



Bill to:
HESTER LOGISTICS CONSULTING & BROKERAGE
,
,
,

Invoice Date: 07/01/2024
Invoice #: HLCB-BCF2-1933
Terms: NET 30
Due Date: 08/01/2024

Date	Customer Ref #	Origin - Destination	Quantity	Rate	Amount
06/28/2024		610 Collins BLVD, Orrville, OH, US 44667 - 1659 Rowe Ave, Worthington, MN, US 56187			
			1	\$2,500.00	\$2,500.00

TOTAL
\$2,500.00

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

RATE CONFIRMATION # HLCB-BCF2-1933



BILLING PARTY
HLC-B
48139 Caughern Ln
Heavener, Oklahoma 74937

Date: Jun 28, 2024
Contact: Barry Hester
Phone:
Email: audrey@hlc-b.com

Dispatcher: Barry Hester
Phone:
Email: barry@hlc-b.com

CARRIER Brz. 8225 Leclair Ave Burbank, IL, US 604592734	CARRIER REF #: SERVICE: Default Service	MCC: MC086875
--	--	---------------

STOP 01

Bekaert Corporation
610 Collins BLVD
Orrville, OH, US 44667
TOTAL PICKUP
43000 lbs

PICKUP ↑
COMMODITIES:
Wire
Piece(s): / 43000 lbs / 0 feet LF: 0 / Class: / SKU: / NMFC:
ACCESSORIALS: None
PARTNER SPECIAL INSTRUCTIONS: Make sure to take the proof of pickup picture
NOTES: None

REQ. TIME: Jun 28, 2024 08:00 - 15:00
PO Number 010358
REF Number 5011977534
Job # 4216921550/4216863613
CUSTOMS:

STOP 02

Bedford Industries
1659 Rowe Ave
Worthington, MN, US 56187
CONTACT INFORMATION
Name: Nicole Lowe
Email:
Phone: 507-376-4136
TOTAL DELIVERY
43000 lbs

DELIVERY ↓
COMMODITIES:
Wire
Piece(s): / 43000 lbs / 0 feet LF: 0 / Class: / SKU: / NMFC:
ACCESSORIALS: None
PARTNER SPECIAL INSTRUCTIONS: Make sure to take the proof of pickup picture
NOTES: RECEIVER CONTACT: NICOLE LOWE
AT: .507.376.4136 • 1.877.BEDFORD (233.3673)

REQ. TIME: Jul 1, 2024 08:00 - 15:00
PO Number 010358
REF Number 5011977534
Job # 4216921550/4216863613
CUSTOMS:

Financials	Qty	Rate	Est. Cost
Partner Freight	1	2,500.00 USD	2,500.00 USD
AGREED RATE			2,500.00 USD

TERMS AND CONDITIONS

1. DO NOT DOUBLE BROKER THE LOAD. AS A COMPANY YOU ARE NOT ALLOWED TO "FREIGHT-FORWARD" OR ARRANGE A CARRIER FOR THIS LOAD. YOU MUST BE THE CARRIER/MC ON THE LOAD. YOU ARE NOT ALLOWED TO CLEAR BORDERS WITH FREIGHT AND ALLOW ANOTHER CARRIER TO COMPLETE YOUR LOAD. IF ANY OF THE TERMS & CONDITIONS ARE NOT FOLLOWED, WE WILL SUBMIT A CARRIER-411 REPORT & REPORT TO THE FMCSA, CARRIER WILL BE PLACED ON DNU, AND WILL FORFEIT PAYMENT OF THE LOAD.

2. AT SOME OF OUR LOCATIONS, DRIVERS ARE REQUIRED TO GIVE THEIR CDL TO MATCH LOAD TRACKING.

3. CARRIER / DRIVER MUST ACCEPT TRACKING BEFORE ARRIVING AT THE SHIPPER. \$150 DEDUCTION ON EVERY LOAD THAT

CARRIER/DRIVER DOESN'T FOLLOW TRACKING INSTRUCTIONS. IF DRIVER DOESN'T SUCCESSFULLY TRACK FOR OVER A 3 HOUR PERIOD, PAYMENT WILL BE FORFEITED UNLESS PROVEN WITHOUT DOUBT OTHERWISE. ADDITIONALLY, WE WILL ALSO REQUIRE A COPY OF THE DRIVER'S ELD LOG AUDIT REPORT FROM PICKUP DATE TO DELIVERY BEFORE PAYMENT WILL BE RELEASED. \$15 CHARGE WILL BE APPLIED FOR CHANGING TRUCKS THAT ARE TRACKING AND TO ANY LINK THAT HAS TO BE RESENT DUE TO THE DRIVER CLOSING OUT THE LOAD PREMATURELY.

4. ***BEFORE THE DRIVER LEAVES THE SHIPPER, THE DRIVER MUST WRITE IN CARRIER NAME, DRIVER'S FULL SIGNATURE, DRIVER'S FULL NAME PRINTED, MC#, AND DATE OF PICKUP. THEN THE DRIVER MUST TAKE A PICTURE OF THE BOL BESIDE HIS VEHICLE WITH THE MC# OR USDOT # IN THE SAME FRAME OR PICTURE (Only a picture, NO scans accepted). ADDITIONALLY, FOR FLATBED LOADS CARRIER MUST HAVE A PICTURE OF THE CORRECTLY SECURED LOAD AT THE SHIPPER IN ONE FRAME (ONE PICTURE NOT MULTIPLE PHOTOS). ALL DOCUMENTS COMPLETED IN THE DRIVER'S OWN HANDWRITING. NO DIGITALLY ALTERED POP OR POD WILL BE ACCEPTED. FAILURE TO COMPLETE THIS STEP COULD RESULT IN FORFEITURE OF PAYMENT.

5. UPLOAD THE PICTURE AS PROOF OF PICK UP. ONLY UPLOAD THE PROOF OF PICKUP HERE. **NO INVOICES OR BLANK BOL'S** IN THE RATE CONFIRMATION EMAIL, CLICK ON ACCEPT HERE DIGITALLY (it is in blue writing.) AFTER RECORDING THE ARRIVAL AND DEPARTURE TIME, YOU CAN UPLOAD THE IMAGE.

6. MARK THE LOAD DELIVERED FOLLOWING THE SAME STEPS AS ABOVE, BUT UPLOAD ONLY A COLOR PICTURE FULLY SIGNED POD WITH ALL 4 CORNERS VISIBLE. (INVOICES OR DOCUMENTS WITH INVOICES WILL BE DELETED) **** IF STEPS 4 & 5 ARE COMPLETED BY THE BROKER AND NOT THE CARRIER THERE IS A \$25 CHARGE FOR EACH STEP. ****

7. Clean/signed Proof of Delivery/ Bill of Ladings must be uploaded in completion. CARRIER NAME, DRIVER'S SIGNATURE, DRIVER'S PRINTED NAME, AND DATE OF PICK-UP MUST BE ON ALL BOL'S (ALL IN THEIR OWN HANDWRITING). RECEIVER MUST SIGN THE BILL OF LADING AND NO PACKING SLIPS ACCEPTED. NO DIGITALLY ALTERED POP OR POD WILL BE ACCEPTED. FAILURE TO COMPLETE THIS STEP, AGAIN, COULD RESULT IN FORFEITURE OF PAYMENT.

8. If Bill of Lading represents more than one page, all pages must be uploaded with the carrier's name, driver's signature, driver's printed first & last name, and date of pick-up. If a carrier is requesting detention; carrier must have shipper or receiver sign Bill of Lading with time in and time out with their signature to verify if detention should be paid, ADDITIONALLY WE WILL PULL THE MACROPOINT TRACKING. Carriers that allow drivers to write this in and sign for it will waive detention pay from the shipper and receiver. IF YOU ARE UNCERTAIN ABOUT DOCUMENTATION, EMAIL IT TO BARRY@HLC-B.COM AND CC' AUDREY@HLC-B.COM TO REVIEW. EVEN IF APPROVED, CARRIER IS STILL RESPONSIBLE FOR UPLOADING THE DOCUMENTATION TO YOUR LOAD. IF YOU DO NOT FOLLOW THESE INSTRUCTIONS; QUICKPAY OPTIONS, OR ANY OTHER PAYMENT OPTION/AGREEMENT IS NULL AND VOID. THESE STEPS MUST BE FOLLOWED FOR PAYMENTS.

9. MISSING SHIPPING OR RECEIVING APPOINTMENTS WILL HAVE A \$50 DEDUCTION FOR EACH OCCURRENCE, IF NOT NOTIFIED TIMELY BEFORE APPOINTMENT.

10. IF NON-TIMELY DELIVERY CAUSES CUSTOMER SHUTDOWN, ALL PENALTIES ACCRUED WILL BE PASSED TO THE CARRIER.

11. IF PROOF OF PICK-UP PICTURE & CORRECTLY SIGNED POD (i.e., CARRIER NAME PRINTED, DRIVER'S NAME PRINTED, DRIVER'S SIGNATURE, & DATE THAT THE LOAD IS PICKED UP RECORDED ON THE BOL WITH RECEIVER'S SIGNATURE) ARE NOT RECEIVED WITHIN 5 DAYS OF DELIVERY THERE WILL BE A \$50 FEE APPLIED.

12. KEEP ORIGINAL BOL/POD UNTIL YOU ARE PAID FOR THE LOAD. EMAIL INVOICE TO AUDREY@HLC-B.COM.

ACCEPTED: _____

PRINT
NAME: _____

DATE: _____

STRAIGHT BILL OF LADING - SHORT FORM
ORIGINAL - NOT NEGOTIABLE
RECEIVED, subject to the classification and tariff in effect on the date of issue of this Original Bill of Lading

CARRIER - BEDFORD TRANSPORTATION LTD
CONSIGNEE - Bedford Industries
1650 Rowe Avenue
Worshington MN 56187
507-372-4136

B/L DATE - 06/25/2024
FROM SHIPPER

SHIPPER NUMBER - B/L 4216863613

BEKAERT CORPORATION
510 Collins Blvd, Orrville OH 44667
PHONE: 330-686-1265

VEHICLE NUMBER -

SUBMIT FREIGHT INVOICE FOR PAYMENT TO:

REQUESTED DELIVERY DATE 06/29/2024 BEKAERT SEAL NO.

COD	AMT.
COD FEE	\$
TOTAL COD CHARGES	\$

Where the rate is dependent on value, shippers are required to state specifically:
Agreed or declared value of the property is hereby specifically stated as \$

REMIT C.O.D. TO SHIPPER

Section 7 of the conditions of this bill of lading shall not apply.

[illegible]

DESCRIPTION	WEIGHT SUBJECT TO CORRECTION	RATE	CHARGES
65mm Dia. Am. 4 Spool Four Mascal No. 54-23 (2A-BEL) L.B. Net 34,578.000 LBS R.O. Net 15,666.172 R.O.			
	36,890.000 LBS		

that this bill of lading are correct. Subject to verification by the Weighing and Inspection Bureau having jurisdiction, according to laws and a part of bill of lading approved by the Department of Transportation. The carrier shall state whether it is 'carrier's or shipper's weight' and, if the latter, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or specifically stated by the shipper to be not exceeding. Shipper loads, consignee unloads. Material to arrive at.

CARRIER BOE
PER/IN Y
PER/PRINT YENNY CANCA ROMERO

DATE 6-28-21

USDOT 3119062

SHIPPER
PER

REKABET

...of the property is hereby specifically stated by the shipper to be not exceeding. Shipper makes, consignee unloads. Material to arrive dry

...ports by a carrier, not a part of bill of lading approved by the Department of Transportation, according to the bill of lading. The agreed or

CARRIER 503
PERSON YGINLEY CAN LA ROMERO
PER/PRINT

DATE 6-28-21

STRAIGHT BILL OF LADING - SHORT FORM

RECEIVED BY - NOT NEGOTIABLE

SHIPPER NUMBER : B/L 4216921550

CARRIER : BEDFORD TRANSPORTATION LTD

DATE : 06/25/2024

FROM SHIPPER

CONSIGNEE

BEKAERT CORPORATION

1659 Rowe Avenue

Worthington MN 56187

507-376-4136

510 Collins Blvd, Orrville OH 44667

PHONE: 330-683-5060

VEHICLE NUMBER:

REQUESTED DELIVERY DATE 06/29/2024

BEKAERT SEAL NO.

FREE PAID BY

SHIPPER

CONSIGNEE

REMIT C.O.D.

TO SHIPPER

TOTAL COD CHARGES \$

Note - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding.

\$ Per

Subject to section 7 of the conditions, if this statement is to be delivered to the consignee without recourse on the consignee, the shipper shall sign the following

The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

Signature of Consignor

FREIGHT CHARGES: [] PREPAID [X] COLLECT [] CONSIGNEE ARRANGED [] THIRD PARTY

The property described below is received under except as noted contents and condition of contents of packages (unknown), marked, consigned and destined

under the contract agrees to carry to its usual place of delivery or to the place designated by the shipper, if on its route, otherwise to deliver to another carrier on a bill of lading

destination. It is mutually agreed as to carry, that every service to be performed hereunder shall be performed in accordance with all the terms and conditions of the Uniform Domestic

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

straight bill of lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

motor carrier specification or tariff (U) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable

Bekaert Shipment Number : 501197534

RECEIVER CONTACT:

NICOLE LOWE AT:

-507.376.4136 • 1.877.BEDFORD (233.3673)

Sales order(s) : 390130611

Purchase order(s) : F0308772

NO	SHIPPING	UNITS	DESCRIPTION	WEIGHT SUBJECT TO CORRECTION	RATE	CHARGES
----	----------	-------	-------------	------------------------------	------	---------

5,240,000 LBS

41mm (.0162") Dia. Ann. x Spool

Your Material No. 94-25/GA-4

5,240,000 LBS

2,376,824 KG

2,224,417 KG

CLASS 50 Steel Wire

The description and weight indicated on this bill of lading are correct. Subject to verification by the Weighing and Inspection Bureau having jurisdiction, according

agreement. Shipper's signature and seal are required on this bill of lading and are a part of bill of lading and are required by the Department of Transportation.

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding.

SHIPPER PER

BEKAERT

CARRIER

PER (PRINT)

DATE

06/28/24

STRAIGHT BILL OF LADING - SHORT FORM

ORIGINAL - NOT NEGOTIABLE

RECEIVED, subject to the classification and tariff in effect on the date of issue of this Original Bill of Lading

SHIPPER NUMBER : B/L 4216863613

CARRIER : BEDFORD TRANSPORTATION LTD

B/L DATE : 06/25/2024

CONSIGNEE

Bedford Industries
1659 Rowe Avenue
Worthington MN 56187
507-376-4136

FROM SHIPPER

BEKAERT
CORPORATION510 Collins Blvd, Orrville OH 44667
PHONE: 330-683-5060

VEHICLE NUMBER:

REQUESTED DELIVERY DATE 06/29/2024 BEKAERT SEAL NO.

SUBMIT FREIGHT INVOICE FOR PAYMENT TO:

COD AMT. \$

FEE PAID BY
SHIPPER
CONSIGNEE

COD FEE \$

REMIT C.O.D.
TO SHIPPER

TOTAL COD CHARGES \$

Note - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.
The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding.

\$ Per

Subject to section 7 of the conditions, if this statement is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.
The carrier shall not make delivery of the shipment without payment of freight and all other lawful charges.

[] THIRD PARTY

FREIGHT CHARGES: [] PREPAID

[X] COLLECT

[] CONSIGNEE ARRANGED

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at an time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Freight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier specification or tariff if this is a motor carrier shipment.
Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.Received \$ to apply in prepayment of the charges on the property described hereon.
Agent or Cashier
Per (The signature here acknowledges only the amount prepaid).This is to verify that the below material are property classified, described, packaged, marked and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.
* Mark with "X" to designate Hazardous Material as defined in Title 49 of the Code of Federal Regulations.

Notes for Freight Carrier:

PO

RECEIVER CONTACT:

NICOLE LOWE AT:

507.376.4136 • 1.877.BEDFORD (233.3673)

Sales order(s) : 3901399162
Purchase order(s) : PO010358

Bekaert Shipment Number : 5011977534

NO SHIPPING UNITS	* HM	DESCRIPTION	DELIVERING CARRIER		
			WEIGHT SUBJECT TO CORRECTION	RATE	CHARGES
14		.65mm Dia. Ann. x Spool Your Material No. 94-23/GA-BEL	36,890.000 LBS		
Gross :		36,890.000 LBS	Net :	34,538.000 LBS	
Gross :		16,733.023 KG	Net :	15,666.173 KG	

CLASS :50 Steel Wire

The description and weight indicated on this bill of lading are correct. Subject to verification by the Weighing and Inspection Bureau having jurisdiction, according agreement. Shipper's imprint in lieu of stamp; not a part of bill of lading approved by the Department of Transportation.
* If shipment moves between two ports by a carrier by water the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight".
NOTE - Where the rate is dependant on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding. Shipper loads, consignee unloads. Material to arrive dry.SHIPPER
PER

BEKAERT

CARRIER
PER(SIGN)
PER(PRINT)BEE
Y Ginley CNA GA Romend

DATE 6-28-24