



JEAR Logistics, LLC		JEAR PO: 915973	
Ross Behrin		Phone:	(843) 884-2626 x256
MC Number: 627192		After Hours:	(843) 884-2626 x113
PMB 226		Fax:	(843) 972-9018
186 Seven Farms Drive Suite F		Email:	rossb@jearlogistics.com
Daniel Island, SC 29492			
Carrier Information			
Name:	RIKI TRANSPORTATION INC. DBA BRZ	MC Number:	086875
Phone:	708-303-5150	USDOT:	3119062
Driver:		Fax:	
Driver 2:		Driver Phone:	
Dispatcher:	Shawn 708-852-5536	Driver 2 Phone:	
		Dispatcher Phone:	
Carrier Rate:	\$3,400.00 Flat		
Load Information			
Trailer Type:	Van	Trailer Size:	53
Weight:	~20000	Load Type:	Dry
Temperature:	MUST ACCEPT TRACKING *** All Temps in Fahrenheit ***		
Shippers			
Pick #	Shipper	Pickup Date	Pickup #
1	Woodland Pulp 222 Main St. Baileyville, Maine 04694	9/3/2024	PU# Provided after tracking accepted.
	<u>Commodity</u> TL Jumbo Tissue Roll		
Consignees			
Drop #	Consignee	Delivery Date	Delivery #
1	United Warehouse Company 13914 E Admiral Pl Tulsa, Oklahoma 74116	9/6/2024 10:00 AM	4501224174
	<u>Commodity</u> TL Jumbo Tissue Roll		

Driver Instructions

If loading at the Woodland Pulp Mill, all driver must follow the following Truck Driver PPE Requirements:

1. High- Visibility Vest or Clothing
2. Safety Glasses with fixed side shields
3. Boots or closed toe shoes (NO SANDALS OR SLIPPERS ALLOWED)
4. No tank tops. Must be wearing a T-shirt.
5. Shorts can be worn as long as you do not go inside the buildings.
6. No animals! They must stay inside the truck at all times.
7. Hard Hats are required for chip/log truck drivers unloading at St Croix Chipping or Woodland Pulp LLC truck dumpers.

IF DRIVER DO NOT HAVE THE APPROPRIATE PPE SECURITY, THEY WILL NOT BE PERMITTED TO ENTER THE MILL.

CARRIER IS FULLY RESPONSIBLE FOR LOADING 100% OF PRODUCT CONTRACTED TO LOAD. IF TRUCK IS NOT LOADED IN FUILL THEY ARE NOT TO LEAVE THE SHIPPER. TRAILER MUST BE SEALED PRIOR TO LEAVING THE SHIPPER. IF THE SHIPPER DOES NOT PROVIDE SEAL, THE CARRIER IS RESPONSIBLE FOR SEALING TRAILER. IF THE TRUCK LEAVES THE SHIPPER WITHOUT SEAL & BOLS ARE MARKED SHORT ON DELIVERY THE CARRIER IS RESPONSIBLE FOR FREIGHT COST ASSOCIATED WITH THE MISSED PRODUCT. PLEASE NOTE: CARRIER MUST HAVE AN IN-TACT AIR CHUTE IN THE TRAILER OR THE CARRIER WILL BE RESPONSIBLE FOR ANY TEMPERATURE ISSUES THAT OCCUR AS A RESULT. Carrier/Driver must ensure that load is intact prior to leaving shipper – if unable to do so, (not allowed on loading dock) Carrier/Driver must make JEAR aware IMMEDIATELY. Carrier will be responsible for any damaged product as a result the load not being secure prior to transit. 1. Photos of equipment are required on every PU – JEAR asks for the following to be provided prior to loading a. Air Chute & Empty Trailer b. Reefer Keypad set to Rate confirmation temp on

CONTINUOUS mode 2. If TEAM Service is required a. CARRIERS ARE SUSCEPTIBLE FOR LATE FEES AND DEDUCTIONS FOR LACK OF TEAM SERVICE UP TO \$2000. TEAM SERVICE IS DEFINED AS 50 MPH AVERAGE STRAIGHT THROUGH AFTER LOADING b. Failure to have 2 drivers in the truck and present may also violate this policy c. Two CDL carrying drivers must check in to the shipper – unless arrangements are made in writing with JEAR Logistics prior to loading. Both drivers must sign the BOL at check in. d. If carrier is stopped by DOT for hour regulations, does not have two CDL drivers in the truck throughout the trip, or doesn't drive as a team, there will be fines associated with late deliveries & carrier is aware they are fully responsible for not meeting the terms of this contract. e. The receiver has the discretion to refuse the product due to failure to provide team service.. IF YOU MISS DELIVERY AND CUSTOMER HAS TO BUY PRODUCT ELSEWHERE CARRIER IS LIABLE FOR THE COST DIFFERENCE OF THE PRODUCT. IF THE LOAD HAS TO BE CROSS DOCKED, THE CARRIER IS RESPONSIBLE FOR THE COST TO REDELIVER THE PRODUCT AS WELL AS LATE FEES. IF THE CARRIER DOES NOT PROVIDE A TEAM AND IS LATE, THE CARRIER IS RESPONSIBLE IF THE PRODUCT IS REJECTED IN FULL BY THE RECEIVER. IF DRIVER MISSES DELIVERY AND LOAD IS RE-ROUTED CARRIER IS RESPONSIBLE FOR THE COST OF THE RE-ROUTED MILES DUE TO BEING LATE. 3. Macro-Point a. set up is required (will accept other live tracking mechanisms) b. READY to track required to be completed prior to PU 4. BOLs a. Must be sent to broker before leaving shipper. If carrier leaves before sending BOLs to broker, carrier is susceptible to resulting cost of product left at shipper(s) b. If delivery address or temperature on BOLs is different than this rate confirmation, broker must be notified immediately. If broker is not notified and carrier follows the BOLs given by the shipper, carrier is susceptible to resulting damages, fees, or charges. 5. Delivery a. On time delivery is utmost importance i. Failure to report events that will affect on time delivery may result in fees ii. Retailers will deduct a percentage of invoice for late delivery or issues (example Wal-Mart 3% of cost of invoice) iii. Late delivery can subject carrier to these fees b. Highly sensitive product on this PO i. Rescheduled delivery due to late arrival may result in breakdown of product and cargo claims. 6. DETENTION/LAYOVER a. Jear detention policy is \$25/hour after 4 hours of any PU/delivery APPOINTMENT. Jear does not pay detention for first come first serve (FCFS) shippers/receivers. b. Layover is \$250/day after scheduled delivery date. Layover can only be provided for FCFS shippers/receivers if the shipper does not give the driver(s) enough time to make standard transit time to delivery. This must be communicated to the broker as soon as truck has been loaded at shipper(s). c. Layovers and detention will not be paid to trucks late to the shipper(s) or receiver(s). Detention and layover cannot be doubled.

Please Include load # 915973 ON ALL INVOICES.

Invoices will be paid on clear, signed copies sent by email to: invoices@jearlogistics.com (Please note that this is a new email address) or by fax: 844-341-4281.

Lumper receipts need to be submitted at time of invoicing for reimbursement. If not provided with initial invoice, JEAR will notify the carrier by email, and 48 hours will be given to submit the lumper receipt(s). After 48 hours the invoice is subject to deduction in the amount of the lumper or non-reimbursement.

To be clear – Invoices must be submitted to the Accounting Department to be verified and confirmed good to process.

Broker receipt or approval of paperwork does not guarantee timely payment or override accounting's request for additional documentation. The Carrier is responsible for obtaining any missing/incomplete paperwork requested by accounting or the broker.

If originals are required by the broker, they must be mailed to:

JEAR Logistics
PMB 226
186 Seven Farms Drive Suite F
Daniel Island, SC 29492

FOR ACH/QUICKPAY, SEE INSTRUCTIONS AT BOTTOM TO CONNECT WITH TRIUMPH PAY

Accounting Department can be reached at 843-884-2626 x142

PLEASE NOTE:

The above carrier certifies that he will take possession of freight. If another carrier shows up, they will not be loaded. Please Note: Re-brokering, assigning or interlining of this shipment without prior written consent will VOID OUR OBLIGATION to pay your freight bill. THE RATE IS ALL-INCLUSIVE. All invoices must include a signed rate confirmation and a signed delivery receipt. If you desire to cease any future facsimiles that may be covered under the Telephone Consumer Protections Act and the Junk Fax Protection Act, call or fax us at the number above, and we will comply with your request.

Carrier is to notify JEAR immediately if temperature changes by more than 2 degrees. Pickup and Delivery times are firm unless indicated elsewhere in the rate confirmation. Carrier to notify JEAR immediately with any pick-up or delivery issues. Carrier to call JEAR to confirm temperatures at loading and unloading, 843-884-2626 (we have dispatch available 24/7).

PLEASE NOTE:

1. Trailer must be clean, free of odor, in good repair, with no refrigeration unit leaks or roof leaks, infestations, blood, other contaminants, or debris. Door seals intact & drain plugs must be in place.
2. All reefers are required to have an air-chute unless previously approved in writing by broker. Written approval must be obtained for every exception and will only amend the individual load in question.
3. All reefers are required to run their reefer unit continuously in Fahrenheit from pre-load through load delivery, unless previously approved in writing by broker. Written approval must be obtained for every exception and will only amend the individual load in question.
4. All reefers are required to pulp all temperature-sensitive product at required temperature (in Fahrenheit). If pulp temps show any variance from temperature specified on rate confirmation, Carrier is to notify JEAR immediately.

5. All reefers are required to make a check call to broker with the current temperature every loaded day by 9am Eastern Standard Time. Failure to check call by required time may result in a \$100 per occurrence fine.
6. All Reefers are required to have at least one temperature recorder unless previously approved in writing by broker. Written approval must be obtained for every exception and will only amend the individual load in question.
7. All carriers must notify JEAR Logistics of any shortages/overages before leaving any shipper at any time. Carrier cannot leave the loading point/shipper if they are loaded short or over what JEAR Logistics rate confirmation specifies without written confirmation from JEAR Logistics. Failure to comply, can and will result in the carrier being responsible for all subsequent charges.
8. JEAR Logistics reserves the right to withhold payments owed carrier until any claim issue with the carrier has been resolved.
9. On behalf of the shipper, consignee and broker interests, to the extent that any shipments subject to this Agreement are transported within the State of California, CARRIER warrants that:
 - i. All 53 foot trailers, including both dry-van and refrigerated equipment it operates and the Heavy-Duty Tractors that haul them within California under this Agreement is in compliance with the California Air Resources Board (ARB) Heavy-Duty Vehicle Greenhouse Gas (Tractor-Trailer GHG) Emission Reduction Regulations.
 - ii. All refrigerated equipment it operates within California under this Agreement is in full compliance with the California Air Research Board (ARB) TRU ACTM in-use regulations.
 - iii. CARRIER shall be liable to BROKER for any penalties, or any other liability, imposed on BROKER because of CARRIER's use of non-compliant equipment.
 - iv. CARRIER must by law have the legal hours to haul the freight of all kinds agreed on this rate confirmation.

*** CARRIER MUST ARRIVE WITH SEAL INTACT AND UNBROKEN. SEAL # DOCUMENTED ON BOL & SIGNED BY SHIPPER. LOADS WITHOUT SEAL COULD BE REJECTED WITH CARRIER BEING HELD RESPONSIBLE. SEAL ONLY TO BE BROKEN BY RECEIVER. UNDER NO CIRCUMSTANCES SHOULD THE DRIVER BREAK THE SEAL ON THE TRAILER. IF THE SEAL IS BROKEN PRIOR TO DELIVERY, THE CARRIER IS SUBJECT TO FINES AND WILL BE HELD RESPONSIBLE FOR CLAIMED AMOUNT. ***

CARRIER MUST LOAD REQUIRED EQUIPMENT. CARRIER MUST CONFIRM TEMPERATURE, NUMBER OF TEMP RECORDERS, AND IF ADDITIONAL EQUIPMENT IS REQUIRED WITH BROKER BEFORE LOADING.

REEFER UNITS ARE TO MAINTAIN CONTINUOUS TEMPERATURE, NOT CYCLE or START-STOP. IF THE CARRIER DOES NOT COMPLY WITH THE TEMPERATURE REQUIREMENTS, OR LOADING INSTRUCTIONS OUTLINED ABOVE, THEN THE CARRIER CAN BE HELD LIABLE FOR ANY AND ALL RESULTING DAMAGES AND REJECTIONS.

CARRIER/DRIVER MUST ENSURE THAT LOAD IS INTACT & SECURED PRIOR TO LEAVING SHIPPER – IF UNABLE TO DO SO, (NOT ALLOWED ON LOADING DOCK) CARRIER/DRIVER MUST MAKE JEAR AWARE IMMEDIATELY. CARRIER WILL BE RESPONSIBLE FOR ANY DAMAGED CARGO AS A RESULT OF THE LOAD NOT BEING SECURE PRIOR TO TRANSIT.

CARRIER/DRIVER MUST ENSURE AIR CHUTE IS PROPERLY SECURED WITHOUT ANY HOLES, TEARS OR OTHER IMPAIRMENTS PRIOR TO LOADING. CARRIER WILL BE RESPONSIBLE FOR ALL ISSUES RESULTING FROM AN IMPROPER AIR CHUTE – NO EXCEPTIONS

DRIVERS ARE REQUIRED TO PULP ALL TEMPERATURE SENSITIVE PRODUCT AT LOADING. IF PULP TEMPS SHOW ANY VARIANCE FROM TEMPERATURE SPECIFIED ON RATE CONFIRMATION, CARRIER IS TO NOTIFY JEAR IMMEDIATELY. IF UNABLE TO VERIFY PRODUCT TEMPERATURE, CARRIER/DRIVER MUST NOTIFY BROKER IMMEDIATELY, AND BEFORE LEAVING FACILITY. IF THE CARRIER FAILS TO NOTIFY BROKER, THEY WILL BE HELD LIABLE FOR ALL RESULTING REJECTIONS/DAMAGES

CARRIER MUST NOTIFY JEAR IF THEY ARE UNCOMFORTABLE WITH HOW PRODUCT IS LOADED, SECURED, OR APPEARS PRIOR TO LOADING. BY FAILING TO NOTIFY JEAR, CARRIER ASSUMES FULL RESPONSIBILITY OF THESE CONCERNS IF THERE ARE ANY ISSUES AT DELIVERY.

CARRIER CONFIRMS BY ACCEPTING THIS LOAD THEY HAVE THE REQUIRED INSURANCE TO HAUL THE COMMODITY LISTED ON THIS RATE CONFIRMATION OR THAT IS RECEIVED PER BOL. CARRIER AGREES TO INDEMNIFY JEAR LOGISTICS FOR ANY DENIED CLAIM AS A RESULT OF POLICY EXCLUSIONS.

IMPORTANT:

DRIVER IS NOT RESPONSIBLE FOR ANY KIND OF PHYSICAL LABOR ON ANY LOAD HAULING FOR JEAR LOGISTICS. DRIVER MUST DENY ANY REQUESTS FOR PHYSICAL LABOR AND CALL JEAR LOGISTICS IMMEDIATELY. JEAR LOGISTICS IS NOT HELD RESPONSIBLE FOR WORKERS COMPENSATION FOR HIRED DRIVERS HAULING.

MUST BE CONFIRMED PRIOR TO LOADING & DOCUMENTED BY CARRIER

- Trailer will be washed out prior to arrival at shipping facility.
- Air chute is properly secured without any holes, tears or other impairments.
- Driver/Carrier will ensure trailer refrigeration unit is set on "CONTINUOUS".
- Refrigeration Unit must have the ability to provide a detailed Reefer Download. In some instances, download requests will need to be provided in the form of a raw data file directly from the Carrier or ThermoKing facility.
- Pulp temperatures must be verified at time of loading.
- Seal must be applied at loading - no exceptions. If one isn't provided, driver must apply their own seal.

FSMA Training and Recordkeeping

- All carriers must maintain written procedures & training documents as required by the FDA's Food Safety Modernization Act final rules.
- Carriers are responsible for recordkeeping obligations of a "Carrier" for any Covered Food Shipment under the FDA's Food Safety Modernization Act final rules.

Rejections

JEAR reserves the right to determine how a rejection is handled. This includes, but is not limited to, salvage of the product, location for salvage, donating, and/or dumping the rejected goods. Instructions will be emailed to the carrier and must be followed. This is for the protection of all parties to ensure compliance with the FSMA guidelines.

In the event the carrier is unable to be in compliance with the above-referenced requirements, equipment maintenance & cleaning standards, please notify JEAR immediately.

All Carrier Payments are now processed through TriumphPay.com



Please register online in order to receive payments:

1. [Go to www.secure.TriumphPay.com](https://www.secure.TriumphPay.com)
2. [Register your company](#)
3. [Connect with JEAR Logistics](#)
4. [Add your payment information](#)
5. [Control your money!](#)

Get Paid Now!

Login to TriumphPay.com to set up your default payment method.

Todos los pagos del operador ahora se procesan a través de TriumphPay.com



Regístrese en línea para recibir pagos:

1. [Ir a www.secure.TriumphPay.com](https://www.secure.TriumphPay.com)
2. [Registre su empresa](#)
3. [Conéctese con JEAR Logistics](#)
4. [Agregue su información de pago](#)
5. [¡Controla tu dinero!](#)

¡Obtenga su pago ahora!

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

By signing this load confirmation, the carrier agrees to the above sections, and understands that at any time, JEAR may request documentation confirming proof of the above.

Carrier Name: RIKI TRANSPORTATION INC. DBA BRZ

Carrier Signature: Shawn Popovic

Date Signed: 8/31/2024 2:13:31 PM



INVOICE

BILL TO:
JEAR LOGISTICS LLC
100 BENEFITFOCUS WAY
CHARLESTON, SC 29492

INVOICE DATE: 09/05/2024
INVOICE #: JEARR PO: 915973
TERMS: NET 30
DUE DATE: 10/05/2024

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
09/02/2024		222 Main St, Baileyville, ME 04694, USA - 13914 E Admiral Pl, Tulsa, Oklahoma 74116			
		Freight Income	1	\$3,400.00	\$3,400.00

TOTAL
\$3,400.00

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

Driver copy

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St. Croix Tissue, Inc.

DELIVERY NOTE

Consignor St. Croix Tissue, Inc. 144 Main Street Use Access Road from USRT 1 to 222 Main St. Gate 1 for pickups/deliveries Baileyville, ME 04694 UNITED STATES	Delivery Note 107606 Shipping time Delivery time 09/9/2024 0:00	Load No 189510 Booking Reference 4501224174
Consignee Cascades8 - Pryor, OK #1721 4826 Hunt Street Pryor, OK 74361 UNITED STATES	Carrier Jear Logistics, LLC 3409 Salterbeck Street Mount Pleasant, SC 29466 UNITED STATES	
Final destination Pryor, OK	Vehicle ID W97035	Seal
Freight paid by		
Attachments		

Order	Description of Goods	Width cm	Diam / Len cm / m	Pkgs	Mass Net kg	Mass Gross kg
10003821-2 1KT231 TOWEL ROLLS	Kitchen Towel 23.1 gsm 1KT231	259.1	177.8	9	15492	15492
St. Croix Tissue Claim & Code: FSC Mix Credit FSC CERT# SAI-COC-002177				1KT231 PRYOR PLANT TRA1571-001		

Total	9	15492	15492
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Truck Pickup/Deliveries are to: Use Access Road from USRT 1 to 222 Main Street, Gate 1



The individual in possession of this document is a critical infrastructure employee and the products in this shipment are considered critical materials of the Forest Products Industry. Therefore, the employee and materials should be exempt from any curfews, shelter-in-place orders or other mobility restrictions.

Wood Type: Hardwood, Softwood.

Outgoing truck inspections:

- ☐ Truck visually inspected for cleanliness and meets SCT requirements.
☐ Load Plan Carrier and trailer number is correct.

Received, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading, the property described below in the apparent good order, except as noted, contents and condition of contents of packages unknown, marked consigned and destined as 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 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 of said property that every service to be performed hereunder shall be subject to all the terms and conditions of the uniform Bill of Lading set forth #1 in uniform freight classification in effect on the date hereof if this is a rail or a rail-water shipment, #2 in the applicable motor carrier classification 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, which is attached, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions as hereby agreed to by the shipper and accepted for himself and his assigns. Subject to Section 7 of the Terms and Conditions, of 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 of this shipment without payment of freight and all other lawful charges.

Consignor's signature 	Driver's signature 	Consignee's signature
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