



Tariff 100-U
Accessorial Rates and Charges
Reference Guide
Quantix

Effective November 1, 2024

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Introduction:

The following contains the general terms and conditions of contract under which Quantix SCS, LLC ® is engaged in the transportation of shipments itself and jointly through interchange with its affiliates via the services described below.

The Quantix Tariff/Terms and Conditions of Service ("Terms") are effective on the date set forth above and are subject to change without prior notice. The Terms are published periodically in printed form in the Quantix Rate and Service Guide ("Service Guide") and electronically on the Quantix web site (www.quantixscs.com®). The most current and controlling version of the Terms are available at all local Quantix Terminals. In tendering a shipment for service, the shipper agrees that the version of the terms and applicable Service Guide in effect at the time of shipping will apply to the shipment and its transportation. The Terms apply to all Quantix Bulk or Dry Van Transportation Services.

Rates, Charges, and Payment Terms:

- (a) Shipper shall pay Carrier, within fifteen (15) days of the shipment date shown on the invoice, the amounts calculated in accordance with the schedule of rates and charges attached hereto as Appendix A, including any written supplements thereto, and as otherwise set forth in this Service Guide. No offsets may be taken against invoiced charges. Carrier shall apply Shipper's payment to the amount due for the specified invoice, regardless of whether there are earlier unpaid invoices. Carrier may assess a service charge of 1 1/2 % per month (or the highest lawful rate, if less) for any delayed payments.
- (b) On billings to third parties, Shipper, as the contracting party with Carrier, will be responsible for all freight and related charges for transportation under this Service Guide. As an accommodation to Shipper, Carrier shall bill a third party upon notice on the freight documentation the Parties utilize, but Shipper agrees to guarantee payment and stand as primary debtor. Carrier shall: (i) advise Shipper if third party payment is not made within fifteen (15) days of billing; (ii) assign to Shipper any rights Carrier may have to collect freight charges from the third party; and (iii) cooperate with Shipper in any collection proceeding instituted by Shipper, with the understanding that Carrier will be reimbursed reasonable expenses of so doing. Shipper will pay the third-party freight bill within fifteen (15) days of the assignment provided above.
- (c) If Shipper does not pay the invoiced amounts, Carrier must commence civil action or final and binding arbitration proceedings to recover such invoiced amounts within eighteen (18) months of delivery or tender of delivery of the shipments involved. If Carrier alleges undercharges, or Shipper alleges overcharges, duplicate payment, or overcollection, notice of such claims or unidentified payments must be given within 180 days of receipt of the invoice and a civil action or arbitration proceeding must be filed within eighteen (18) months of delivery or tender of delivery of the shipments involved. The processing, investigation, and disposition of overcharge, unidentified payment, duplicate payment, or overcollection claims shall be governed by present federal regulations codified at 49 C.F.R. Part 378.
- (d) Tolls: all tolls will be passed through as separate line item on invoices. Tolls will be calculated as round-trip using PC Miler Zip to Zip practical routing. Shippers that utilize routing other than Practical routing by contract will have tolls passed through via the practical or safest route of transit that utilizes toll roads that most closely represents actual cost round trip.
- (e) Accessorial: per Quantix Accessorial Matrix Schedule A attached.
- (f) Fuel Surcharge: will be calculated by Quantix FSC Table attached.
- (g) All pricing is based upon PC Miler version 33 or as updated. All rates are calculated on zip code to zip code practical basis.
- (h) Terms and conditions presented within this Service Guide supersedes any terms on the shipper's tender or on shipper provided bill of lading.

Freight Documentation:

The terms and conditions of this Service Guide shall prevail over those appearing on that form or any other form(s) used by the Parties for the delivery of freight. Any form(s) used by the Parties shall only be used for the purpose of documenting the pick-up and delivery of freight. Either Party, at its option, may supply any document required by or referenced in this Service Guide in either paper or electronic form (including, but not limited to, an electronically imaged, faxed, photocopied, or online posted version), and any such version shall be sufficient for all purposes under this Service Guide. Unless specifically agreed to by the Parties, any joint movement involving another transportation entity to or from a point outside the U.S. shall not be considered as moving on a "through" bill of lading. Carrier may subcontract, broker, interline, or use "substituted services" by rail or motor carrier without the specific approval of Shipper.

Insurance:

Carrier shall maintain during the term of this Service Guide (a) workers' compensation insurance on all employees, as required by applicable state law, (b) automobile and property damage liability insurance with limits of liability of not less than \$ 5,000,000 per

occurrence, (c) cargo legal liability insurance to cover damage to or loss of cargo in the amount of \$0.25 per pound with a maximum of \$25,000 per occurrence, and (d) general liability insurance with limits of liability of not less than \$ 1,000,000 per occurrence. The required insurance shall cover the entire geographic scope in which the Carrier will operate under this Service Guide and, as applicable, be "Broad Form." Upon request, Carrier will furnish Shipper with a certificate of insurance from a reputable insurance company evidencing such insurance. Neither Party waives any right to subrogation it or its insurers may have arising out of service provided pursuant to this Service Guide. Notwithstanding the foregoing, if Carrier meets all applicable federal requirements, Carrier may self-insure. Upon request, Carrier shall furnish Shipper with proof of self-insurance.

Refused Shipment -Warehouseman Liability:

If the consignee refuses the lading tendered by Carrier or if Carrier is unable to deliver the lading because of fault or mistake of Shipper or the consignee, or if Shipper advises and instructs Carrier to stop movement of the lading and to hold it in transit, Carrier's liability thereafter immediately shall be that of a warehouseman. The procedures which Carrier agrees to and will take as a warehouseman involve the use of ordinary care to keep the lading in a safe or suitable place or to store the lading properly. Carrier shall (a) attempt to give Shipper notice as soon as possible if the foregoing occurs, (b) place the lading in public storage, if available, unless Carrier receives contrary disposition instructions from Shipper within twenty-four (24) hours, and (c) if disposition instructions are not given by Shipper within ten (10) days of Carrier's initial notification to Shipper, Carrier may offer the lading for public sale. In the case of perishable lading, Carrier may dispose of the lading at a time and in a manner Carrier deems appropriate. Shipper will be responsible for storage costs and reasonable costs Carrier incurs in acting as a warehouseman. To the extent any sale or disposal revenues exceed the storage costs and the costs Carrier incurs as a warehouseman, Carrier shall remit the balance to Shipper. If Shipper gives Carrier timely disposition instructions, Carrier shall use any commercially reasonable steps to abide with such instructions. Shipper will pay Carrier's costs and any additional transportation costs Carrier incurs in doing so.

Cargo Liability:

- (a) Carrier shall be liable to Shipper for loss or damage to lading occurring while it is in Carrier's possession, except to the extent such loss or damage is caused by an act of God or a public enemy, a public authority, an act of Shipper, or the inherent vice or nature of the lading. Carrier's possession of lading under this Service Guide shall begin when Carrier has executed the freight documentation form for such lading and shall terminate upon the lading being tendered for delivery to Shipper's consignee.
- (b) Carrier's default level of cargo liability is \$.25/lb or \$25,000, whichever is less. Higher levels of carrier liability are available upon request by requesting additional levels of carrier liability at least 24 hours prior to shipment, receiving a quote from carrier, and accepting the higher transportation charges quoted for the higher level of carrier liability. Shipper's notations on the bill of lading regarding carrier liability or cargo value shall not increase carrier's default level of carrier liability unless shipper has contacted carrier, requested and received a quote for higher levels of carrier liability, and agreed to pay the higher transportation charge quoted.
- (c) Claims for loss or damage to lading must be filed in writing by Shipper within nine (9) months from date of delivery, or scheduled date of delivery for lost lading, or in the absence of a scheduled delivery date, the filing period shall begin after a reasonable time has elapsed for delivery, and a civil suit or arbitration proceeding shall be commenced by Shipper within two (2) years from the date Carrier gives Shipper written notice Carrier is disallowing the claim or any part of it. Claims will be filed and resolved in accordance with federal regulations codified at 49 C.F.R. Part 370.
- (d) The measure of damages for loss of or physical damage to the cargo shall be the replacement cost of the lading. Carrier also shall be liable for the reasonable costs of the Shipper to mitigate its damages.
- (e) In no event shall Carrier be liable to Shipper or anyone else for special, incidental, or consequential damages that relate to loss, damage or delay to a shipment, unless Shipper has informed Carrier in written or electronic form, prior to or when tendering a shipment or series of shipments to Carrier, of the potential nature and type of such damages, and Carrier specifically agrees in written or electronic form to accept responsibility for such damages. In no event shall Carrier be liable to SHIPPER OR ANYONE ELSE FOR PUNITIVE OR EXEMPLARY DAMAGES THAT RELATE TO LOSS, DAMAGE OR DELAY TO A SHIPMENT.

Sealed Shipment:

If Shipper loads and seals the lading in or on the trailer and Carrier does not have the opportunity to count the lading being loaded and the seal is intact upon delivery, Carrier shall be absolved from any liability for shortages or any damage to the lading except when proximately caused by independent action of Carrier. Such absolution of liability will also occur if (i) the seal is broken at the direction and under the supervision of an agent of a body politic, or (ii) trailers are preloaded and confirmation of the adequacy of loading or count of such trailer is not practical by a representative of Carrier. Carrier agrees that if a seal is broken and an inspection made by an agent of a body politic, its operator or other representative will take all reasonable steps to secure the count, safety, and integrity of the lading. These steps will include requesting that the body politic reseal the trailer and/or make appropriate notation on the freight documentation form. Carrier may break the seal on a trailer if, upon Carrier's determination or that of its operator or other representative, it becomes reasonably necessary to do so to inspect, reposition, or protect the lading or Carrier's equipment or to

comply with federal, state, municipal, or provincial laws, rules, and regulations. Shipper's consignee may not refuse delivery of a shipment solely because the seal on a trailer is broken.

Salvage:

Shipper will have the right reasonably to determine to repair, repackage, salvage, or scrap damaged lading. If Shipper elects to salvage lading, Shipper shall notify Carrier to return the lading to Shipper or allow Carrier to dispose of the lading. If salvage is sought, at least two independent bids shall be obtained, and the highest bid accepted. Any monies received in salvage, whether accomplished by Carrier or Shipper, will be credited, if applicable, against any amount Carrier may otherwise be responsible for in terms of the damages. Shipper may condition salvage upon the removal of all identifying marks or labels or the lading being permanently marked as "damaged" or with a similar notation. If Carrier is retained by Shipper to return the damaged lading for repair, salvage, or scrapping, Shipper agrees to pay Carrier freight charges otherwise provided in this Service Guide, or at a negotiated rate to be reduced to writing, without prejudice to recovery of such freight charges as damages. Damaged lading will not be scrapped unless repair and/or salvage is not feasible. If Carrier salvages the lading, Carrier may bill a reasonable charge for doing so against salvage receipts.

Indemnification:

- (a) Shipper agrees to indemnify, defend, and hold harmless Carrier, its employees, agents, representatives, successors and assigns from and against any and all judgments, costs, damages, claims, causes of action and expenses (including attorney's fees) resulting from or arising out of any injuries to persons (including death) and damage to property to the extent caused by the negligent acts or omissions of Shipper, its employees, agents, servants or representatives.
- (b) Carrier agrees to indemnify, defend, and hold harmless Shipper, its employees, agents, representatives, successors and assigns from and against any and all judgments, costs, damages, claims, causes of action and expenses (including attorney's fees) resulting from or arising out of any injuries to persons (including death) and damage to property to the extent caused by the negligent acts or omissions of Carrier, its employees, agents, servants or representatives.
- (c) In the event such claims, liabilities, losses, damages, fines, penalties, payments, costs, and expenses (including, without limitation, reasonable legal fees) are caused by the joint and concurrent negligence of the Parties, or the Parties and a third party, the indemnity obligations for such claims, liabilities, losses, damages, fines, penalties, payments, costs, and expenses (including, without limitation, reasonable legal fees) shall be borne by each Party in proportion to its degree of fault.
- (d) EXCEPT FOR CLAIMS FOR PHYSICAL INJURIES TO PERSONS AND DAMAGES TO PHYSICAL PROPERTY AS PROVIDED UNDER THE SECTIONS ABOVE, NEITHER PARTY WILL BE LIABLE FOR (1) ANY SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, (2) COMMERCIAL LOSS OF ANY KIND (INCLUDING LOSS OF BUSINESS OR PROFITS), OR (3) LOSS, DAMAGE OR EXPENSE DIRECTLY OR INDIRECTLY ARISING FROM THIS SERVICE GUIDE; BASED UPON BREACH OF WARRANTY, BREACH OF CONTRACT, WHETHER OR NOT THAT PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGE OR LOSS.

Hazardous Materials:

Shipper shall identify any loads that contain Hazardous Materials, as defined in the Hazardous Materials Transportation Act, 49 U.S.C. §5101 et seq., as amended, and the regulations of the U.S. Department of Transportation made thereunder, at least 24 hours in advance of tendering to Carrier. Not less than 12 hours prior to the scheduled pick-up time, Carrier shall either: (i) decline such load, or (ii) accept such load on terms and conditions identified by Carrier in such acceptance, which terms may include market rates and the pass through of any associated costs to Shipper. If Carrier accepts such load, Carrier represents and warrants that it is fully qualified and authorized to transport Hazardous Materials in the United States. Carrier and Shipper certify that they are familiar with U.S. laws and regulations applicable to transportation of Hazardous Materials and that they will comply with all such laws and regulations. Carrier further certifies that its employees, including drivers, have been trained and instructed in the proper method of transporting Hazardous Materials. Upon Carrier request, Shipper will provide a copy of the Material Safety Data Sheet for the Hazardous Materials.

Schedule A – Tariff 100

For current accessorial rate table, please contact rates@quantixscs.com.

List of Contracting Shippers

Scope of Operation

Operating Rights:

The rates and charges governed by this schedule, or as same may be amended, for transportation under the authority granted by the Interstate Commerce Commission in Permit MC-140820 Sub 20, as follows: TO operate as a contract carrier, by motor vehicle, in Interstate or foreign commerce, over irregular routes, transporting commodities in bulk, between points in the United States (except Alaska and Hawaii), under continuing contract(s) with manufacturers, distributors and dealers of commodities in bulk.

Section 1: Rules and other Governing Provisions

Governing Publications:

This schedule is governed, except as otherwise provided herein, by the following publications, supplements thereto, or reissues there have: Quantix Tariff 100-U

Collection of Charges (For informational Purposes Only):

The carrier will not deliver or relinquish possession of any property transported by it until all contract rates and charges thereon have been paid in cash, money order or certified check, except where other arrangements have been made in accordance with the rules and regulations of the Commission. Rates and charges are stated in lawful money of the United States of America. Payment of all charges must be made in fund of the United States of America. When carrier does not pay contract rates and charges within 15 calendar days of submission of the bill, a carrying charge of 1.5% per month or fraction thereof on the unpaid balance shall be applied. Any subsequent debts incurred by the carrier for unpaid bills, which are litigated, or placed for collection with a collection agency, an attorney or other authorized agent will also be assessed.

Definitions:

1. The term "double bottom" means any vehicle consisting of a semi-trailer and a trailer, or a vehicle consisting of two trailers. Such vehicles drawn by a single mechanical power unit and used upon the highways in the transportation of property.
2. The term "semi-trailer" means any vehicle which requires a power unit to sustain its forward weight, and which then may be drawn by the same single mechanical power unit and used upon the highways in the transportation of property.
3. The term "trailer" means any vehicle drawn by a single mechanical power unit and used upon the highways in the transportation of property.
4. The terms "loaded to capacity" or "capacity load" refer to the extent to which a truck is loaded with freight, each term meaning that quantity if liquid freight, which, when loaded in a truck weights not less than the minimum weight, or such truck contains in gallons not less than the minimum applicable to a shipment of such freight; or, separation from other freight requires the entire capacity of truck.
5. The term "holiday shall include the following: New Year's Day (January 1st), Memorial Day (last Monday in May), Independence Day (July 4), Labor Day (first Monday in September), Thanksgiving Day (fourth Thursday in November), Day following Thanksgiving, December 24 and Christmas Day.

Advanced Loading

When at shipper's request, a vehicle is loaded in advance of the time it is to be dispatched to destination and held by carrier until such time as it is so dispatched, an advanced loading charge will be made for each period of 24 hours, or fraction thereof, that the vehicle is so held. This charge is in addition to the freight and all other lawful charges. However, this charge will not apply when such advance loading is done at carrier's request.

Trailer Detention / Storage:

Trailer Storage is calculated day when trailer is loaded and either delivery is unable to be made or completed. Trailer storage will also apply when a layover exceeds a 24 hour period at shipper or consignee request.

Alternate Application of Rates and Weights:

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 at the rate and weight applicable to such greater quantity of freight.

Charges for Furnishing Extra Hose:

1. When it is necessary to provide hose in excess of 40 ft. to affect either the loading or delivery, or both, of a single shipment, the following provisions and charges will apply:
2. If available, either 2 or 3-inch hose, inside diameter, will be provided.
3. The footage of hose will be computed as follows:
 - a. Loading Operations – from the shipper's discharge to carrier's vehicle intake point.
 - b. Unloading Operations – from the shipper's discharge of carrier's vehicle to receiver's intake point.
4. Footage of hose in excess of 40 ft. will be charged an extra hose fee.
5. When it is necessary for carrier to dispatch a service truck to either origin or destination to provide extra hose, and additional extra man labor charge per hour will be assessed, subject to a minimum charge.

Claims for Overcharge, Unidentified Payment, Duplicate Payment, or Overcollection, in addition, Claims and Losses:

Claims for Overcharge, Unidentified Payments, Duplicate Payments, or Over collection will be handled in accordance with the regulations published in Title 49 CFR PART 378. Claims for loss or damage to cargo and the handling of salvage will be handled in accordance with the regulations published in Title 49 CFR PART 370.

Border Crossing:

When crossing the border into either Mexico or Canada a surcharge will apply.

Detention of Vehicles with Power Units

1. Shipper and consignee shall make reasonable provisions for immediate loading and unloading vehicles.
2. Any time in addition to two (2) hours consumed in the course of loading or unloading, unless ascribable to the carrier will be charges for as provided in paragraph 4.
3. Charges will be assessed per quarter hour, the time being computed to the next whole quarter hour.
4. Loading and / or unloading time shall be deemed to run from the time the truck arrives at the place of loading and unloading, ready to load or unload, to the time when all connections shall have been removed and the necessary shipping documents have been executed and the truck is ready to move.
5. "Place of loading or unloading" is construed to mean when equipment of carrier arrives at the plant gate or at the confines of any plant or area embracing the limits of shipper's or consignee's property limits which is a part of the plant location or area considered as integral part of such plant or area.
6. The charges due the carrier under the provisions of this rule shall be paid either by the shipper or consignee, whichever may be a current customer of Quantix. At no time will Quantix assess detention charges to a 3rd party.
7. Detention runs for 10 hours per 24 hour period. A layover charge will be automatically assessed when detention exceeds above 10 hours per 24 hour period. Layover charges are described later in this document.
8. Quantix will provide delay notifications as requested. The Quantix Delay Form will include signature unless refused. If signature is refused the form will note RTS to indicate the shipper or consignee refused to sign at the time of loading or delivery.

In Transit Heat Charges:

If requested by consignor or consignee, a trailer and / or tractor equipped with a controlled heating-in-transit system will be provided at the applicable charge.

Equipment – Vacuum Trailers - Interplant:

When shipper or consignee requests on-site service requiring the use of a tractor, vacuum trailer unit with driver, such service will be rendered if possible for carrier to do at the following additional charges:

1. From 12:01 AM Monday through 11:59 PM Friday
2. From 12:01 AM Saturday through 11:59 PM Saturday
3. From 12:01 AM Sunday and Holidays through 11:59 PM
4. Deadhead mileage per mile driven plus fuel surcharge is applied from when the driver leaves the point of dispatch or terminal to interplant location and back to terminal.

5. Interplant time begins when carrier arrives at destination and begins interplant work.

Note: When Vacuum Trailer service is provided in conjunction with subsequent line haul service, interplant service begins when carrier's shipment arrives at consignee and begins interplant work.

Impracticable Operations:

Pickup and delivery service will not be performed at any place from or to which such performance is impracticable, through no fault of the carrier because of the condition of roads, street, driveways, or alleys, inadequate loading or unloading facilities, civil commotion's, or any other causes. A diversion or return charge may apply if carrier is unable to complete delivery due to circumstances beyond its control.

Lay-Over Rule:

When carrier's vehicle arrives at point of loading, unloading, stop-off points and or final destination during normal working hours (see note), and when due to conditions over which the carrier has no control, the shipper or consignee cannot complete loading and / or unloading thereby causing the vehicle (tractor and trailer) to remain at loading point, final destination, stop-off point, or the vicinity thereof, until the next day or succeeding day or days, or in the case of arrival on Friday, if held over until the following Monday, to complete loading or unloading, the time spent will be charges for as follows:

1. Time between 8:00 AM and 5:00 PM will be considered as part of loading or unloading time and detention charges when applicable will be assessed.
2. Time between 5:00 PM and 8:00 AM will be considered layover when truck is not performing operations.
3. Vehicles held over from Friday until Monday morning will be subject to additional charge.

Applicable when carrier's vehicle arrives at point of loading, unloading, stop-off point, and / or final destination other than normal working hours (see note) when due to compliance to shipper and / or consignee instructions, a lay-over is required to complete loading and / or unloading, charges as outlined in paragraph one above will be applicable. Lay-Over will be automatically applied after 10 hours of continuous detention at any point described above.

Note: Normal working hours as used herein means a period of time starting at 8:00 AM and continuing to 5:00 PM.

Minimum Charge:

Each and every truck bearing a capacity load of freight, such freight constituting all or part of a single shipment will be subject to a minimum charge based on actual gallons or weight, or minimum gallons or weight, whichever is greater, and at the truckload rate applicable.

Pickup or Delivery Service:

Rates in this publication include one pick up of a shipment by the carrier, to be loaded at a place designated by the shipper, and one delivery or one tender for delivery of shipment by the carrier at one place, subject to conditions, restrictions, and requirements set forth in these and other rules and regulations.

Delivery Service Saturdays, Sundays, or Holidays

1. Saturday/Sunday/Holiday Service: From 12:01 and 11:59 any Saturday/Sunday/Holiday when shipper or consignee requests transportation service, a flat rate fee will apply.

Reconsignment or Diversion:

Shipments moving under rates named in this publication may be reconsigned in transit or after arrival at billed destination, subject to the following rules, regulations, and charges:

1. The term "reconsignment" means a change in the name of the consignees and / or destination of entire shipment, except as otherwise provided herein, or any other instruction given to the carrier requiring an addition to or change in billing necessary to effect delivery or involving an additional movement of the truck or both.
2. Reconsignment instructions must be confirmed in writing to the carrier.
3. A charge will be made for reconsignment and, in addition, freight charges will be assessed on the basis of the through rate from point of origin to final destination plus a loaded mileage charge per running mile plus fuel surcharge for "Excess Mileage", if any, as used herein shall be defined as the mileage from point of origin through point or points of origin direct to destination.

4. When a truck arrives at the original billed destination and is requested to standby for reconsignment instructions, the time consumed while waiting for orders will be considered as part of the unloading time and detention charges when applicable will be assessed.

Returned Undelivered Shipments:

If all or any portion of a shipment is refused or rejected by the consignee at destination for any reason not attributable to the carrier and, upon instructions from the shipper or its agent, is returned to point of origin, the returned shipment will be subject to charges at the rates applicable from origin to destination, plus % of the original rate and fuel surcharge. Extraneous miles will be assessed per running mile plus fuel surcharge. Undeliverable shipments will be returned to the nearest Quantix terminal if carrier cannot return to shipper location. Trailer detention will apply for any time the loaded trailer is stored by Quantix waiting for delivery instructions. The applicable rate for redelivery will apply from the Quantix terminal to new destination.

Interplant (Vac Charge Service):

When shipper or consignee requests a service requiring the use of a tractor trailer unit with driver which charges are not provided in this publication, such service will be rendered if possible for carrier to do so at the following charges:

1. From 12:01 AM Monday through 11:59 PM Friday
2. From 12:01 AM Saturday through 11:59 PM Saturday
3. From 12:01 AM Sunday and Holiday through 11:59 PM Sunday and Holidays
4. When it is necessary to furnish a service truck with extra loading or unloading equipment and one man to efficiently effect a pickup or delivery, such additional service will be charged for extra man labor per hour, subject to a minimum charge0.
5. The time shall be computed from the time carrier's equipment begins interplant work until work is complete. Any delay directly traceable to the carrier will be subtracted from the total time. Fractions of an hour will be computed to the next whole quarter hour.

Cleaning of Tanks:

1. When carrier is requested to furnish a trailer for the transportation of products because of its inherent nature requires cleaning and waste disposal before the trailer can be returned to service, the charges set forth herein will apply on the initial loading to allow the trailer to be returned to service in a clean, dry, and odor free state. These charges are in addition to all other lawful charges assessed against the shipment.
2. When two or more products are shipped at one time in a compartment trailer, the applicable cleaning charge will be the highest applicable charge on any product in the trailer.
3. Cleaning charges will be as follows:
 - a. Except as provided for in paragraphs (b), (c), (d), and (e) the conversion wash charges apply on Easy Clean Liquid Tanks.
 - b. A conversion wash charge will apply on all shipments except as provided for in paragraphs (a), (c), (d), and (e).

Note: The cleaning charge to apply will be agreed upon between shipper and carrier before the shipment is loaded on the carrier's tank truck. Carrier wash process conforms to Quantix. Quality Process 123 covering Standard-Conversion Tank Wash. Shipper will be responsible for wash charges required to return empty trailer back into service in a clean, dry, and odor free state.

Split Delivery:

A truck load shipment may be stopped for partial unloading, within the confines of a plant site or, within the limits of the destination point, subject to the following provisions:

1. The bill of lading must show the location or address at which each delivery is to be made and must show the kind and amount of freight to be delivered at each such location or address, also the name of the party or parties receiving the freight must be shown.
2. Arrangements for stop-off service must be made with the carrier before shipment or any portion thereof is tendered for transportation.
3. Stops will be permitted for the purpose of picking up a component part of a single shipment. The charge for such stop-off, excluding the stop for the origin pickup will apply. This charge will be in addition to the line-haul charges.
4. All charges must be prepaid.
5. Shipper must clearly indicate on shipping papers the point at which truck is to be stopped for partial pickup with definite instructions and descriptions as to commodity to be loaded.
6. Claims that arise from split delivery or partial load/unload when not properly and clearly documented on the shipping papers will not be Quantix responsibility when reasonable care is established.

Team Driver Service

When requested by the shipper to provide a driver team to make delivery, the charge per mile in addition to line haul freight will apply.

Trailer Ordered but Canceled:

When an order is placed for transportation and later cancelled or suspended, suspension or cancellation must be made before 12:00 pm the day prior to ship date and before the truck leaves its terminal or garage; otherwise, a charge will be assessed, or any fraction thereof, from the time the truck leaves the terminal or garage until the truck has returned thereto. Deadhead per mile plus fuel surcharge will also be applicable if driver has left dispatch or terminal.

Weighing Charge:

Except when weighing is performed on the premises of the shipper or consignee without charge to the carrier, when upon request of shipper or consignee, a vehicle is weighed either loaded or empty, a charge plus any charge paid to the operator of the scale will be made for each weighing. If in process of weighing the vehicle must travel off the direct route from origin to destination, a charge of loaded rate per mile plus fuel surcharge for each out-of-line mile shall be assessed in addition to all other charges.

Mileage Based Rates

All mileage-based rates will be paid using the latest version of PC Miler, practical, Zip to Zip miles. Quantix is currently using PC Miler 28, or as updated.

Out of Route Miles

Any miles driven outside of the routing provided by PC Miler for each Point to Point will be lawfully chargeable at a loaded rate per mile driven plus fuel surcharge. These miles are calculated and added for any stops, reconsignments, or alterations to the planned routing, due to no fault of the carrier. FSC will be applied in addition to the linehaul based on the mileage rate above.

Excessive Empty miles will be applied for any empty miles accumulated beyond the assumed 50/50 split of empty to loaded miles for all routes. The amount of excessive empty miles is determined by taking the total empty miles minus loaded miles. The excess empty miles will be charged at the empty mile or dead head mile rate as included in this tariff. Loaded miles are determined as accumulated miles, including any out of route or additional stops from the loading point to the consignee. Empty miles are computed from the originating terminal to the loading point and from the consignee back to the originating terminal. All shipments are out and back.

Unmanned Yard Fees

Daily Fees to service unmanned yards.

Distance from Terminal	Daily Fee
Up to 50 Miles	\$275.00
51 to 120 Miles	\$325.00

Daily is defined as normal facility daytime loading hours, up to 4 loads.

1. Example A: Quantix loads 3 shipments from an unmanned yard, on the same day, that is located 50 miles from the nearest terminal. The charge is \$275.00 for providing extra personnel for the day.
2. Example B: Quantix loads 1 shipment from an unmanned yard that is located 50 miles from the terminal. The charge is \$275.00 for providing extra personnel for the shipment.

Expedited Service Loads

Surcharge for late expedited loads received after 12:00 PM to pick-up/deliver same day will be assessed.

Orders Received with Less than 24 Hours Notice

When an order is requested to have trailer loaded or unloaded with less than 24 hours notice a fee will be applicable.

Peak Season / Dynamic Pricing Surcharge / Market Constant

Surcharges which allow Quantix to react more quickly to changing supply capacity issues through pricing. This will assist capacity constraints (both under supply and over supply) to level with the marketplace.

California Surcharge

Per occurrence - surcharge added on invoice for any shipment loading and/or delivering in CA

Quantix Bulk Fuel Schedule

Supplier's applicable linehaul rates for all shipments are subject to a fuel surcharge based on Quantix national average price of diesel fuel (in dollars per gallon) as calculated from the U.S. Energy Information Administration (<https://www.eia.gov/petroleum/gasdiesel/>). Applicable percentage will be applied according to the table below:

Fuel Price Index	Surcharge (% of Linehaul)
2.21 - 2.259	16.4%
2.26 - 2.309	17.1%
2.31 - 2.359	17.7%
2.36 - 2.409	18.4%
2.41 - 2.459	19.1%
2.46 - 2.509	19.8%
2.51 - 2.559	20.4%
2.56 - 2.609	21.1%
2.61 - 2.659	21.8%
2.66 - 2.709	22.4%
2.71 - 2.759	23.1%
2.76 - 2.809	23.8%
2.81 - 2.859	24.4%
2.86 - 2.909	25.1%
2.91 - 2.959	25.8%
2.96 - 3.009	26.5%
3.01 - 3.059	27.1%
3.06 - 3.109	27.8%
3.11 - 3.159	28.5%
3.16 - 3.209	29.1%

Fuel Price Index	Surcharge (% of Linehaul)
3.21 - 3.259	29.8%
3.26 - 3.309	30.5%
3.31 - 3.359	31.1%
3.36 - 3.409	31.8%
3.41 - 3.459	32.5%
3.46 - 3.509	33.2%
3.51 - 3.559	33.8%
3.56 - 3.609	34.5%
3.61 - 3.659	35.2%
3.66 - 3.709	35.8%
3.71 - 3.759	36.5%
3.76 - 3.809	37.2%
3.81 - 3.859	37.8%
3.86 - 3.909	38.5%
3.91 - 3.959	39.2%
3.96 - 4.009	39.9%
4.01 - 4.059	40.5%
4.06 - 4.109	41.2%
4.11 - 4.159	41.9%

The Surcharge will increase by 0.67% for each \$0.05/gal. increase in index price above \$4.159/gal. or below \$2.21/gal.

The fuel surcharge will be adjusted weekly to reflect changes in the U.S. Energy Information Administration as explained above, and the adjusted surcharge will be applied to Shipper's rates on the Wednesday after the posting.

Shipments originating in the New England and Central Atlantic states as determined by the DOE PADD system as well as the state of California will be subject to the average daily fuel prices for those areas when calculating the surcharge percentage.