of the carrier or other party acting as agent for the carrier, the charge for such marking will be as provided in (6), which charge, unless paid by the carrier or its agent, as listed above, at the Port of Entry, will follow as an advance charge against the shipment.

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RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF**

QTLI 100
ITEM 580 (Concluded)

ORIGINAL PAGE 41

MARKING OR TAGGING FREIGHT - LTL OR AQ

CHARGES

APPLIES ONLY TO THE EXTENT AUTHORIZED IN (1), (4), OR (5)

Where the owner of the goods supplies the carrier with prepared labels or tags to be affixed to individual packages or pieces of freight, a charge of \$3.06 per label or tag, minimum charge per shipment of \$40.00 will be assessed for affixing to packages or pieces.

Where the carrier is not supplied with prepared labels or tags to be affixed to individual packages or pieces of freight, carriers will mark, label or tag the freight, and assess a charge of \$7.20 per package or piece so marked, labeled or tagged, minimum charge per shipment of \$40.00.

NOTE – THE MARKING OR LABELING CHARGE WILL NOT BE APPLICABLE WHEN THE VEHICLES ARE LOADED TO VISIBLE CAPACITY AND SEALED WITH A RED IN BOND CUSTOM SEAL.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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ITEM 590

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BLIND SHIPMENTS

When asked to handle a blind shipment where the name or location of a participant is to be kept from another participant in a shipment, the carrier shall assess a fee of \$61.45 for processing such requests.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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QTLI 100
ITEM 595

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MAXIMUM CHARGES

In no case shall the charge for any shipment from and to the same points, via the same route of movement be greater than the charge for a greater quantity of the same commodity, subject to the same packing provisions, at the same rate and weight applicable to such greater quantity of freight.

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QTLI 100
ITEM 600

ORIGINAL PAGE 44

MAXIMUM WEIGHTS – TL OR VOL

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

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QUALITY TRANSPORTATION & LOGISTICS, INC.

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**QTLI 100
ITEM 604**

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MINIMUM CHARGE - ABSOLUTE

Minimum charges as shown in QTLI 500 effective JUNE 01, 2008 will apply with applicable pricing and in no case will minimum charge be less than:

- Points serviced direct by QTLI - \$71.00
- Points not serviced direct by QTLI - \$95.00
- Points in Canada - \$130.00
- Points serviced direct by QTLI for Illinois intrastate - \$55.00

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ITEM 605

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MINIMUM CHARGE – HOUSEHOLD GOOD OR PERSONAL EFFECTS

The minimum charge for an LTL shipment of Household Goods or Personal Effects, as described in NMFC Items 100200 and 100262, will be for 500 pounds at the applicable rate, but not less than the minimum charge published between the origin and destination in which the traffic is moving, and must be prepaid.

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ITEM 610

ORIGINAL PAGE 47

MINIMUM CLASSES

Except as specifically provided in individual customer pricing, when overall shipment density is less than 6 pounds per cubic foot, the following minimum rating classes will apply:

When density is:

4 but less than 6 pounds per cubic foot
3 but less than 4 pounds per cubic foot
2 but less than 3 pounds per cubic foot
1 but less than 2 pounds per cubic foot
0 but less than 1 pound per cubic foot

Applicable Rating Class will be:

class 150
class 200
class 250
class 300
class 400

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100
ITEM 611-1

ORIGINAL PAGE 48

DENSITY MINIMUM CHARGE (NOTE)

SUBJECT TO THE CONDITIONS LISTED - Any shipment which occupies 750 cubic feet or more cubic capacity, and has an average density of less than 6 pounds per cubic foot, will be subject to a minimum charge as follows.

A calculated weight shall be determined by multiplying the cubic capacity of the shipment by 6 pounds for each cubic foot or portion thereof.

Multiply the calculated weight by the class 100 rate from the current QTLI 500 base class rate.

Apply the customer published discount.

CONDITIONS:

1. When this item has application, the freight bill will indicate both the actual weight and the calculated weight upon which the minimum charge will be assessed.
2. Shipments subject to the provisions of this item will be subject to any otherwise applicable discounts.
3. The minimum charge applicable via this rule will not be greater than the TL or capacity load charge (See Item 390) per vehicle used.
4. The cubic capacity of the shipment will be determined by totaling the cubic feet of each packaged unit in the shipment, in accordance with NMF 100 Series, Item 110, Section 8(a) and (b), except a vertical dimension of eight(8) feet shall be used to determine the cube of the individual shipping unit(s) when top loading of like cargo is precluded because of: A) the nature of the article; B) packaging or lack of packaging used; C) palletization in "pyramided," "rounded off," or "topped off" fashion, and/or D) specific instructions by the shipper in the form of a Bill of Lading notation. For the purpose of applying this item, if more than one shipment is tendered by one shipper at one time of pickup, destined to the same consignee at one address, all shipments will be considered as one shipment for the application of cube or density requirements.
5. The density of each packaged unit will be determined in accordance with NMFC 100 Series, Item 110, Sections 8 (a) and (b).

NOTE—The terms "**LOADED TO CAPACITY**" OR "**CAPACITY LOAD**" refer to the extent to which a vehicle is loaded with the freight, each term meaning:

1. The 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 vehicle; or
(Concluded on following page)

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ITEM 611-1 (Concluded)

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DENSITY MINIMUM CHARGE (NOTE)

2. That shipping form tendered identical in size to the largest article in the shipment can be loaded in or on the vehicle; or
3. That quantity of freight which, in the manner loaded so fills a vehicle that no additional article in that quantity of freight that can be legally loaded in or on a vehicle because of the weight or size limitations of state or regulatory bodies.

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QTLI 100
ITEM 640

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MIXED SHIPMENTS - LTL OR AQ

1. When a number of articles, for which the same or different rates are provided when in straight shipments, are shipped at one time by one consignor from one point of origin to one consignee at one destination, on one Bill of Lading, as a mixed shipment, the following will apply (NOTE B):

The articles will be charged for at the straight class or commodity rate (not "Specific Mixture", "All Freight", "Freight All Kinds", or "All Commodity" or similarly designated or rating), applicable to each article, subject to carrier's minimum charge.

When more than one LTL or AQ rate is provided for an article based upon a stated quantity of freight, the aggregate weight of the shipment will be used to determine the rate applicable to each article. The minimum weight will be the highest provided for any article (NOTE A) in the mixed shipments. When the charge of any shipment is made lower by considering the aggregate weight of the shipment as 500, 1,000, 2,000, 5,000, 10,000 or 15,000 pounds (or other minimum quantity) will be charged for at the lowest rate applicable to any article in the shipment. Shipments subject to LTL or AQ rates or ratings applying on "Specific Mixtures", "All Freight", "Freight, All Kinds", "All Commodity", or similarly designated rates or ratings will be charged for on the basis of the LTL or AQ rate and its accompanying minimum weight, or actual weight when greater. If an article or articles not provided for in the mixture is included in a shipment, such article or articles will be charged for as a separate shipment. (NOTE C) The weight of such articles not included in the mixture may not be used to make up a minimum weight.

3. When LTL or AQ rates or ratings contain a provision that a certain article or articles may not exceed a certain weight or percentage of weight, and a shipment exceeds the amount authorized, such excess will be charged for as separate shipment (NOTE C).

(Concluded on following page)

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
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ITEM 640 (Concluded)

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MIXED SHIPMENTS - LTL OR AQ

When the articles subject to a weight limitation are differently rated, the higher rated articles may be used to make up the amount of weight allowed, and the lower rated articles will be considered as excess. The excess may not be used to make up a minimum weight.

NOTE A – Where more than one minimum weight with different rates is provided for an article included in the mixed shipment, the minimum weight and its accompanying rate which produces the lowest charge upon the entire shipment shall apply to such article.

NOTE B – When a single mixed shipment of LTL rated freight; or AQ rated freight; or LTL and AQ rated freight; occupies the capacity of a standard vehicle, such shipments will be subject to the provisions of Item 390 (Capacity Loads - Minimum Charge).

NOTE C – The rate to apply will be the rate applicable on the weight of the article or articles being charged for on the basis of the rate or rates considering such portion as a separate shipment for rating purposes subject to a minimum charge if applicable.

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QUALITY TRANSPORTATION & LOGISTICS, INC.

SECTION 1
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ITEM 645

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NON-ZIP CODE POINTS – APPLICATION OF RATES

Rates and charges named in this Item apply when customer-specific non-zip code provisions are not named in Quality Transportation & Logistics, Inc.s or the originating carriers tariffs.

The following rates and charges apply in addition to all other charges applying to/from the nearest zip code point:

MILEAGE	MINIMUM CHARGE	MINIMUM WEIGHT IN POUNDS				
		LTL	500	1000	2000	5000
0 –5	\$50.50	684	609	564	523	456
6-10	\$50.50	698	663	582	538	456
11-15	\$50.50	741	718	626	582	505
16-20	\$50.50	787	749	656	602	525
21-25	\$50.50	822	795	697	645	563
26-30	\$56.00	847	823	721	665	578
31-35	\$56.00	859	864	754	698	603
36-40	\$56.00	895	868	757	703	616
41-45	\$56.00	906	878	769	711	619
46-50	\$56.00	955	926	809	751	655
51-60	\$61.00	1030	999	855	790	688
61-70	\$61.00	1095	1055	875	845	734
71-80	\$61.00	1188	1139	976	863	749
81-90	\$61.00	1261	1192	1055	910	795
91-100	\$61.00	1303	1248	1121	1000	813
101 +	\$73.00	(See Note 4)				

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QUALITY TRANSPORTATION & LOGISTICS, INC.

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NON-ZIP CODE POINTS – APPLICATION OF RATES

Note 1 – Charges in this item are not subject to discount.

Note 2 – Rates in this item apply only on articles classified as Class 100 or lower. For articles classified higher than class 100, applicable rates will be increased according to the appropriate class (for example, Class 150 = 150% of the rate shown herein, Class 200= 200% of the rate shown herein, etc...).

Note 3 – Rates and charges in this item apply to mine sites, plant sites and other points not embraced by a zip code.

Note 4 – For distances over 100 miles add 5 cents per hundred pounds to the rates shown on the 91-100 mile line for every mile exceeding 100.

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NOTIFICATION PRIOR TO DELIVERY - SHIPMENTS REQUIRING

When LTL or AQ shipments are tendered for delivery with the request that the consignee be notified by telephone or telegram on arrival, a charge of \$25.00 per shipment (NOTE A), will be assessed, such charge to be in addition to all other lawful and legal charges.

NOTE A – When at New Orleans, LA the charge will be \$27.94 per shipment for notification prior to delivery. Delivery of Freight Bill prior to freight delivery will be assessed a charge of \$44.07 per shipment.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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QUALITY TRANSPORTATION & LOGISTICS, INC.

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ORAL CONTRACT DISCLAIMER

Except as otherwise provided in this Item, all freight tendered to Quality Transportation & Logistics, Inc., will be transported subject to the rates, rules and regulations provided in applicable tariffs on file at Quality Transportation & Logistics, Inc. Corporate Offices. Such tariff rates, rules and regulations may not be negated or superseded by any claimed oral contract, promise, representation or understanding between the parties.

Rates, rules, or regulations negotiated with a shipper which are not contained in any applicable common carrier tariff at the time of such negotiation will become effective only upon either (a) the effective date of a common carrier tariff containing such rates, rules or regulations or (b) the execution of a written contract between Quality Transportation & Logistics, Inc. and shipper containing such rates, rules or regulations and, where applicable, filed with any federal or state regulatory agency.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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PALLET EXCHANGE OR RETURN THEREOF

Unless otherwise indicated in tariffs referring to this tariff, pallet exchange or return of pallets will not be allowed. If the shipper requires return of pallets, the appropriate NMFC rating and shippers pricing will apply.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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ITEM 750

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**PICKUP OR DELIVERY SERVICE
(SEE NOTES B AND C)**

Except as otherwise provided, rates in tariffs governed by this tariff include one pickup and loading and one delivery and unloading or one tender for delivery of a shipment by the carrier (See Item 570 for Impracticable Operations), during business hours (See Item 756 series for Pickup or Delivery Service - Saturdays, Sundays, or Holidays) at one site, subject to the following provisions:

PLACE OF VEHICLE FOR LOADING:

At the request of the consignor, the carrier will furnish and place a vehicle at the loading site designated by the consignor to pickup a shipment there tendered for transportation.

PLACEMENT OF VEHICLE FOR UNLOADING:

The delivery of a shipment by the carrier to the place of delivery specified on the Bill of Lading will include the placing of vehicle at the delivery site designated by the consignee.

LOADING BY CARRIER: (SEE NOTE D)

Freight tendered for loading shall be so situated by the consignor as to be directly accessible to the vehicle, or it shall be immediately adjacent to a parking space suitable for carrier to place its vehicle for loading (See Note A). (See Item 566 for handling freight at positions not immediately adjacent to vehicle).

Carrier will furnish only one man per vehicle for loading, be he the driver, helper or any other carrier employee except as provided in Item 560 (Extra Labor-Loading).

UNLOADING BY CARRIER: (SEE NOTE D)

Freight will be unloaded at the delivery site immediately adjacent to the delivery vehicle. (See Note A) (See Item 566 for handling freight at positions not immediately adjacent to the vehicle).

Carrier will furnish only one man pre vehicle for unloading, be he the driver, helper or any other carrier employee except as provided in Item 560 (Extra Labor-Unloading).

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PICKUP OR DELIVERY SERVICE
(SEE NOTES B AND C)

RESTRICTIONS ON LOADING OR UNLOADING BY CARRIER: (NOTE D)

Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight, except as provided in Paragraphs b and c.

Loading or unloading service does not include furnishing by the carrier of rigging or special loading or unloading equipment such as platform vehicles (other than two-wheeled hand trucks), winches, cranes, jacks, blocks or falls, chain falls or other special equipment used in hoisting, lowering, handling or placing freight in position. When such equipment is used in loading or unloading, the consignor or the consignee, as the case may be shall furnish same and the necessary labor to operate such equipment at its expense, and shall also assume responsibility for safe loading or unloading, except carrier's employee may use hand trucks or four-wheeled hand carts and hand or electrically operated Pallet jacks (non-riding type) when furnished by the consignor or consignee.

Loading or unloading service does not include opening of packages or unitized shipments including shrink wrapped or bonded freight on pallets or skids.

LOADING BY CONSIGNOR OR UNLOADING BY CONSIGNEE: (SEE NOTE D)

The consignor or consignee may elect to waive the loading or unloading of freight by the carrier as provided in this item by performing at his own expense the loading or unloading of the shipment on or from the carrier's vehicle.

WAIVER OF DELIVERY RECEIPT:

When consignor or owner has made written arrangements with the carrier, freight consigned to construction sites (or other places where no representative of the consignee is present or available to receipt for the shipment) will be delivered and unloaded by the carrier and left unattended at the place designated. The carrier will unload the shipment providing the otherwise applicable tariff rules or rates do not specifically require the consignee to so perform such service.

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QTLI 100
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PICKUP OR DELIVERY SERVICE
(SEE NOTES B AND C)

HEAVY OR BULKY FREIGHT – LOADING OR UNLOADING: (SEE NOTE D)

When freight (per package or piece) in a single container, or secured to pallets, platforms or lift truck skids, or in any other authorized form of shipments:

Weights 110 pounds or less, the carrier will perform the loading and/or unloading.

Weights more than 110 pounds, but less than 500 pounds.

The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle. Not applicable when the freight exceeds 8 feet in its greatest dimension or exceeds 4 feet in each its greatest and intermediate dimension – See Paragraphs (b) 2 and (d). When the consignor and/or consignee does not provide a dock, platform or ramp, the truck driver on request will assist the consignor and/or consignee in loading and/or unloading.

The carrier will perform the loading and/or unloading where the consignor and/or consignee provides a dock, platform or ramp directly accessible to the carrier's vehicle if such freight exceeds 8 feet but does not exceed 22 feet in its greatest dimension and does not exceed 2 feet in its intermediate dimension, or if it does not exceed 10 feet in its greatest dimension and does not exceed 5 feet in its intermediate dimension and does not exceed 1 foot in its least dimension. Where the consignor and/or consignee does not provide a dock, platform or ramp, the truck driver, on request, will assist the consignor and/or consignee in loading and/or unloading.

Weights 500 pounds or more, the consignor will perform the loading and the consignee will perform the unloading. On request of consignor or consignee, the truck driver will assist the consignor or the consignee in loading and/or unloading.

Exceeds 8 feet in its greatest dimensions or exceeds 4 feet in each its greatest and intermediate dimension the consignor will perform the loading and the consignee will perform the unloading. On request of the consignor or consignee, the truck driver will assist the consignor or the consignee in loading or unloading. The provisions of this paragraph will not apply to the extent provisions are published in Paragraph (b) 2 of this item.

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PICKUP OR DELIVERY SERVICE
(SEE NOTES B AND C)

NOTE A:

Freight shall be deemed to be immediately adjacent to a space suitable for carrier to place his vehicle for loading or unloading if separated therefrom only by an intervening public sidewalk.

If a parking space suitable for carrier to place his vehicle for loading or unloading is occupied or city ordinance prevents its use, the nearest available parking space may be used.

When two or more shipments are placed by the shipper as close as practical to a parking space suitable for carrier to place its vehicle for loading, all of such shipments will be considered as immediately adjacent thereto even though the shipment or shipments that were closest to such parking space were picked up first by the same or different motor carriers.

When shipper assigns to two or more carriers designated spaces in its shipping room or loading platform where outgoing freight will be placed by the shipper for pickup by the designated carriers and all such assigned spaces are as close as practicable to a parking space suitable and designated spaces will be considered immediately adjacent to such parking space.

NOTE B: The provisions of this item will not apply to the extent provisions are published in other Items herein.

NOTE C: For the purpose of providing pickup or delivery services, carrier will furnish only one (1) vehicle except:

Subject to rules covering Capacity Loads, or if freight tendered exceeds the legal or actual loading capacity of the vehicle furnished, where, in either event, the excess may be loaded in a separate vehicle, or,

When carrier exercises its option under Item 900 (stopoffs for loading or unloading), or,

Where other tariff provisions specifically provide for the use of more than one vehicle.

NOTE D:

1. Loading, by definition in this item includes stowing and counting of the freight in or on the carrier's vehicle.

Unloading, by definition in this item, includes the counting and removing of the freight from the position in which it is transported in or on the carrier's vehicle.

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ITEM 752

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PICKUP OR DELIVERY SERVICE AFTER HOURS

Any pickup or delivery, made at the request of the shipper or consignee, to be made after 5:00 PM and/or before 8:00 AM, Monday thru Friday will be considered (After Normal Weekday Hours of Service) and will be subject to the conditions specified below:

After normal weekday hours from 6:00 PM until 8:00AM will be subject to an extra hourly rate of \$88.00 per hour for Pickup or Delivery.

These charges must be guaranteed by the party requesting this service or guaranteed to the satisfaction of the carrier before pickup and/or delivery will be made.

Execution of Section Seven of the Bill of Lading will not apply when shipments are moving under the provisions of this rule.

In the event Carrier is required to make a pickup after 6:00 PM and to also make a delivery to consignee before 8:00 AM, carrier will assess an hourly charge of \$88.00 per hour for the Pickup and an additional hourly charge of \$88.00 per hour to perform the special delivery.

NO discount or reduction will apply to these special prices.

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ITEM 753

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PICKUP OR DELIVERY – PRIVATE RESIDENCES
(SEE NOTE 1)

Except on shipments of furniture as provided in Paragraph 2 below, shipments picked up at or delivered to non commercial or private sites that are not open to the walk-in public during normal business hours, including but not limited to Private Residences, Apartments, Dormitories, Country Clubs, Golf Courses, Farms, Marinas, Yacht Clubs or Schools (K-12); hereinafter referred to collectively as “residential”; or camps (other than military) will be assessed a charge of \$5.46 per cwt. with a \$58.00 minimum.

Service under this item will be provided to floors above or below the level accessible to carrier’s vehicles only when elevator or escalator service is available, and labor when necessary to operate same is provided without cost to the carrier.

The charges provided in this item apply separately for pickup and separately for delivery and are in addition to all other lawful charges. Unless the Bill of Lading is specifically endorsed to show prepayment of these charges, they will be collected from the party whose location requires such service, except such charges for shipments moving on Government Bills of Lading will be collected from the U. S. Government.

NOTE 1 – The term “Private Residences” shall apply to the entire premises on which a dwelling for living is located, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale of merchandise or services to the walk-in public during normal business hours.

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ITEM 754

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PICKUP OR DELIVERY – CONSTRUCTION AND UTILITY SITES

Subject to notes 1 and 2.

Shipments delivered to construction and utility sites will in addition to all other applicable charges, be subject to a charge of \$89.00 per shipment, or \$5.25 per hundred weight, whichever produces the greater amount.

NOTE 1 – The term “Construction Site” shall be defined as the site of any construction of buildings, roads or bridges or other structures including the entire property upon which the construction is taking place, and delivery to any facility (such as warehouses, depots, supply houses or similar facilities) located on such property.

NOTE 2 - The term “Utility Site” shall be defined as a power generation station, whether nuclear, thermal, hydroelectric, or fossil fuel, or pumping station located outside the normal commercial pickup and delivery region of the carrier for a town, city or municipality.

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QTLI 100
ITEM 756

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PICKUP OR DELIVERY SERVICE - SATURDAYS, SUNDAYS OR HOLIDAYS
(SEE NOTE)

When consignor or consignee requests carrier to pickup or deliver freight on Saturdays, Sundays or Holidays, such service will be subject to a charge of \$75.96 per man per hour or fraction thereof, minimum charge \$277.00 per man per day, such charge shall be in addition to all other applicable charges.

Time shall be computed upon notification of the driver to the responsible representative of the consignor or consignee that the vehicle or vehicles are available for loading or unloading at premises of consignor or consignee and shall end upon completion of loading or unloading and receipt by driver of signed Bill of Lading or receipt for delivery, as the case may be.

Consignor or consignee may request carrier to place or pickup an empty trailer (Vehicles Without Power Units) on Saturdays, Sundays or Holidays even though the actual pickup and/or delivery of freight may occur on a day other than Saturdays, Sundays or Holidays. The charge for this service will be \$277.00 per day or fraction thereof.

The carrier is not obligated to furnish pickup or delivery service on Saturdays, Sundays or Holidays. If a delivery date is specified on the Bill of Lading and shipping order and it is a Saturday, Sunday, or a Holiday, such document must also indicate that the date is in fact a Saturday, Sunday or Holiday.

Charges must be either paid by the party requesting the service or guaranteed to the satisfaction of the carrier before pickup or delivery will be made.

When consignor or consignee or his agent performs loading, unloading or movement of a vehicle within the plant property of the consignor or consignee on a Saturday, Sunday or Holiday in connection with a vehicle which had previously been placed on a day which is neither a Saturday, Sunday, or Holiday, the charges in this item will not apply provided that neither the carrier nor his agent is required to perform any service in connection therewith.

NOTE: When the service as described in this item is performed at the convenience of the carrier, the charges named herein will not apply.

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ITEM 766

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PRECEDENCE (PRIORITY) OF RULES

Where a rule is published in this tariff covering the same service as a rule published in National Motor Freight Classification ICC NMF 100 Series, such rule published herein, to the extent of its application, will apply in lieu of the rule published in National Motor Freight Classification ICC NMF Series.

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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**QTLI 100
ITEM 768**

ORIGINAL PAGE 66

**DISPOSITION OF FAILURE TO MAKE
PAYMENT OF FREIGHT CHARGES**

Freight charges that are not paid within the credit period established for the debtor will be subject to the following provisions.

Forfeiture of all discounts, allowances, commodity rates, brokerage agreements, incentives or any other rate reductions enjoyed by such debtor, if any, on all unpaid freight bills.

At carriers discretion, any credits or refundable amounts due debtor will be applied to offset delinquent freight charges.

If collection action results in the use of an outside collection agency and/or attorney the following provisions will apply.

A penalty of 125% of the remaining freight bill amount due carrier after having added back any forfeitures as described in Paragraph 1.

In addition the provisions of Paragraphs 1, 2 and 3, debtor will be responsible for attorney fees and/or court costs associated with or as a result of any collection action.

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ITEM 775

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PROHIBITED OR RESTRICTED ARTICLES

SEC 1: PROPERTY EXTRAORDINARY VALUE.

Unless otherwise provided, the following property will not be accepted for shipment nor premiums accompanying other articles:

- Bank bills
- Notes (bank)
- Currency, other than coin (See Note 1)
- Original works of art (See Note 4)
- Deeds
- Postage Stamps
- Drafts
- Precious Stones
- Jewelry, other than costume or novelty jewelry
- Revenue Stamps
- Letters, with or without stamps affixed (See Note 2)
- Valuable papers of any kind
- Museum exhibits or articles of antiquity (See Note 3)

Articles of extraordinary value will not be accepted for shipment nor as premiums accompanying other articles.

NOTE 1: Monetary coins will not be accepted as premiums with other articles except as authorized in NMFC Item 310.

NOTE 2: United States Mail will be accepted when the consignor and consignee are United States Post Offices.

NOTE 3: Except antique furniture subject to NMFC Item 100240 or numismatic exhibits subject to Item 63830.

NOTE 4: Except pictures or paintings subject to NMFC Items 100240, 149420.

SEC 2: FREIGHT LIABLE TO DAMAGE OTHER FREIGHT OR EQUIPMENT.

Carriers are not obligated to receive freight liable to impregnate or otherwise damage other freight or carriers' equipment. Such freight may be accepted and receipted for subject to delay for suitable equipment, or may, for lack of suitable equipment, be refused.

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QTLI 100
ITEM 820

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RECONSIGNMENT OR DIVERSION

A request for the reconsignment or diversion of a shipment will be subject to the following definitions, conditions and charges:

DEFINITION OF RECONSIGNMENT OR DIVERSION:

For the purpose of this rule, the terms "reconsignment" and "diversion" are considered to be synonymous and the use of either will be considered to mean:

A change in the name of the consignor or consignee.

A change in the place of delivery within original destination point.

A change in the destination point.

Relinquishment of shipment at point of origin (See Note 5).

Instructions received by the originating carrier prior to receipt of shipment (See Note 6) (Blind Shipment).

CONDITIONS:

Requests for reconsignment must be made or confirmed in writing. The carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted. Carrier will not accept disposition instructions printed on the Bill of Lading, shipping order, shipping label or container as authority to reshipe, return or reassign a shipment. Carrier will make diligent effort to execute a request for reconsignment, but will not be responsible if such service is not affected.

All charges applicable to the shipment, whether accrued or accruing, must be paid or guaranteed to the satisfaction of the carrier before reconsignment will be made.

Only entire shipments, not portions of shipments, may be reassigned.

An order for reconsignment of a shipment moving under uniform order Bills of Lading will not be considered valid, unless and until the original Bill of Lading is surrendered for cancellation, endorsed or exchanged.

Instructions for reconsignment of C.O.D. shipments will be accepted only from the consignor.

Marking or Tagging (see Note 7).

Reassignment will NOT be permitted on "INBOND" shipments.

(Continued on following page)

For explanation of abbreviations or reference marks not explained on this page, see Item 999.

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SECTION 1
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

QTLI 100

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ITEM 820 (Continued from previous page)

RECONSIGNMENT OR DIVERSION

CHARGES:

Reconsignment, as defined in Paragraph (1), will be subject to the following charges:

PRIOR TO TENDER OF DELIVERY

If reconsignment results in a change in the name of the consignor or consignee with no change in place of delivery, the charge will be \$47.48 per shipment, (see Note 11).

If reconsignment results in a change in the place of delivery within original destination point, (see Note 1), the charge will be \$47.48 per shipment, (see Note 11).

If reconsignment results in a change in the destination point, (see Note 2), the charge will be the published tariff rate to and from reconsignment point but not less than the published rate from original point of origin to ultimate destination, (see Notes 4 & 8).

AFTER TENDER OF DELIVERY

If reconsignment results in a change in the name of the consignor or consignee with no change in place of delivery, the charge will be \$47.48 per shipment, (see Note 11).

If reconsignment results in a change in the place of delivery within original destination point, (see Note 1), the charge will be \$6.63 per hundred pounds, with a minimum charge of \$62.00, (see Note 11). If reconsignment results in a change in the destination point, (see Note 2), the charge will be the published tariff rate to and from reconsignment points by not less than the published through rate from original point of origin to ultimate destination plus a charge of \$47.48.

(Continued on following page)

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QUALITY TRANSPORTATION & LOGISTICS, INC.

SECTION 1
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ITEM 820 (Continued from previous page)

RECONSIGNMENT OR DIVERSION

NOTE 1:

Includes points and places within the same three digit zip code of the original destination which the carrier in possession of the shipment is authorized to serve direct and which point is subject to the same line haul rate as the original billed destination point.

NOTE 2:

Includes points and places other than those defined in Note 1.

NOTE 3:

The provisions of governing reconsignment "prior to tender of delivery", will only apply when carrier receives the request for reconsignment:

Before shipment has been loaded on delivery vehicle (in cases where shipment is transferred to city delivery vehicle for delivery); or

Before shipment has been dispatched for delivery (in cases where shipment is not transferred to city vehicle for delivery).

NOTE 4:

If the change in destination point is requested and instructions are received in time to effect the requested change at the origin terminal of the originating carrier, the charge will be \$39.04 per shipment, in addition to the applicable tariff rate from point of origin to the new destination.

NOTE 5:

Where a request is made by shipper, before a shipment has left carriers' terminal at point of origin (includes points and places within the same three digit zip code), for return of a shipment to the original place of shipment, or delivery thereof to another carrier at point of origin, or relinquish possession thereof to shipper or to another carrier at carriers' terminal, such service, if performed, will be subject to the applicable tariff rate without any discount.

NOTE 6:

Upon instructions received by the originating carrier, prior to receipt of shipment at point of origin, accompanied by a through Bill of Lading covering the shipment, the carrier will accept the shipment when tendered by the party in possession of the shipment, issue a receipt therefore (not a Bill of Lading) to the party tendering the shipment and then execute the Bill of Lading. Such shipment will be subject to a charge of \$47.48 per shipment.

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QTLI 100
ITEM 820 (Concluded)

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RECONSIGNMENT OR DIVERSION

NOTE 7:

Shipments moving under the provisions of this item which require marking or tagging in order to comply with the provisions of Item 580 of NMFC, or when carrier is specifically requested to do so by the consignor or consignee, will be marked or tagged by the carrier at a charge of \$3.06 per tag or label, subject to minimum charge of \$40.00.

NOTE 8:

When consignor or consignee or its agent elects to accept shipment at carriers' terminal located at reconsignment point, charges will be assessed on the basis of \$3.37 per 100 pounds, subject to a minimum charge of \$39.00 and a maximum charge of \$308.00 per shipment or \$308.00 per vehicle, if more than one vehicle is used to transport the shipment.

NOTE 9:

When a request is received to reconsign a shipment to another place within the same continuous plant property not intersected by more than one public thoroughfare, and request is received prior to tender of delivery, a reconsignment charge of \$39.04 per shipment will be assessed. When the request is received after tender of delivery the reconsignment charge will be \$109.00 per shipment or vehicle if more than one vehicle is used to transport the shipment.

NOTE 10:

When consignee or its agent reconsigns a shipment moving on a through Bill of Lading to a consolidation activity, the charge will be the published tariff rate to the reconsignment point plus \$47.48 per shipment.

NOTE 11:

The rates and charges assessed for reconsignment or diversion as provided for in this item will not be subject to any Payor's discounts.

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SECTION 1
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QTLI 100
ITEM 830

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RE-DELIVERY

When a shipment is tendered for delivery and, through no fault of the carrier, such delivery cannot be accomplished, no further tender will be made except upon request. Additional tenders and final delivery will be made subject to a charge of \$5.92 per 100 pounds, with a minimum of \$56.00 per shipment and a maximum of \$615.00.

All charges accruing under the provisions of this rule must be paid or guaranteed to the satisfaction of the carrier by the party or parties requesting redelivery before the shipment is redelivered.

In connection with shipments to private residences, this item will apply only after the carrier has reached agreement with consignee or consignor regarding the date and time (approximate) of delivery of the shipment and the carrier, through the fault of the consignee, is unable to effect delivery as scheduled (NOTE A).

NOTE A – The term ‘private residence’ also includes apartments, schools, camps and other such locations, and shall apply to the entire premises, except will not apply to that portion of the premises where commercial or business activity is conducted that involves the sale or services, products or merchandise to the walk-in public during normal business hours.

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QTLI 100
ITEM 850

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SORTING AND SEGREGATING

Loading or unloading service does not include assembling, packing, unpacking, dismantling, inspecting, sorting or segregating freight except as provided below:

When sorting or segregating is required, a charge of \$1.17 per package will be assessed with a minimum charge of \$34.00, and a maximum charge of \$302.00. This service is limited to sorting and segregating by marks, brands, sizes, flavors, or other distinguishing characteristics.

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QTLI 100
ITEM 910

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STORAGE
LTL

Freight held in carrier's possession by reason of an act or an omission of the consignor, consignee or owner, or for customs clearance or inspection, and through no fault of the carrier, will be considered stored immediately and will be subject to the following provisions:

Storage charges on freight awaiting line-haul transportation will begin at 7:00 a.m., the day after freight is received by the carrier.

Storage charges on undelivered freight will begin at 7:00 a.m., the first day of business (see NOTES A & B) after notice of arrival has been given as provided in Item 345, except no charges under this item will be made when actual tender of delivery is made within 24 hours after such notice of arrival has been given, nor on the date the shipment is actually delivered.

Freight stored in carrier's possession, will be assessed a charge of \$1.94 per 100 pounds or fraction thereof per 24 hours or fraction thereof, with a minimum of \$25.00 per day and \$63.00 minimum per shipment or per vehicle, if more than one vehicle is used to transport the shipment.

Storage charges under this item will end when carrier is enabled to deliver or transport the freight as a result of action by the consignee, consignor, owner or Customs Official.

NOTE A – The term 'first day of business' as used in this item means Monday through Friday, excluding Saturday, Sunday or Holidays.

NOTE B – When the carrier has been given instructions at time of shipment or prior to giving notice of arrival as provided in Item 345, that the consignee will not accept freight for more than 24 hours, storage will begin at 7:00 a.m. the first business day after arrival at carrier's destination terminal.

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ITEM 959

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TRANSFER OF LADING

When shipments weighing 10,000 pounds or more or occupying 24 feet or more of the trailer cannot be picked up with the vehicle to be used in transporting the shipment over the highway, and the carrier is required to render pickup service with a different vehicle, such shipments will be subject to the charges provided below in addition to all other applicable charges. These charges will be collected from the consignor.

When shipments weighing 10,000 pounds or more or occupying 24 feet or more of trailer cannot be delivered with the vehicle used in transporting the shipment over the highway, the carrier will notify the consignee of this fact in the manner provided in Item 345 (arrival Notice and Undelivered Freight). If the consignee requests the carrier to render delivery service with a different vehicle, such shipments will be subject to the charges as provided below, in addition to redelivery charges when performed, and all other applicable charges. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the consignee.

When consignor or consignee requests that shipments weighing 10,000 pounds or more be picked up or delivered on a vehicle other than the vehicle used in transporting the shipment over the highway, the charges provided below will apply. Unless the bill of lading is specifically endorsed to show prepayment of these charges, they will be collected from the party requesting the service.

The charge for the weight of the lading transferred shall be as follows:

\$3.13 per 100 pounds.

Subject to a minimum charge of \$440.00 per shipment or per "doubles trailer".

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QUALITY TRANSPORTATION & LOGISTICS, INC.

**SECTION 1
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**QTLI 100
ITEM 990**

ORIGINAL PAGE 76

GUARANTEED SERVICE

Subject to terms and conditions in this item, Quality Transportation & Logistics, Inc. (QTLI) offers guaranteed service between points when it services direct both origin and destination. Authorized representatives of the shipper or other payor of freight charges and QTLI must agree to the request of specific guaranteed services in writing.

Should agreed to service not be performed, QTLI will submit billing to the shipper showing no linehaul or additional guaranteed charges. If there are other accessorial charges and the services are performed, the shipper will continue to be responsible for those charges. If QTLI believes the agreed to guaranteed service has been performed and some question occurs, the shipper must document the question fully. If charges have been paid, the shipper must file an overcharge claim complying with US Code of Federal Regulations Title 49.

QUALITY Express Service will be provided when the shipper legibly imprints on the bill of lading at the time of shipment "QUALITY Express". The request must be in the body of the bill of lading, must be separate and distinct from other information, and must be communicated verbally to the driver and/or other QTLI personnel at the time of pickup.

QUALITY Time Specific and QUALITY Expedited Services will be provided only when the shipper contacts the Guaranteed Coordinator by phone at 800-814-5855 or by e-mail at CSR@GOQTLI.com. The Coordinator will respond by FAX or e-mail with full linehaul and guaranteed charges along with acknowledgement of the level of service required. The shipper must approve, sign and return the form to the Coordinator two hours prior to required pickup. If QTLI cannot perform the service as required, the Coordinator will give alternatives if available.

(Continued on following page)

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ITEM 990 (Continued from previous page)

GUARANTEED SERVICE

Three general levels of service will be offered. They are:

QUALITY Express: Pickup and delivery service during normal business hours (between 8AM and 5PM, Monday through Friday, not including holidays) with delivery subject to published QTLI transit times. Fee for this service is 25% surcharge, with a minimum charge of \$49.00.

QUALITY Time Specific: Pickup or delivery service required for specific times. Generally, specific time will be limited to prior to 2:00 PM, 12:00 noon, or 10:00 AM (and after 8 AM). If requested prior to 5:00 PM only, QUALITY Express service level will apply. Delivery will be subject to published QTLI transit times. Fee for this service is 40% surcharge, with a minimum charge of \$149.00.

QUALITY Expedited: Service requested for days or times other than QTLI published transit times, other than normal business hours, weekends or holidays. Fee for this service is negotiated via a spot quote.

Requirements:

Must be between QTLI direct points or specifically agreed otherwise.

Documentation authorizing specific level of service received in time to provide pickup (minimum of 2 hours prior to 5PM or as specified by the guaranteed Coordinator).

Shipments must be prepaid and authorized by the shipper or third party with whom credit has been approved by QTLI.

Freezable, poisons, shipments containing pieces over 20 feet long or other commodities requiring special handling will not be eligible for guaranteed service.

COD or Order Notify shipments will not be accepted for guaranteed service.

Shipments moving under spot pricing agreements outside the guaranteed agreement will not be eligible for guaranteed service.

Shipments moving or that will be converted to government bills of lading will not be eligible for guaranteed service.

Shipments destined to customs agents or forwarders will be considered delivered when tendered to the agents, forwarders or to their facilities.

(Continued on following page)

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ITEM 990 (Concluded)

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GUARANTEED SERVICE

Definition of "delivered on schedule": Delivery on schedule will occur when QTLI delivers at times and dates specified in individual agreements. When the shipment is not delivered due to circumstances beyond QTLI's control, the agreement will be deemed to have been fulfilled by QTLI and full charges will apply. Circumstances beyond QTLI's control will include:

- Invalid or incomplete bill of lading information
- Consignee's refusal to accept the shipment
- Inability to locate consignee at address given on the bill of lading
- Any other area in the consignee's control that preclude delivery
- Acts of God
- Acts or omissions of public authority
- Acts of war or terrorism
- Riots
- Strikes or labor disputes
- Government regulations, orders or requirements
- Act of omission by shipper, consignee or owner of the goods
- Delivery service without prior agreement that require special equipment or personnel such as liftgates, trucks or trailers outside the norm; helper service, inside deliveries.

Failure to make delivery as committed will not be grounds for QTLI liability for consequential, incidental, special, punitive, economic or similar damages of any kind or nature.

Terms and conditions of the service guarantee are subject to change at any time by QTLI.

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ITEM 992

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WEIGHT VERIFICATION

1. At its sole discretion, carrier may choose to reweigh shipments in its custody. Such reweigh may be conducted with scales owned by carrier, including platform scales or lift truck scales with a manufacturer's specified tolerance of plus or minus 1%. The accuracy of such scales will be regularly verified by carrier.

If an error in weight is determined, carrier will correct the billed weight accordingly. The corrected weight will be used to assess proper freight charges. When the freight charges are increased by \$20.00 or more a \$17.00 weight adjustment fee will apply in addition to all other charges.

Upon request by either the consignor or consignee, the carrier will reweigh any shipment vehicle (s) on carrier scales. Such reweigh will only be made while shipment is in the custody of the carrier. If no error is determined or if error is less than 1% of the billed weight, a charge of \$46.93 per shipment or per vehicle, if more than one vehicle is used to transport the shipment, will be made for each. Such charge(s) is to be paid by the party requesting the service.

When carrier is requesting to secure a certified public scale weight for any shipment of vehicle(s), a charge of \$78.22 will be made by the carrier for each reweighing obtained in addition to the fee assessed the carrier for use of the certified public scale. Such charge(s) is to be paid by the party requesting the service.

If requested by the consignor or consignee to weigh a vehicle both empty and loaded, the above charges in Paragraphs 2 or 3, as the case may be will be made for each separate weighing.

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REFUND AND INCENTIVE REFUND DISCOUNTS APPLICATION OF

Refund and incentive refund discounts:

1. will not be considered in the alternation of rates and/or discounts in process.
2. will not be applicable in connection with shipments that have been discounted by use of a "deduct" discount. Unless otherwise specifically provided, the provisions of this paragraph will not apply in connection with "Incentive Refund" discounts.
3. will not be applicable in connection with accessorial charges.
4. will be awarded only in connection with shipments for which all applicable freight charges have been received by Quality Transportation & Logistics, Inc. within 30 days of:
 - (a) billing date in connection with shipments moving freight charges prepaid.
 - (b) delivery date in connection with shipments moving freight charges collect.
5. will be applicable in connection with Quality Transportation & Logistics, Inc. portion of revenue only when the discount is applicable on joint-line traffic.
6. will not be applicable on shipments moving on government Bills of Lading, shipments moving on commercial Bills of Lading that are to be converted to government Bills of Lading nor on shipments where freight charges are paid by the U. S. Government.
7. Refunds will not be made unless the total amount to be refunded exceeds \$100.00 in a calendar month.
8. Refunds will not be made on shipments that have been rated using other than Quality Transportation & Logistics, Inc. or other carrier's rates and/or on shipments which exceed 20 lineal feet of trailer space.

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ITEM 994**

ORIGINAL PAGE 80-A

OVER DIMENSION FREIGHT

Shipments consisting of one or more articles equal to or greater than 20 feet in any one dimension, will be assessed an additional surcharge of \$27.00 per shipment in addition to all other published rates and/or charges.

This item will not apply on shipments subject to capacity loads or density minimum charge provisions.

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**QTLI 100
ITEM 995**

ORIGINAL PAGE 80-B

SECURITY DELAY CHARGE

Whenever Carrier's vehicle(s) is detained, delayed, or searched as a prerequisite to pickup or delivery, at the facilities of a shipper or consignee, in order to comply with security laws, security regulations, or security procedures; Carrier will perform the required pickup or delivery, and will assess a charge of \$15.83 per each 15 minutes, subject to a minimum charge of \$37.00. This item shall be in addition to all other applicable rates and charges.

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ITEM 996

ORIGINAL PAGE 80-C

GROCERY WAREHOUSE CONGESTION CHARGES

1. A fee of \$50.00 per shipment shall be assessed to any shipment delivered to a warehouse and or food service distributor (which includes food service, grocery, drug, and general retail facilities). This fee is in addition to all other applicable charges and will be assessed against the payor of the freight charges.
2. In the event the carrier (QTLI) is required or requested to acquire, employ, or utilize the services of a lumper (s) to load and/or unload freight from and/or to the carrier's vehicle, the following conditions will apply.
 - a. The carrier will not absorb any freight charges or fees accompanied with acquiring or utilizing the outside service.
 - b. The carrier will be reimbursed for any charges assessed by the lumper.
 - c. Such charges, will be prorated by weight and the proportional charge will be added to the freight bills involved.
 - d. If the Lumper service provider assesses a charge on a per shipment basis, the said charge will be added to the freight bills involved.
 - e. These charges will be in addition to all other applicable charges and will be assessed against the payor of the freight charges.

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ITEM 999

EXPLANATION OF REFERENCE MARKS FOR STANDARD USE
THROUGHOUT THE TARIFF

REFERENCE	EXPLANATION
>	Denotes reduction
<	Denotes increase
^	Denotes changes which result in neither increases nor reductions
a	New or Addition
c	Provisions Canceled

ABBREVIATION	EXPLANATION
AQ	ANY QUANTITY
ATA	AMERICAN TRUCKING ASSOCIATION
CON'T	CONTINUED
ICC	INTERSTATE COMMERCE COMMISSION
LTL	SHIPMENTS WEIGHING LESS THAN 20,000 POUNDS.
NMF	NATIONAL MOTOR FREIGHT TRAFFIC ASSOCIATION, INC., AGENT
NMFC	NATIONAL MOTOR FREIGHT CLASSIFICATION, TARIFF ICC NMF100 SERIES.
NO.	NUMBER
QTLI	QUALITY TRANSPORTATION & LOGISTICS, INC.
TL	SHIPMENTS WEIGHING 20,000 POUNDS OR MORE OR RATED AS 20,000 POUNDS OR MORE OR IF THE TRAILER IS LOADED TO CAPACITY.
-	THROUGH.

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