



Bill to:
ONE SOURCE LOGISTICS, LLC

Invoice Date: 07/02/2024
Invoice #: SO 60014967
Terms: NET 30
Due Date: 08/02/2024

Date	Customer Ref #	Origin - Destination	Quantity	Rate	Amount
07/01/2024		7765 National Turnpike #190, Louisville, KY 40214, USA - 216 Industrial Blvd Ramp 2 Bainbridge, GA 39817			
			1	\$1,700.00	\$1,700.00

TOTAL
\$1,700.00

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



1. **Your signed return of this Rate Confirmation shall serve as your acceptance of this Load unless notified by Broker of the load's unavailability prior to dispatch and performance. Your performance of the services requested shall constitute your express agreement and acceptance of all terms stated herein regardless of whether you signed and returned this Rate Confirmation.**
2. For Prompt Payment: One Source Logistics pays 21 days from receipt of all LEGIBLE documents, to include signed POD. Email to ap@shiponesource.com.
3. This agreement is subject to the terms of the broker/carrier agreement signed by the carrier and all quick pay fees are subject to change at any time without prior notification.
4. Carrier must arrive with sufficient available hours of service to complete all delivery requirements within the dispatch time requirements. All drivers are required to check call every day (including Saturday, Sunday and holidays) between 8:00 a.m. and 9:00 a.m. Central Time. Failure to do so may result in a \$100 deduction against your settlement for each day such failure occurs.
5. Carrier will transport this freight under its own operating authority and the equipment used to transport this freight is covered by the carrier's insurance. ***NO double brokering or this contract is null and voids our obligation to pay your company***
6. If tracking is listed as a requirement for this load, it is done so because our customer requires the same. Your failure to activate Macro point, Velocity or another specific tracking system when requested or the deactivation of tracking prior to delivery shall cause a payment deduction of the greater of \$250 or \$25 per hour you are non-compliant. You agree to produce evidence of your tracking from your software/data as requested.
7. Failure to arrive on time for pickup or delivery may result in a fine of \$250 and additional fines and liability as such delay causes Broker or Broker's customer excluding non-foreseeable damages. Immediate communication of all potential delays is required to reduce potential liability.
8. Temperature controlled loads must always be run on **CONTINUOUS MODE – No Exceptions**. Product must be pulped prior to departure to verify its temperature to be within 2 degrees of Rate Con or BOL temperature requirement or Broker must be immediately notified. You must notate the bill of lading to reflect your inability to do so AND notify BROKER of the same prior to departure. Discrepancies between BOL and Rate Con concerning the temperature requirements for load must be immediately reported to Broker. By accepting this a temperature controlled load requiring use of a refrigeration unit, Carrier confirms that it has all insurance required by the parties' broker-carrier agreement which includes insurance against refrigeration unit breakdown.
9. Rate Confirmation is inclusive of all charges. All accessorial charges require prior written authorization from Broker and must be supported with documentation as Broker requests. **Detention** shall not accrue for at least 2 hours for on-time deliveries and for at least 4 hours for late arrival and only if the late arrival is authorized by Broker or the receive prior, unless otherwise agreed to in writing and Broker must be notified at least 1 hour before detention starts to accrue. An authorized detention rate is load and customer specific and Carrier agrees and appoints Broker to negotiate a reasonable detention rate commensurate with market and load specifics. Broker's payment of detention is contingent upon its customer's payment. A time-stamped and signed BOL is required for detention pay and must be provided within 24 hours of delivery. There is NO detention for delays at border crossings.
10. Driver **MUST** report any delays, overages, shortages, or damages to the product immediately and **BEFORE** leaving the shipping dock. **All damages and shortages become the responsibility of the carrier once the driver signs for a load.** Driver is responsible to make sure the correct product/quantity is loaded and properly secured and to verify the weight and dimensions for safe and legal transport. Neglect to count and inspect the freight may result in a claim and/or a deduction. IF Driver is prevented from inspecting the product for quality and/or quantity, a designation of "Shipper's Load & Count" or an equivalent must be notated on the bill of lading at the time of departure signed by shipper.



11. If any payment for lumper services (loading/unloading) is agreed upon between Broker and Carrier, you must supply a legible unloading receipt with lumper's full name, Address, and contact information. Unless you provide this information within 24 hours of delivery, you will not be reimbursed for lumper costs. No handwritten receipts accepted. Lumpers paid by Broker will include an administrative fee of \$4 plus 3% of any paid lumper cost which shall be reimbursed by you through an offset or an immediate and direct payment as Broker requires.
12. For all pallet exchange loads, the number of pallets in and out must be clearly notated on the original bill of lading.
13. All loads tendered to carrier require exclusive use of trailer space solely for the freight related to that particular load, unless otherwise agreed in writing with BROKER. You assume all liability, including, without limitation, any costs paid by Broker to any party, caused by your loading any unauthorized freight on a load.
14. Prior written consent by BROKER must be obtained before any product is disposed of by any party. If a load is disposed of without prior written consent from BROKER, you will be liable for the entire value of the disposed product but in no instance less than 50% of its destination value unless a third-party inspection exists and was properly noticed to Broker and all parties on the BOL in writing. Unless otherwise agreed to in writing by BROKER, you are required to remit to BROKER any funds received from salvage and/or insurance unless otherwise directed in writing by Broker.
15. Before loading begins, your driver must have a sufficient number of load locks or other suitable cargo securing devices to secure the load.
16. IF you Fail to load ALL pickups listed on the rate confirmation you will be paid a pro-rated rate reasonably determined by BROKER less a \$250 administrative fee and all costs reasonably asserted against BROKER by BROKER's customer related to the missed pickup.
17. DRIVER/CARRIER CANNOT BREAK ANY SEAL. Sealed loads must remain sealed until and only until an authorized representative at the Receiver breaks the seal. Carrier agrees that it will fully indemnify Broker from any alleged or imposed liability by BROKER's customer caused by non-compliance with seal integrity and requirements. Carrier must contact BROKER immediately upon discovering that a seal has been broken by an unauthorized person or party, including any law enforcement official or as a result of an accident. BROKER shall attempt to mitigate the consequences of Carrier's causing any seal-integrity issue, but Carrier expressly understands that BROKER makes no guarantees and no promises related to such efforts.
18. By accepting the load from Broker, you and your Driver agree that they may legally receive SMS (Text) messages originating from Broker and that in reviewing any such text messages you shall act in full compliance with all Federal and state laws, rules and regulations.
19. If carrier is picking up or delivering in or out of the state of California, Carrier or its agent certifies that the TRU equipment furnished for loading this Shipment is in compliance with California Laws and Regulations.
20. The Food Safety Modernization Act (FSMA) Rule for Sanitary Transport of Human and Animal Food Rule went into effect April 7, 2017. As a Contract Carrier, you are expected to maintain all products hauled for Broker in a sanitary and secure environment during transport and that failure to do so may result in rejection and presentation of a claim and you agree to fully indemnify Broker from any alleged or imposed liability by Broker's customer caused by FSMA non-compliance.
21. In the case of a breakdown, Carrier must immediately notify Broker and provide Broker with the name and contact information for any person or business hired to conduct any repair or diagnostic and Carrier shall provide Broker with itemized receipts showing Carrier's payment and the work performed within one hour of payment or as otherwise directed by Broker.
22. All team shipments require two qualified CDL drivers in the truck at all times commencing at pickup through all transit until delivery is accomplished. Breach of this requirement shall serve as a forfeiture of 50% of the line haul rate.
23. **Drivers are subject to the direction, control and supervision of Carrier – NOT Broker.**



PRO # 0268218 Rate Confirmation
07/01/2024 1429 (EST)

One Source Logistics, LLC
Louisville, KY 40232
P.O. Box 34697

From: Seth C Bynum
(502) 618-8213 Ext:
seth@shiponesource.com

Carrier: ROYAL3 INC
Milo (630) 566-1286
MC# 944686 Truck # 746
DOT 2828543 Trailer #
Driver Vladimir Cell # (561) 201-6549



LOAD INFORMATION:

Size & Type: Van	Commodity: Bundles of Axles	Miles: 611.0
Pieces: 19	Weight: 31000.0	Temp:
Footage: 53	Reference:	BOL:

PU 1	Name: AXN2	Date: 07/01/2024 0800
	Address: 7765 National Turnpike, Suite 140	07/01/2024 1600
	Docks 11-13	Contact:
	LOUISVILLE, KY 40214	Phone:

Reference Number: COM Suspensions/Springs/Landing Gear

Reference Number: SO 60014967

SO 2	Name: Harrell Agricultural Products	Date: 07/02/2024 0700
	Address: 216 Industrial Blvd	07/02/2024 1500
	Ramp 2	Contact:
	BAINBRIDGE, GA 39817	Phone:

Payment	Carrier Freight Pay:	\$1,700.00
	Total Carrier Pay:	\$1,700.00



Carrier Instructions and Requirements: This form must be completed and returned before driver can be loaded.

AXN2 - AXNHLOKY: *** MACROPOINT REQUIRED CONTINUOUSLY UNTIL SHIPMENT IS DELIVERED. 24/7 POINT OF CONTACT IS REQUIRED. WE MUST BE MADE AWARE PRIOR TO ANY PLANNED STOPS ***

*** FOR ALL TEAMS, MACROPOINT TRACKING IS REQUIRED CONTINUOUSLY FOR BOTH DRIVERS UNTIL SHIPMENT IS DELIVERED ***

AXN2 - Straps REQUIRED

Please Sign: *Milo Morrison*

☒ (X) Accept

☐ () Decline

Driver Name: Vladimir

Driver Cell: (561) 201-6549

Driver Email:

Tractor #: 746


Trailer #:



AFFIX PRO STICKER HERE		STRAIGHT BILL OF LADING LOAD # 0268218 PO # Date: Jul 1, 2024
FROM (SHIPPER): AXN2 7765 National Turnpike, Suite 140 Docks 11-13 LOUISVILLE, KY 40214 Scheduled ship date 07/01/2024 0800 - 1600	TO (CONSIGNEE): Harrell Agricultural Products 216 Industrial Blvd Ramp 2 BAINBRIDGE, GA 39817 Facility hours 7:00-15:00	

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Item Description	Pieces	Weight	DIMS	Class	NMFC
Suspensions/Springs/Landing Gear	19	31000.0			

Totals		Units: 19	Spots:	Weight: 31,000 LBS
Billing terms: COLLECT: <input type="checkbox"/> PREPAID: <input checked="" type="checkbox"/> 3RD PARTY: <input type="checkbox"/>	Bill to: AXN HEAVYDUTY 5534 NATIONAL TURNPIKE LOUISVILLE, KY 40214			
<small>NOTE(1) - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. NOTE(2) - Liability Limitation for loss or damage on this shipment may be applicable. See 49 U.S.C. 14706(c)(1)(A) and (B). NOTE(3) - Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Sec 2(e) of NMFC Item 360.</small>		<small>Where the applicable tariff provisions specify a limitation of the carrier's liability (NMFC Item 172), if there is no release or value declaration by the shipper, and the shipper does not declare a value or release the carrier's liability, that liability shall be limited to the extent provided by NMFC Item 172. California intrastate shipments must comply with NMFC Item 173.</small>		
		<small>This is to certify that the above-named materials are properly classified, described, packaged, marked, and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.</small>		
		Shipper Signature <i>[Signature]</i> 7-1-24		
		Driver Signature <i>[Signature]</i> 7-1-24		
PLACARDS REQUIRED YES <input type="checkbox"/> NO <input type="checkbox"/> PLACARDS SUPPLIED YES <input type="checkbox"/> NO <input type="checkbox"/>		<small>Subject to terms of cartage, if this shipment is to be delivered to the consignee with recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery without payment of freight and all other lawful charges.</small>		
		Consignee Signature		
<small>RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of issue of the Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above 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 any time interested in all or any said property, that every service to be performed hereunder shall be subject to all the bill of lading terms and conditions in the governing classification on the date of shipment. Shipper hereby certifies that he is familiar with all the bill of lading terms and conditions in the governing classification and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.</small>				
SHIPPER: AXN2 7765 National Turnpike, Suite 140 Docks 11-13		CARRIER: ROYAL3 INC PER: DATE:		
Shipper Load and Count				
				
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AFFIX PRO STICKER HERE		STRAIGHT BILL OF LADING LOAD # 0268218 PO # Date: Jul 1, 2024
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Item Description	Pieces	Weight	DIMS	Class	NMFC
Suspensions/Springs/Landing Gear	19	31000.0			

Totals

Units: 19

Spots:

Weight: 31,000 LBS

Billing terms: COLLECT: <input type="checkbox"/> PREPAID: <input checked="" type="checkbox"/> 3RD PARTY: <input type="checkbox"/>	Bill to: AXN HEAVYDUTY 5534 NATIONAL TURNPIKE LOUISVILLE, KY 40214
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Where the applicable tariff provisions specify a limitation of the carrier's liability (NMFC item 172), if there is no release or value declaration by the shipper, and the shipper does not declare a value or release the carrier's liability, that liability shall be limited to the extent provided by NMFC item 172. California intrastate shipments must comply with NMFC item 173.	
This is to certify that the above-named materials are properly classified, described, packaged, marked, and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.	
Shipper Signature <i>[Signature]</i> 7-1-24	
Driver Signature <i>[Signature]</i> 7-1-24	
Subject to terms of cartage, if this shipment 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 without payment of freight and all other lawful charges.	
Consignee Signature _____	
RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of issue of the Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above 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 any time interested in all or any said property, that every service to be performed hereunder shall be subject to all the bill of lading terms and conditions in the governing classification on the date of shipment. Shipper hereby certifies that he is familiar with all the bill of lading terms and conditions in the governing classification and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.	
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