



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 # 0272110 Rate Confirmation
09/16/2024 1309 (EST)

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

From: Erica Hunley
(502) 618-8209 Ext:
erica@shiponesource.com

Carrier: ROYAL3 INC
Bill Carson (630) 485-7370 x126
MC# 944686 Truck # 713
DOT 2828543 Trailer # W25335
Driver Darrin Cell # (786) 597-3485



LOAD INFORMATION:

Size & Type: Van	Commodity: Plastic Utility Boxes	Miles: 1578.0
Pieces: 20	Weight: 7988.0	Temp:
Footage: 53	Reference: OSP	BOL: MFN-3126399 / 1

PU 1	Name: CHANNELL COMMERCIAL	Date: 09/16/2024 0800
	Address: 2675 E Lone Mountain Rd	09/16/2024 2000
	NORTH LAS VEGAS, NV 89081	Contact: Zachary Clay
		Phone: (702) 875-3408

SO 2	Name: VEXUS FIBER	Date: 09/19/2024 0830
	Address: 6339 EAST OPELOUSAS ST	09/19/2024 1600
	BLDG A	Contact: CHRISTIAN STIGALL
	LAKE CHARLES, LA 70615	Phone: (830) 660-6325

No dock. Appointment required. ONLY CONTACT WITHIN THE HOURS 8AM-3PM. Anything outside of 8am-3pm please contact ONE SOURCE.

Reference Number: DO 3015576

Payment	Carrier Freight Pay:	\$3,225.00
	Driver Assist Unloading	75.00
	Total Carrier Pay:	\$3,300.00



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

CHANNELL COMMERCIAL - 20 plts (41x49x94)

BULKU2436180013390

VEXUS FIBER - DRIVER ASSIST NEEDED AT DELIVERY ** NO DOCK ** DRIVER MUST USE THE PALLET JACK ON SITE TO TAILGATE THE SKIDS / BRING THEM TO THE END OF THE TRAILER ** FROM THERE, FORKLIFT OPERATOR WILL OFFLOAD TO GROUND ***

VEXUS FIBER - No dock. Appointment required. ONLY CONTACT WITHIN THE HOURS 8AM-3PM. Anything outside of 8am-3pm please contact ONE SOURCE.

Please Sign: *Bill Carson*

☒ (X) Accept

☐ () Decline

Driver Name: Darrin

Driver Cell: (786) 597-3485

Driver Email:

Tractor #: 713

Trailer #: W25335





INVOICE

BILL TO:
ONE SOURCE TRANSPORTATION
4545 BISHOP LANE SUITE 100
LOUISVILLE, KY 40218

INVOICE DATE: 09/18/2024
INVOICE #: 0272110
TERMS: NET 30
DUE DATE: 10/18/2024

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
09/16/2024		2675 E Lone Mountain Rd, North Las Vegas, NV 89081 - 6339 East Opelousas St, Bldg A, Lake Charles, LA 70615			
		Freight Income	1	\$3,300.00	\$3,300.00

TOTAL
\$3,300.00

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



CHANNELL

Lone Mountain Rd. North Las Vegas, NV 89081
Tel 702-875-3408

Bill of Lading

ORIGINAL - NOT NEGOTIABLE
Carrier's Copy

Notes: Please Deliver to Christian Stigall, Christian.Stigall@vexusfiber.com, 830-660-6325 between the hours of 8:30 and 4. Vexus PO 20661 SEAL# 261949411

SHIPPER NUMBER 3015576
CARRIER CUSTOMER
SALES ORDER 427347
SCHEDULED SHIP DATE 27-SEP-2024
WAYBILL 23:59:00
LOAD# 027211

ETRO FIBERNET
XUS FIBER - LAKE CHARLES
99A E OPELOUSAS ST

KE CHARLES
- 70615

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading, or received, subject to the Rules for the Carriage of Express and Non-Carload Freight Traffic and tariffs in effect on the date of issue of this original Shipping Contract (bill of lading).
AT:
From: CHANNELL COMMERCIAL CORPORATION
The goods described on the face hereof, in apparent good order, except as noted contents and conditions of contents of packages unknown, marked, consigned and destined as indicated on the face hereof which said company agrees to carry to its place of delivery at said destination. It is mutually agreed, as to each carrier all or any of said goods 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 goods, that every service to be performed hereunder shall be subject to the terms and conditions (which are hereby incorporated by reference and have the same force and effect as if the same were set forth fully and specifically set forth herein):
1. Approved by the Board of Transport Commissioners for Canada by General Order No. T-5 dated February 1, 1965 set forth in the Canadian Freight Classification and also available at all Railway agency stations and freight offices upon request;
2. of the bill of lading of the water carrier as provided in its tariff of Rules and Regulations when said goods are carried by water carrier; or
3. of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are to be carried by motor carrier;
4. of the bill of lading form OC-986-79 approved by the Quebec Transportation Board on April 4, 1979 when the said goods originating in Quebec are to be carried by motor carrier;
5. Or approved by the Board of Transport Commissioners for Canada by General Order No. T-43, set forth in the Rules for the Carriage of Express and Non-Carload Freight Traffic and also available at all express and railway agency stations and freight offices upon request, when said goods are carried by a rail carrier and which are agreed to by the shipper and accepted for himself and his assigns.
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 of 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.

Route _____
Delivering Carrier _____

PO	CUSTOMER NUMBER	TERMS	FREIGHT CODE	FRT. COST.	Gross Weight	SHIP DATE	F.O.B.
99	377797	COLLECT	CUSTOMER CARRIER-TL-Standard		7980	16-SEP-2024	FACTORY
ITEM NUMBER	CUSTOMER ITEM # / BUYER PO#	UOM	QTY ORD	QTY SHP	QTY B.O.	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	
ULKU2436180013390	104132	EA	120	120	0	BULK UTILITIES GLB, 2436,18"D, METRONET LOGO, PLASTIC LID, L-BOLT, MARKER	

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse to the consignee, the consignee shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
Per: _____
(Signature of Consignor)
If charges are to be prepaid, write or stamp here, "To Be Prepaid."

Received \$ _____
To apply in prepayment of the charges on the property described herein.

Agent or Cashier

Per: _____
(The signature here acknowledges only the amount prepaid)

Charges Advanced:

\$ _____
1. Shipper's Import in lieu of stamp: not a part of Bill of Lading approved by the Interstate Commerce Commission.

C.O.D.

\$ AMOUNT

\$ FEE

Shipper, Per _____
Agent, Per _____

120 TOTAL PALLETS 20

Plastic Articles NMFC 050808.00