Royal 3inc.

Bill to: AMX LOGISTICS PO BOX 487, ASHFORD, AL, 36312 Invoice Date: 01/26/2024 Invoice #: 5265205 Terms: NET 30 Due Date: 02/26/2024

| Date       | Customer Ref # | Origin - Destination   | Quantity | Rate       | Amount     |
|------------|----------------|--|----------|------------|------------|
| 01/25/2024 |                | 630 Erlanger Road, Erlanger, KY, USA - 2400 Distribution Drive, Henrico, VA, USA |          |            |            |
|            |                |  | 1        | \$1,800.00 | \$1,800.00 |

| TOTAL      |  |
|------------|--|
| \$1,800.00 |  |

PLEASE NOTE

The right to payment under this invoice has been assigned to Compass payment Solutions LLC (CFS) and all payments hereunder are to be directed to the assignee at the address noted below. Remittances to other than CFS do not constitute payment of this invoice. CFS must be given notification of any claims, agreements or merchandise returns which would affect the payment of all or part of this Invoice on the due date. COMPASS FUNDING SOLUTIONS LLC P.O.BOX 205154 DALLAS, TX 75320-5154 Tel: 844-899-8092



Page 1

Load Confirmation

5265205

| Carrier:<br>Date: | ROY/<br>CHIC<br>01/25      |                             | IL                           | 60638                                |    |                              |           | ontact:<br>ione:<br>ix:                 | Bill<br>630-485-7370 x126   |
|-------------------|----------------------------|-----------------------------|------------------------------|--------------------------------------|----|------------------------------|-----------|---|---|
| Order             | Orde<br>Mile<br>Tem<br>BOL | s: 497.0<br>p:              |                              |                                      |    |                              | We<br>Tra | mmodity:<br>ight:<br>iller:<br>ference: | Food and Beverage Products<br>38055.4<br>Van (DAT)  |
|                   | <b>PU</b> 1                | Name:<br>Address:<br>Phone: | Duro ba<br>630 Erla<br>ERLAN | anger Rd                             | KY | 41018                        |           | Date:<br>Contact:<br>Driver Loa         | 01/25/2024 1100<br>01/25/2024 2000<br>ad: No driver loading or unload                                     |
|                   |                            | Reference                   | number:                      |                                      | 11 | DUBG                         |           |   |   |
|                   |                            | Reference                   | number:                      |                                      | 12 | DUROBA                       |           |   |   |
|                   |                            | Reference                   | number:                      |                                      | 6Y | DRYVAN                       |           |   |   |
|                   |                            | Reference                   | number:                      |                                      | P8 | SO-0066883                   | 37        |   |   |
|                   |                            | Reference                   | number:                      |                                      | PO | 671999                       |           |   |   |
|                   |                            | Reference                   | number:                      |                                      | PO | SO-0066883                   | 37        |   |   |
|                   |                            | Reference                   | number:                      |                                      | SI | SO-0066883                   | 37        |   |   |
|                   |                            | Reference                   | number:                      |                                      | ZZ | SOLO                         |           |   |   |
|                   | SO 2                       | Name:<br>Address:<br>Phone: |                              | RICHMC<br>ISTRIBU <sup>-</sup><br>CO |    | 4-244)<br>IRSUITE A<br>23231 |           | Date:<br>Contact:<br>Driver Loa         | 01/26/2024 0630<br>01/26/2024 0630<br>richmond.purchasing@bunzlusa.com<br>ad: No driver loading or unload |





AMX Logistics PO Box 487 Ashford, AL 36312 334-699-2760 334-699-2775

Page 2

Load Confirmation

5265205

| Carrier:<br>Date: | ROYAL3 INC<br>CHICAGO<br>01/25/2024 | IL        | 60638 |    |             | ntact:<br>one:<br>x: | Bill<br>630-485-7370 x126 |
|-------------------|-------------------------------------|-----------|-------|----|-------------|----------------------|---------------------------|
|                   | Reference                           | number:   |       | PO | 671999      |                      |                           |
|                   | Reference                           | number:   |       | PO | SO-00668837 |                      |                           |
|                   | Reference                           | number:   |       | SI | SO-00668837 |                      |                           |
| Payment           | Carrier Fre                         | eight Pay | :     |    | \$1,800.00  |                      |                           |
|                   | Total Carri                         | er Pay:   |       |    | \$1,800.00  |                      |                           |

5065805

Attention: Keenan Osborne Cell# 912-414-2775 912-963-1710



Invoices should be sent via email to: amxlogistics@app.hubtran.com Payment inquiries: Triumphpay.com POD must be received within 48 hours of delivery. Failure will result in a fine of \$100.00 Lumper receipt(s) if applicable must be received within 24 hours. Carrier Instructions and Requirements: This form must be completed and returned before driver can be loaded. Duro bag - TOTAL DISTANCE = 521 MI Duro bag - Routing ID (TD503): PRPD 4/11/23 LT 15 CALENDAR DAYS MTO ITEMS LT 6 WEEKS 44 Duro bag - PMAX CONFIRM PO W/IN Duro bag - LIVELOAD Duro bag - APPOINTMENT ID - 37248193 Duro bag - New Comment Duro bag - LTL shipments are not ready until after 1300 Duro bag - For any isses please contact the Duro Bag Traffic team 855-364-8820 or DuroBag Duro bag - Traffic@transplace.com Duro bag - NO REEFERS AT PICKUP OR DELIVERY UNLESS OTHERWISE CONFIRMED Duro bag - MUST HAVE AT LEAST 2 LOAD BARS OR STRAPS! Duro bag - FOR AFTERHOURS CONTACT bill.bowers@novolex.com Duro bag - TRUCKLOAD DRIVERS CAN GO IN BEFORE THEIR SCHEDULED PICKUP TIMES AND LIKELY BE WO Duro bag - RKED IN EARLY Duro bag - NOVOGRNC: We need to get the CSS's to make sure that when their carriers deliver these loads that they get it noted on the bills that the seal was intact at delivery. Duro bag - NOVOGRNC: PLEASE NOTE ON THE BILLS THAT THE SEAL WAS INTACT UPON DELIVERY Duro bag - NOVOGRNC: DELIVERY APPTS ARE STRICT AND MUST BE MET. FAILURE TO DELIVERY ON TIME WILL RESULT IN A FINE. Duro bag - NOVOGRNC: DETENTION REQUESTS MUST BE SUBMITTED WITHIN 24 HOURS OF DELIVERY // PRENOTIFICATION IS REQUIRED Duro bag - NOVOGRNC: ALL LUMPER RECEIPTS MUST BE SUBMITTED WITHIN 24 HOURS TO BRAVO@AMXTRUCKING.COM.

FAILURE TO SUBMIT WITHIN THE TIME FRAME WILL CAUSE REIMBURSEMENT TO BE DENIED.

Please Sign: Bill Carson

(X) Accept

() Decline

Attention:

Keenan Osborne Cell# 912-414-2775 912-963-1710 Driver Name: Driver Cell: Driver Email: Tractor #: Trailer #:

5065005





# **Rate Confirmation Agreement**

- Rate shown includes any applicable fuel surcharges, pickup and delivery charges, loading and unloading, out of route, detention, storage, and/or all arbitrary charges etc. Deviation from these rates must be approved in writing and signed by both parties.
- Carrier acknowledges that they are solely responsible for compliance with and to all HOS regulations, as well as all other FMCSA regulations.
- Carrier agrees this shipment will not be re-brokered. If re-brokered, the initial carrier forfeits the right to collect charges and agrees AMX Logistics will pay charges directly to the underlying carrier only.
- Drivers should call AMX Logistics for dispatch prior to arriving at the shipper's facility. A contact number for the driver and a 24-hour number must be provided for tracking purposes.
- Any directions given to the driver is for informational purposes only.
- Weight is estimated. Customer reserves the right to load up to 45,000lbs without providing prior notice or additional pay.
- Check calls must be made daily by 10am EST or the carrier will be subject to a \$100 penalty fee per day.
- Macropoint Tracking will be required on all loads unless waived in writing by AMX Logistics. Failure to enable Macropoint Tracking, and actively track until delivery, will result in fines up to \$500.
- If pickup or delivery appointments are missed without prior email notification, the carrier will be subject to late delivery fines of \$100 per day. Additional late delivery charges assessed by the consignee will also be the responsibility of the carrier.
- It is the responsibility of the driver to notify AMX 30 minutes in advance of going into detention and every half-half hour after the initial notification until detention has ended or detention requests will be denied.
- Late arrival to either the shipper or consignee, or failure to notify prior to detention starting, will cause the carrier to be ineligible for detention charges. If applicable, the arrival and departure times must be stamped and/or written on the BOL/POD.
- All refrigerated loads must run continuously unless otherwise stated. Individual load temperatures will be listed on the rate confirmation. If requested, a temperature log must be provided for validation.
- Drivers are responsible for all load counts and must call AMX Logistics to notify of overages and/or shortages immediately.
- No driver is authorized to break seals under any circumstances. Seals must only be broken by the consignee's personnel. Loads delivered without seals intact will result in fines and potential claims.
- Any overages, shortages, and damages must be reported to AMX Logistics as soon as unloading is complete. No product will be disposed or donated without written consent of AMX Logistics.
- Any authorized unloading charges will only be reimbursed with a valid unloading receipt. To receive reimbursement, all
  lumper receipts must be submitted to AMX Logistics within 48-hours of the delivery appointment. If the receipts are not
  submitted within the 48-hour timeframe, no reimbursement will be given to the carrier.
- Proof of Delivery (POD) must be submitted to AMX Logistics within 24-hours of delivery. If POD is not submitted within 24-hours of delivery, a \$100 fine may be assessed.
- Carrier representative submission, with acceptance and signature, indicates approval of all rates and the terms listed above, as well as those listed on the rate con below.

### • SEE PAGE 2 FOR DOCUMENT UPLOAD, INVOICING AND PAYMENT PROCESSING INFORMATION

\*\*\*AMX LOGISTICS will no longer issue an annual form 1099-MISC to carriers per IRS Code section 1.6041-3(c). Summaries are emailed with every payment and include YTD earnings. It is suggested that you retain summaries for your tax records. \*\*\*

## AMX Logistics P.O. Box 487, Ashford, AL 36312



### **Payment Processing information**



|    | rrier Payments are now processed through TriumphPay.<br>register online in order to receive payments:<br><u>Go to www.secure.TriumphPay.com</u> | COM                             |
|----|---|---------------------------------|
| 2. | Register your company   | Get Paid Now!                   |
| 3. | Connect with AMX Logistics  | Login to TriumphPay.com to set  |
| 4. | Add your payment information  | up your default payment method. |
| 5. | Control your money!   |                                 |





### ¡Obtenga su pago ahora!

Inicie sesión en TriumphPay.com para configurar su método de pago predeterminado.

- 1. Ir a www.secure.TriumphPay.com
- 2. Registre su empresa
- 3. Conéctese con AMX Logistics
- 4. Agregue su información de pago
- 5. ¡Controla tu dinero!

| -  |   |  |   |   |  |  |  |   | Carlos Carlos -   | algebra and a second  |  |
|--|---|--|---|---|--|--|--|---|---|---|--|
| Dat  | e: 1/25/2   | 24   |   |   | BI   | LL OF  | LADI   | NG - ME   |   | Page 1  |  |
| ddress<br>ity/Sta  | DURO B/<br>s: 630 ER<br>ate/Zip: E<br>t: SHIPPII<br>1163  |  | . <b>CO- 131</b><br>RD<br>ER, KY 41<br>-320- Ph   | 1018<br>none: 859-32  | 0-1148   |  |  | ARRIER NAME   |   | 84020   | ESS, IN  |
| ddress<br>City/Stat  | BUNZL F<br>3: 2400 DIS<br>te/Zip: HEN<br>7 Date: 01-2   | TRIBUTIO<br>NRICO, V/<br>26-2024<br>d.purchasi   | ND (24-24<br>ON DRSUI<br>A 23231  |   | 5-1212   |  | S<br>P   | railer number: F<br>eal number(s): 6<br>CAC: ABXN<br>ro number:   | Mileage : 4   | 521 Miles   |  |
|  | UNLIGUA.  |  | EREIGH  | T CHARGES   | TO:  |  | F  | reight Charge T   | erms: (Freight ch<br>otherwise)   | harges are prepaid uni  | Datt:  |
| c/o Ube  | ex Holding<br>er Freight<br>, AR 7274   | s<br>US LLC,   | Call State  |   |  | and and and a  |  | repaid: X Prepa<br>check box) Mas   | id Add: C<br>ster Bill of Lading:<br>erlying Bills of La                                | with attached   | Party:   |
| II ch  | inmonte   |  |   | ill.bowers@n  | lovolex.c  | om   |  |   |   |   |  |
| IUST<br>Iew Co<br>HAN  |   | are not r<br>LEAST   | eady unt  | WEIGHT  | RAPS!<br>CARR<br>H.M.                            | IER INFO   | COMM<br>requiring spec   | N<br>ODITY DESCRI<br>val or additional care or atte   | ention in handling or sto   |   |  |
| HAN<br>QTY   | HAVE AT<br>omment<br>DLING  | LEAST  | eady unt<br>2 LOAD I<br>NTITY<br>TYPE   | WEIGHT<br>18621.93  | RAPS!  | IER INFO   | COMM<br>requiring spec   | ODITY DESCRI  | ention in handling or sto   | y care. NMFC #  | CLASS  |
| HAN  | HAVE AT<br>omment<br>DLING<br>TYPE  | are not r<br>LEAST<br>QUA  | eady unt<br>2 LOAD I<br>NTITY   | il after 1300<br>BARS OR ST<br>WEIGHT   | RAPS!<br>CARR<br>H.M.                            | IER INFO   | COMM<br>requiring spec<br>rked and pack  | ODITY DESCRI<br>al or additional care or atte<br>aged as to ensure safe tran  | ention in handling or sto<br>isportation with ordinary                                  | wing NMEC #   |  |
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| HAN<br>QTY<br>22.0   | HAVE AT<br>omment<br>DLING<br>TYPE  | QUA<br>QTY<br>650<br>650   | NTITY<br>TYPE<br>Case   | WEIGHT<br>18621.93<br>LBS<br>18621.93   | RAPSI<br>CARR<br>H.M.<br>(x)<br>STOMER           | IER INFOI<br>Commodities i<br>must be so mar                         | COMM<br>requiring spec<br>rked and pack  | ODITY DESCRI<br>al or additional care or atte<br>aged as to ensure safe tran  | ention in handling or sto<br>isportation with ordinary                                  | y care. NMFC #  | CLASS<br>70<br>Shippe                              |
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| HAN<br>QTY<br>22.0<br>22<br>RANE   | HAVE AT<br>omment<br>DLING<br>TYPE<br>PLT<br>PO NUM<br>67199<br>D TOTA  | QUA<br>QTY<br>650<br>650<br>BER<br>9   | NTITY<br>TYPE<br>Case   | WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU<br>PRIMARY RE<br>-00668837  | CARR<br>H.M.<br>(x)<br>STOMER                    | Commodities i<br>must be so mar                                      | COMM<br>requiring spec<br>rked and pack<br>G<br>INFORM<br>Pkgs                             | ODITY DESCRI<br>al or additional care or atte<br>aged as to ensure safe tran<br>RAND TOTA<br>ATION<br>Weight  | ention in handling or sto<br>isportation with ordinary<br>L<br>Pallet/Slip              | Additional  | CLASS<br>70<br>Shippe                              |
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| MUST<br>New Co<br>HAN<br>QTY<br>22.0<br>22<br>RANE<br>re the rate is<br>of the proy<br>agreed or c                                     | HAVE AT<br>omment<br>DLING<br>TYPE<br>PLT<br>PLT<br>PO NUM<br>67199<br>D TOTA<br>is dependent on<br>perty as follows:<br>declared value of<br>per         | QUA<br>QTY<br>650<br>650<br>BER<br>9<br>L<br>value, shippe   | NTITY<br>TYPE<br>Case   | WEIGHT WEIGHT 18621.93 LBS 18621.93 CU PRIMARY RE -00668837 to state specifically in stated by the shipper to | RAPS!<br>CARR<br>H.M.<br>(x)<br>STOMER<br>FERENC | IER INFOI  | COMM<br>requiring spec<br>rked and pack<br>G<br>INFORM<br>Pkgs<br>650<br>650               | ATION<br>Weight<br>18621.93 LBS<br>COD Amou<br>Fee Term<br>Custom   | AL Pallet/Slip nt: \$   | Additional<br>info<br>Paper Bags                                | CLASS<br>70<br>Shipper                             |
| MUST<br>New Co<br>HAN<br>QTY<br>22.0<br>22<br>RANE<br>re the rate is<br>of the proy<br>agreed or co<br>wy D. subject<br>the otherwass. | HAVE AT<br>omment<br>DLING<br>TYPE<br>PLT<br>PLT<br>PO NUM<br>67199<br>D TOTA<br>is dependent on<br>perty as follows:<br>declared value of<br>perNOTE Lia | are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>BER<br>9<br>L<br>value, shipper<br>of the property<br>bility Limit<br>mined rates or c<br>mined rates or c | A second | WEIGHT WEIGHT 18621.93 LBS 18621.93 CU PRIMARY RE -00668837 to state specifically in stated by the shipper to | RAPS!<br>CARR<br>H.M.<br>(x)<br>STOMER<br>FERENC | IER INFOI  | COMM<br>requiring spec<br>rked and pack<br>G<br>INFORM<br>Pkgs<br>650<br>650<br>9 y be app | A COD Amou<br>Fee Term<br>Custom<br>Cable, See 49 L   | Pallet/Slip<br>Pallet/Slip<br>nt: \$<br>s: Collect:<br>er check acce<br>I.S.C. § 14706( | Additional<br>info<br>Paper Bags<br>Prepaid:<br>c)(1)(A) and (B | CLASS<br>70<br>Shippe<br>D<br>).<br>ment of freigh |

|  | Date: 1/2  | 5/24  |  |  | BI   | LL OF LAL  | ING - ME   |  | Page 1   |                                |
|--|--|---|--|--|--|--|--|--|--|--------------------------------|
|  |  |   | SH   | IP FROM  |  |  |  | er: 87518  | 4020   |                                |
| Nam  | DURO   | BAG MF  | G. CO- 13  |  |  |  | Shipment Numb  |  |  |                                |
| Addre  | ess: 630 E   | RLANGE  | ER RD  |  |  |  |  |  |  |                                |
| City/S   | State/Zip:   | ERLAN   | GER, KY  | 1018   |  |  |  |  |  |                                |
| Conta  |  | PING / 85   | 59-320- F  | Phone: 859-3   | 20-1148  |  | CARRIER NAME   | ALABAMA M  | OTOR EXPRE   | ESS, IN                        |
|  | 1163   |   | S  | HIP TO   |  |  | Trailer number:  | Royal3 H03237  |  |                                |
| Name   | BUNZL  | RICHMO  | OND (24-2  |  |  |  | Seal number(s):  | 6105184  |  |                                |
| Addres   | s: 2400 D  | ISTRIBUT  | ION DRSL   | IITE A   |  | - 1 -  | SCAC: ABXN   | Mileage : 5  | 21 Miles   |                                |
|  | ate/Zip: HE  |   | VA 23231   | $\langle$  |  | $\sum (0)$   | Pro number:  |  |  |                                |
|  | y Date: 01   |   |  |  | 5 1010   |  |  |  |  |                                |
| Conta  | t: richmoi<br>unzlusa  |   | sing@b F   | hone: 555-55   | 5-1212   | AND REAL PROPERTY.   |  |  |  |                                |
|  | UNZICIOC   |   |  |  |  | A STERN STREET   | Freight Charge   | Terms: (Freight chi  | arges are prepaid unl  | ess marked                     |
|  |  | CONTRACTOR OF A DESCRIPTION   | L FREIGH   | IT CHARGES   | 5 TO:  |  | Prepaid: X Prep  | aid Add: C   | ollect: 3rd  | Party:                         |
|  | ex Holding   |   |  | Tim  | Lini   | 8 am   |  | aster Bill of Lading:  |  |                                |
|  |  |   | , PO Box   |  |  |  | (check box) Un   | derlying Bills of Lading.  | ling   |                                |
| owell  | , AR 727   | 45 USA  |  | lim  | erut'a   | 1;38am   |  |  |  |                                |
| ONC  | T BREA   | K SHIPP   | ER SEAL  | NO TRANS-  | LOADING  | : CARGO CLAI   | M MAY RESULT.<br>ALENDAR DAYS  |  | IT CHIEFU  | c                              |
| RLY<br>R A<br>L sh   | /***<br>FTERHO<br>ipments<br>HAVE AT   | URS CO<br>are not i   | RS CAN O<br>NTACT b<br>ready uni<br>2 LOAD   | GO IN BEFOF<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST  | RE THEIR S<br>novolex.co<br>'RAPS!   |  | ickup times ai<br>ler is h<br>ent time   | cur and<br>Ce!3Can   |  |                                |
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| ARLY<br>OR A<br>IL sh<br>UST<br>ew Co<br>HAN   | FTERHO<br>ipments<br>HAVE AT<br>omment   | URS CO<br>are not r<br>LEAST<br>&<br>QUA  | RS CAN O<br>NTACT b<br>ready unit<br>2 LOAD<br>OVY   | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>V& Hm   | RE THEIR S<br>novolex.co<br>RAPS!<br>CARRIE<br>CARRIE  | SCHEDULED P<br>om D(IV<br>appaintm<br>M C<br>ER INFORMAT<br>COM  | ICKUP TIMES AI<br>(C( IS h<br>ont time<br>ict time<br>ION<br>MODITY DESCR  | Cur and<br>Cu:3Can<br>≠ 9.13<br>IPTION   | ahalt<br>1<br>38 an  | - late                         |
| ARLY<br>OR A<br>IL sh<br>UST<br>ew Co<br>HAN   | FTERHO<br>ipments<br>HAVE AT<br>omment   | URS CO<br>are not r<br>LEAST  | RS CAN (<br>NTACT b<br>ready unit<br>2 LOAD<br>- QVY (   | GO IN BEFOF<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST  | RE THEIR S<br>novolex.co<br>RAPS!<br>& <i>Sav</i><br>CARRIE<br>H.M.                                    | SCHEDULED P<br>om D (IV<br>appointm<br>M C<br>ER INFORMAT<br>COM<br>Commodities requiring s  | CRUPTIMESAL<br>(CCISh<br>Conttine<br>Conttine<br>ION   | cur and<br>(↓:30an<br>↓ 9:5<br>IPTION<br>ention in handling or stow  | ahalt<br>n<br>38 an  | - late                         |
| ARLY<br>DR A<br>L sh<br>JST<br>w Co<br>HAN   | FTERHO<br>ipments<br>HAVE AT<br>omment   | URS CO<br>are not r<br>LEAST<br>&<br>QUA  | RS CAN O<br>NTACT b<br>ready unit<br>2 LOAD<br>OVY   | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>V& Hm<br>WEIGHT<br>18621.93   | RE THEIR S<br>novolex.co<br>RAPS!<br>CARRIE<br>H.M.  | SCHEDULED P<br>om D (IV<br>appointm<br>M C<br>ER INFORMAT<br>COM<br>Commodities requiring s  | ICKUP TIMES AI<br>(L( IS h<br>ent time<br>of time<br>ION<br>IMODITY DESCR  | cur and<br>(↓:30an<br>↓ 9:5<br>IPTION<br>ention in handling or stow  | ahalt<br>1<br>38 an<br>Ing LTL<br>Ing MFC #  | ONLY<br>CLASS                  |
| ARLY<br>DR A<br>L sh<br>UST<br>ew Co<br>HAN<br>TY<br>2.0   | FTERHOU<br>ipments<br>HAVE AT<br>omment<br>DLING<br>TYPE   | URS CO<br>are not r<br>LEAST  | RS CAN O<br>NTACT b<br>ready unt<br>2 LOAD<br>AVVI   | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Vel Hm<br>WEIGHT<br>18621.93<br>LBS   | RE THEIR S<br>novolex.co<br>RAPS!<br>CARRIE<br>H.M.  | SCHEDULED P<br>om Driv<br>appante<br>ER INFORMAT<br>Commodities requiring s<br>must be so marked and p   | ICKUP TIMES AI<br>(UT IS h<br>ont time<br>UT time<br>ICN<br>IMODITY DESCR<br>Decial or additional care or at<br>ackaged as to ensure safe tra  | Cur and<br>Cur 3Can<br>Cur 3Can<br>Price 9:2<br>IPTION<br>IPTION<br>rention in handling or stown<br>reportation with ordinary  | ahalt<br>n<br>38 an  | - late                         |
| ARLY<br>DR A<br>L sh<br>JST<br>w Co<br>HAN<br>TY<br>2.0  | FTERHOU<br>ipments<br>HAVE AT<br>omment<br>DLING<br>TYPE   | URS CO<br>are not r<br>LEAST<br>&<br>QUA<br>QTY<br>650  | RS CAN O<br>NTACT b<br>ready unt<br>2 LOAD<br>AVVI   | SO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Ve Hm<br>WEIGHT<br>18621.93<br>LBS<br>18621.93  | RE THEIR S<br>novolex.co<br>RAPS!<br>CARRIE<br>H.M.<br>(x)   | SCHEDULED P<br>om D (IV<br>appantm<br>C<br>ER INFORMAT<br>Commodities requiring s<br>must be so marked and pe  | CRAND TOTA   | Cur and<br>Cur 3Can<br>Cur 3Can<br>Price 9:2<br>IPTION<br>IPTION<br>rention in handling or stown<br>reportation with ordinary  | ahalt<br>1<br>38 an<br>Ing LTL<br>Ing MFC #  | ONLY<br>CLASS                  |
| ARLY<br>DR A<br>L sh<br>JST<br>w Co<br>HAN<br>TY<br>2.0  | FTERHOU<br>ipments<br>HAVE AT<br>omment<br>DLING<br>TYPE   | URS CO<br>are not r<br>LEAST<br>QUA<br>QUA<br>QTY<br>650<br>650   | RS CAN C<br>NTACT b<br>ready unt<br>2 LOAD<br>AYYI<br>NTITY<br>NTITY<br>Case   | SO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Ve Hm<br>WEIGHT<br>18621.93<br>LBS<br>18621.93  | RE THEIR S<br>novolex.co<br>'RAPS!<br>CARRIE<br>H.M.<br>(x)<br>STOMER                                  | SCHEDULED P<br>om D (IV<br>appantm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and pe<br>ORDER INFOR  | CRAND TOTA   | Cur and<br>Cur 3Can<br>Cur 3Can<br>Price 9:2<br>IPTION<br>IPTION<br>rention in handling or stown<br>reportation with ordinary  | ahalt<br>1<br>38 an<br>Ing LTL<br>Ing MFC #  | ONLY<br>CLASS<br>70            |
| ARLY<br>DR A<br>FL sh<br>UST<br>ew Co<br>HAN<br>2TY<br>2.0   | Preserved States   | URS CO<br>are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>BER   | RS CAN O<br>NTACT b<br>ready unt<br>2 LOAD<br>AV VI<br>NTITY<br>TYPE<br>Case   | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Ve J Jm<br>WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU<br>PRIMARY RE  | RE THEIR S<br>novolex.co<br>'RAPS!<br>CARRIE<br>H.M.<br>(x)<br>STOMER                                  | SCHEDULED P<br>om D (IV<br>appointm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and p<br>ORDER INFOR<br>E # Pkgs  | CRUP TIMES AI<br>(CC IS h<br>and time<br>and time<br>CON<br>MODITY DESCR<br>CRAND TOTA<br>GRAND TOTA<br>MATION<br>Weight   | Cur and<br>Cur 3Can<br>Sector 91:2<br>IPTION<br>IPTION<br>INC<br>Pallet/Slip   | A half<br>A half | ONLY<br>CLASS<br>70<br>Shipper |
| ARLY<br>DR A<br>L sh<br>UST<br>ew Co<br>HAN<br>TY<br>2.0   | Prese<br>FTERHOU<br>ipments<br>HAVE AT<br>comment<br>DLING<br>TYPE<br>PLT  | URS CO<br>are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>BER   | RS CAN O<br>NTACT b<br>ready unt<br>2 LOAD<br>AV VI<br>NTITY<br>TYPE<br>Case   | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Vel Hm<br>WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU   | RE THEIR S<br>novolex.co<br>'RAPS!<br>CARRIE<br>H.M.<br>(x)<br>STOMER                                  | SCHEDULED P<br>om DAV<br>appantm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and pe<br>ORDER INFOR  | CRUP TIMES AI<br>(CC IS h<br>and time<br>of time<br>of time<br>CON<br>INODITY DESCR<br>Decial or additional care or at<br>ackaged as to ensure safe tra<br>GRAND TOTA  | Cur and<br>Cur 3Can<br>Sector 91:2<br>IPTION<br>IPTION<br>INC<br>Pallet/Slip   | Ahal<br>Ahal<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A<br>A  | ONLY<br>CLASS<br>70<br>Shipper |
| ARLY<br>DR AA<br>L sh<br>UST<br>ew Co<br>HAN<br>2TY<br>2.0<br>22   | Preserved States   | URS CO<br>are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>BER   | RS CAN O<br>NTACT b<br>ready unt<br>2 LOAD<br>AV VI<br>NTITY<br>TYPE<br>Case   | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Ve J Jm<br>WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU<br>PRIMARY RE  | RE THEIR S<br>novolex.co<br>'RAPS!<br>CARRIE<br>H.M.<br>(x)<br>STOMER                                  | SCHEDULED P<br>om D (IV<br>appointm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and p<br>ORDER INFOR<br>E # Pkgs  | CRUP TIMES AI<br>(CC IS h<br>and time<br>and time<br>CON<br>MODITY DESCR<br>CRAND TOTA<br>GRAND TOTA<br>MATION<br>Weight   | Cur and<br>Cur 3Can<br>Sector 91:2<br>IPTION<br>IPTION<br>INC<br>Pallet/Slip   | A half<br>A half | ONLY<br>CLASS<br>70<br>Shipper |
| ARLY<br>OR A<br>IL sh<br>UST<br>Eww Co<br>HAN<br>2TY<br>2.0<br>22<br>20<br>22<br>20<br>22<br>20<br>22<br>20<br>22  | PARENT<br>FTERHOU<br>ipments<br>HAVE AT<br>DUING<br>TYPE<br>PLT<br>PD NUM<br>67199<br>D TOTA   | URS CO<br>are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>BER<br>09<br>L  | RS CAN O<br>NTACT b<br>ready unt<br>2 LOAD<br>AVYI<br>NTITY<br>TYPE<br>Case  | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Vel Jim<br>WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU<br>PRIMARY RE<br>00668837  | RE THEIR S<br>novolex.co<br>'RAPS!<br><i>L &amp; Car</i><br>CARRIE<br>H.M.<br>(x)<br>STOMER<br>FERENCE | SCHEDULED P<br>om Driv<br>appointm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and p<br>C<br>Commodities requiring s<br>must be so marked and p<br>C<br>COM<br>Commodities requiring s<br>must be so marked and p<br>C<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>C  | CRAND TOTA<br>GRAND TOTA<br>GRAND TOTA<br>MATION<br>18621.93 LBS<br>18621.93 LBS   | Cur and<br>Cur 3Can<br>Cur 3Can<br>Pallet/Slip   | A half<br>A half | ONLY<br>CLASS<br>70<br>Shipper |
| ARLY<br>OR AALY<br>IL sh<br>UST<br>Eww Co<br>HAN<br>2TY<br>2.0<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22   | Present of the second s | URS CO<br>are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>BER<br>09<br>L<br>n value, shippe   | RS CAN C<br>NTACT b<br>ready unt<br>2 LOAD<br>AYYI<br>NTITY<br>TYPE<br>Case<br>Case  | SO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Vel Jim<br>WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU<br>PRIMARY RE<br>000668837<br>to state specifically in   | RE THEIR S<br>novolex.co<br>'RAPS!<br><i>CARRIE</i><br>H.M.<br>(x)<br>STOMER<br>FERENCE                | SCHEDULED P<br>om Driv<br>appantm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and per<br>Commodities requiring s<br>must be so marked and per<br>C<br>COM<br>Commodities requiring s<br>must be so marked and per<br>C<br>C<br>COM<br>COMPER INFOR<br>E<br># Pkgs<br>650<br>650<br>650<br>650<br>ed or declared   | CRUP TIMES AI<br>(CC IS h<br>and time<br>of time<br>of time<br>CON<br>MODITY DESCR<br>Decial or additional care or at<br>ackaged as to ensure safe tra<br>CRAND TOTA<br>CRAND TOTA<br>CMATION<br>Weight<br>18621.93 LBS  | Cur and<br>Cur 3Can<br>Cur 3Can<br>Pallet/Slip   | A half<br>A half | ONLY<br>CLASS<br>70<br>Shipper |
| ARLY<br>DR ARLY<br>DR ARLY<br>L sh<br>JST<br>WW Co<br>HANN<br>220<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22  | Present of the second s | URS CO<br>are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>BER<br>09<br>L<br>n value, shippe   | RS CAN C<br>NTACT b<br>ready unt<br>2 LOAD<br>AYYI<br>NTITY<br>TYPE<br>Case<br>Case  | GO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Vel Jim<br>WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU<br>PRIMARY RE<br>00668837  | RE THEIR S<br>novolex.co<br>'RAPS!<br><i>CARRIE</i><br>H.M.<br>(x)<br>STOMER<br>FERENCE                | SCHEDULED P<br>om Driv<br>appantm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and per<br>Commodities requiring s<br>must be so marked and per<br>C<br>COM<br>Commodities requiring s<br>must be so marked and per<br>C<br>C<br>COM<br>COMPER INFOR<br>E<br># Pkgs<br>650<br>650<br>650<br>650<br>ed or declared   | COD Amout  | Cur and<br>Cur 3Can<br>Cur 3Can<br>Pallet/Slip   | A half<br>A half | ONLY<br>CLASS<br>70<br>Shipper |
| ARLY<br>PRA<br>L sh<br>JST<br>W CO<br>HAN<br>TY<br>2.0<br>22<br>2<br>2<br>2<br>4<br>ANI<br>the rate  | PLT<br>PO NUM<br>67199<br>D TOTA<br>is dependent o<br>perty as follows<br>declared value<br>per _  | URS CO<br>are not r<br>LEAST<br>QUA<br>QTY<br>650<br>650<br>8ER<br>99<br>L<br>n value, shippe<br>s  | RS CAN O<br>NTACT b<br>ready unt<br>2 LOAD<br>AVY<br>NTITY<br>TYPE<br>Case<br>SO-<br>Prs are required<br>(is specifically s  | SO IN BEFOR<br>ill.bowers@r<br>ill after 1300<br>BARS OR ST<br>Vel Jim<br>WEIGHT<br>18621.93<br>LBS<br>18621.93<br>CU<br>PRIMARY RE<br>00668837<br>to state specifically in<br>tated by the shipper to   | RE THEIR S   | SCHEDULED P<br>om Driv<br>appointm<br>C<br>ER INFORMAT<br>COM<br>Commodities requiring s<br>must be so marked and p<br>Commodities requiring s<br>must be so marked and p<br>COM<br>Commodities requiring s<br>Commodities requiring s<br>COM<br>Commodities requiring s<br>COM<br>Commodities requiring s<br>COM<br>Commodities requiring s<br>COM<br>Commodities requiring s<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM<br>COM   | COD Amou<br>COD Amou<br>COD Amou<br>COD Amou<br>COD Amou<br>COD Amou<br>Cost<br>Cod Amou<br>Cod Amou<br>Cod Amou<br>Cod Amou<br>Cod Amou<br>Cod Amou<br>Cod Amou   | Cur and<br>Cur and<br>Cur 3Can<br>Service 91:3<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTION<br>IPTI | A hAl h<br>A hAl hAl h<br>A hAl hAl hAl hAl hAl hAl hAl hAl hAl hA   | ONLY<br>CLASS<br>70<br>Shipper |
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