



## INVOICE

**BILL TO:**  
COYOTE LOGISTICS LLC  
2545 W. DIVERSEY AVENUE  
CHICAGO, IL 60647

**INVOICE DATE:** 10/31/2024  
**INVOICE #:** R63475  
**TERMS:** NET 30  
**DUE DATE:** 12/01/2024

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
10/29/2024		1 CLIFFSTAR AVE, Dunkirk, NY 14048 - 30 Martha Dr., Bethel, PA 19507			
		Freight Income	1	\$900.00	\$900.00

<b>TOTAL</b>
\$900.00

**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 Load 32156800

Send invoices to:  
[CarrierInvoices@coyote.com](mailto:CarrierInvoices@coyote.com)  
960 Northpoint Parkway  
Suite 150  
Alpharetta, GA 30005

877-6COYOTE  
(877-626-9683)

## Cust Requirements

Equipment	Van, 53' x 102
Pre Cooled Temp	None
Load Temp	None
Tarps	Undefined
Value	\$100,000

## Booked By

Jared Soderholm  
Jared.Soderholm@coyote.com  
Phone: +1 (773) 365 6497  
x2228  
Fax: +1 (773) 365 7804



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droid or iPhone,  
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## Load Requirements

Tech Tracking Required Repair Receipt Required For Breakdowns Seal

## Equipment Requirements

No Roll Door

## Notes

All Van/Container loads MUST be sealed at origin either by shipper or driver with a seal number noted on bill of lading. The driver is responsible for re-sealing the trailer after each pickup/drop on a multi-stop shipment. In the event a shipment that was sealed at origin or after each additional pickup/drop arrives at the destination with a tampered seal or without the seal intact then (i) the Carrier shall be liable for any shortage or damage claims with respect to such shipment and (ii) the shipper shall have the right, in its sole discretion, to deem the entire shipment damaged, adulterated/contaminated and unsalvageable, without the need for any inspection and the Carrier shall be liable for the full value of the shipment. Carrier is required to weigh shipment within 50 miles of departing each shipper. If carrier fails to weigh shipment within 50 miles of departing each shipper, any citations/expenses incurred due to the equipment and/or shipment weight will be the carrier's sole responsibility. Carrier must meet and comply to shipper requirements at the facility. All drivers must wear masks or facial coverings to the extent required by laws or facilities. **Carrier must be in full compliance with the Food Safety Modernization Act (FSMA), if applicable. By accepting the shipment, Carrier agrees that the driver has consented to receiving text messages and/or phone calls from or on behalf of Coyote.**

Approval for payment of detention is contingent upon the following eligibility requirements:

- 1) Carrier must report facility departure time and total detention hours within 24 hours of shipment delivery at the final facility.
- 2) Carrier must provide proof of the on time arrival and departure times in the form of a BOL or other shipping document with arrival and departure times notated by facility within 24 hours of shipment delivery at final facility.

## Route Directions

Carrier acknowledges that any routing instructions from the shipper herein are being provided for convenience only, and the Carrier may choose the route.

## Signature Line

By signing below, ROYAL3 INC agrees to the terms and conditions set forth below and provided herewith, if any.



# Rate Confirmation

## Load 32156800

### Stop 1: Pick Up

Pick Up 22FFV5-01; 53259512  
Numbers

Confirmation None  
Numbers

Facility Cott Beverage/Cliffstar  
Corporation

Address 1 CLIFFSTAR AVE  
Dunkirk, NY 14048

Contact Minerva Fred  
Phone None

Appointment Scheduled For  
Tue 10/29/2024  
at 20:00

Driver Work  
No Touch

SLIC  
N/A

#### Facility Notes

NO ROLL DOORS ALLOWED!! Driver must opt in to tech tracking. Driver must confirm all product/correct PO# has been loaded before leaving shipper. Driver responsible for charges that occur as a result of failure to report discrepancies.

### Stop 1 Requirements

Must Confirm All POs Match Rate Con

Commodity	Exp Wt	Pieces
PALLETIZED	40,147 Lbs	1,310

### Stop 2: Delivery

Delivery 22FFV5-01; 855970876  
Numbers

Confirmation None  
Numbers

Facility Dollar General

Address 30 Martha Dr.  
Bethel, PA 19507

Contact DG TRANSPORTATION  
Phone None

Appointment Scheduled For  
Wed 10/30/2024  
at 08:00

Driver Work  
No Touch

SLIC  
N/A

#### Facility Notes

LUMPER IS PREPAID- Carrier will not be reimbursed if payment is issued

Infrared temperature checks mandatory upon check-in for delivery to this facility. Drivers who fail may be turned away. Face mask/gloves are recommended.

### Stop 2 Requirements

No Same Day Reschedules

Commodity	Exp Wt	Pieces
PALLETIZED	40,147 Lbs	1,310

### Charges

Description	Units	Per	Amount
Fuel Surcharge	290.00	\$0.430	\$124.70
Flat Rate	1.00	\$775.300	\$775.30
Total			USD \$900.00

### Contact

Send invoices to:  
960 Northpoint Parkway  
Suite 150  
Alpharetta, GA 30005

Please contact Coyote  
at 877-626-9683 if the  
charges are incorrect.



# Rate Confirmation

## Load 32156800

### Agreement

Carrier ZIGI FREIGHT INC

USDOT 2828543

Phone +1 (630) 485 7370

Email devorah@royal3inc.com

Fax None

Broker Coyote Logistics, LLC

Rep Jared Soderholm

Title Sales Rep

Phone +1 (773) 365 6497 x2228

Fax +1 (773) 365 7804

Date 10/29/2024 11:55

*By signing below, ROYAL3 INC agrees to the terms and conditions set forth below and provided herewith, if any.*

\_\_\_\_\_  
Name and Title (Print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

**PLEASE SIGN THIS AGREEMENT AND EMAIL TO [Jared.Soderholm@coyote.com](mailto:Jared.Soderholm@coyote.com)**

Coyote Logistics, LLC is an Equal Opportunity Employer



# Rate Confirmation

# Load 32156800

## Terms and Conditions

The Broker-Carrier Agreement or Carrier Agreement (in each case, the "Agreement") between Coyote Logistics, LLC, a Licensed Property Broker - USDOT # 2236410, and ROYAL3 INC is amended by the verbal agreement between Jared Soderholm of Coyote Logistics, LLC hereafter referred to as BROKER, and Deborah Jones of ROYAL3 INC hereafter referred to as CARRIER, dated 10/29/2024.

This confirmation is subject to the terms of the Agreement and this document constitutes an amendment thereto. If the CARRIER has not signed the Agreement, then the rate shown above is the agreed individually negotiated rate and no other rate shall apply including any carrier tariff rate or terms.

THIS LOAD SHALL NOT BE DOUBLE BROKERED. No additional charges not listed above may be added by the CARRIER. Any additional charges must appear on a revised confirmation sheet signed by the BROKER. CARRIER must include signed copy of the shipper's bill of lading and any other proof of delivery with invoice to BROKER. Rates, except as specifically designated above, are inclusive of any fuel surcharge. CARRIER certifies that it is in compliance with all requirements of the California Air Resources Board (CARB) that are applicable to the scope of CARRIER's operations, including, but not limited to: Statewide Truck and Bus Regulations, Transport Refrigeration Unit (TRU) Regulations, Tractor-Trailer Greenhouse (GHG) Gas Regulations, and Drayage Truck Regulations. CARRIER also warrants that it is in compliance with any comparable requirements of the Environmental Protection Agency (EPA) and other states, where applicable. CARRIER shall be responsible for any fines imposed on BROKER and/or shipper resulting from noncompliance.

CARRIER hereby confirms that it maintains applicable and valid insurance without exclusions that would prevent coverage for the items listed above. CARRIER has at least \$100,000.00 in cargo insurance and \$1,000,000.00 in automobile liability coverage. CARRIER further confirms that in transporting the shipment described hereinabove, it will comply with all U.S. DOT and FDA regulations applicable to its operations while transporting said shipment, including, but not limited to drivers' hours of service, and the Food Safety Modernization Act (FSMA), if applicable. CARRIER agrees to the attached requirements from the shipper, if any.

### **ALL LOADS ARE SUBJECT TO ELECTRONIC TRACKING**

By accepting this shipment, CARRIER agrees that it has obtained a written agreement from each driver transporting a shipment tendered by BROKER to CARRIER pursuant to the Agreement in which each driver provides all necessary consents to (i) receiving text messages and/or phone calls from or on behalf of BROKER and (ii) allowing BROKER or its vendor to track such driver's location while transporting such shipment. CARRIER shall comply with all applicable laws relating to the collection, use, storage, retention, disclosure, and disposal of any information CARRIER provides to BROKER, including information regarding the drivers transporting shipments. CARRIER shall indemnify, defend, and hold BROKER and its affiliates harmless from and against any and all claims, damages, liabilities, losses, actions and expenses (including attorneys' fees) arising out of or in connection with CARRIER's breach of this Section. This Section shall survive the expiration or termination of the Agreement between BROKER and CARRIER.

**Operating Requirements**  
**Dollar General/DG Logistics**

Carrier shall comply with the following:

**Moving Perishables.** Each Carrier that transports temperature controlled Freight for Shipper will inspect, or hire a service representative to inspect, the refrigeration or heating unit of any vehicles being used to transport the Freight at least once each month. Carriers shall maintain a record of each inspection of refrigeration or heating units and retain the records of the inspection for at least one year. Copies of these records must be provided upon request to the Broker's insurance company and Shipper. Carrier will maintain adequate fuel levels for the refrigeration or heating units and assume full liability for claims and expenses incurred by the Shipper for failure to do so.

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**Dray Service Expectations**

***Customer Nominated Trucker (CNT) & Merchant Haulage (CY)***

**Operational Expectations for CNT & CY Moves**

*\*DG = Dollar General*

**Capacity & Service -1.1**

- Dray Carrier is responsible for providing capacity to support Dollar General's forecasted volumes four weeks out from arrival and adhere to turn expectations. This includes surge capacity commitments during peak periods. Failure to comply with capacity commitments will result in awarded lanes being revoked.
- Drayage carriers are required to pick up within 2 calendar days of freight available at the rail ramp and within 4 calendar days at the port terminal plus delivery to respective DG facility within 12 hours after pickup. Dray Carriers are expected to service the operations to meet SLA requirements. The dray carrier will be responsible for any financial penalty incurred due to the dray carrier's operating hours.
  - Dollar General will not clear port demurrage and rail storage for any containers where the trucker is deemed at fault for the container incurring storage charges. In an instance where a container incurred demurrage, or rail storage, due to trucker performance or due to lack of communication from the trucker, the trucker will need to clear the storage fees and will be unable to bill these back to Dollar General. Dollar General/Expeditors currently tracks "at faults" for all containers that are not picked up within free time, based on trucker and steamship line feedback. It is crucial that any issue outside of the trucker's control is escalated prior to LFD expiring, so that we can ensure the correct party is assigned to be at fault. If issues are not escalated within free time, the trucker will be assigned at fault. Please ensure you are communicating any issues to Broker who will communicate with DG Dray (dgdray@expeditors.com) and to your appropriate DG operations point of contact, consistently, to ensure these delays are not recorded as trucker at fault.
- An empty container should be picked up with every delivery. We expect the dray carrier to return the highest priority empty container based on the ranking provided in the Expeditors empty container report (ranked top to bottom). Empty priority containers are provided by Expeditors several times daily.
- If a container on the priority list is unable to be located, the dray carrier should work with the facility to locate the container in question. If the facility and driver is unable to find the container, the dray carrier is responsible for providing that feedback to Broker who will communicate with DG/Expeditors. The same expectation applies to damaged container / chassis that cannot be returned.
- Failure to return the highest priority container and/or communicate that the empties provided are not available will result in their empty return compliance service failure on scorecards. The drayage carrier

will be responsible for bobtail charges at no cost to DG and will be liable for any per diem incurred on the container.

- If an empty container does not have a return location, you must notify Broker who will communicate with DG Dray and the appropriate DG operations contact before the empty container is picked up - it will be left to Dollar General's discretion if an empty is to be dropped on an offsite yard or is left at the facility.
- Empties that are removed from Dollar General's facilities must be returned to the designated return location within 24 hours. Dray carrier must notify Broker who will communicate with Expeditors and DG operations contact if drivers are unable to return the container(s) within 24 hours. The drayage carrier will be responsible for bobtail charges at no cost to DG and will be liable for any per diem incurred on the container.
- Under normal drop/hook operations, drayage carriers are required to return foreign empties when taking over a new lane at no additional charge to DG. If a bobtail is ordered for a foreign empty, it will be the newly awarded bobtail rate.
- Drayage carriers will be liable for all losses, penalties, cost of destruction, or additional transportation costs associated with returning a container as empty with any cargo left on said container. Every driver should be doing a proper pre/post trip inspection before they leave the facility and communicate to our team if an "empty" still has freight on it.
- Live Unloads will be required at all our Fixture and Fresh DC locations. While this will only account for a small percentage of container deliveries per year, we will require our dray carriers to monitor the inbound volume of those containers and schedule an appointment for when they can successfully deliver to live unload at these DC locations, subject to appointment availability.
  - Appointments need to be requested to a DG inland Ops contact for a date and time for the container to be unloaded. Appointments will be made via One Network and a delivery confirmation number will be provided by the DG Inland Ops contact.
  - Upon delivery, the first 6 unloading hours are free and will not be subject to additional billing. Any time after the 6<sup>th</sup> hour will be subject to driver detention for every hour after the 6<sup>th</sup> hour. Once you're approaching the 6<sup>th</sup> hour, Broker must be notified who will communicate with DG IB Ops and Expeditors must be notified. Each additional hour must be billed in 15-minute increments. Supporting documentation and communication to a DG Inland Ops contact is required for the detention fee approval.

### **Equipment (Container/Chassis) - 2.2**

Chassis will be provided by the Steamship Line, however in the event chassis are not available and free time is expiring, Dollar General may from time to time pre-approve the use of Private Chassis. In the event that steamship line provided chassis are not available, drayage carriers are to escalate to ocean carriers and chassis providers for resolution prior to last free day with DG and Expeditors on copy. If the Steamship Line is unable to provide a chassis solution within 30 minutes of escalation, the dray carrier will work with Dollar General to find an alternate solution, customarily in the form of private chassis, which will be billed to the steamship line at the agreed upon rate for up to an agreed upon number of days. Chassis splits, container flips, mounting fees, and Maintenance & Repair (M&R) are to be billed to the Steamship Line in accordance with the Dollar General Steamship contracts. Chassis splits, container flips, mounting fees, and maintenance and repair must be emailed to the appropriate steamship line contacts 30 minutes prior to the event occurring to give the steamship line an opportunity to solve the problem.

If Dollar General deems the use of private chassis necessary Dollar General will provide:

- The number of private chassis the carrier is allowed to use.

- The agreed upon daily rate for chassis rental/use.

The drayage carrier will provide:

- The list of container numbers utilizing private chassis.
- The date container picked up and the date empty container returned (billable days).

### **Storage / Demurrage/Equipment Detention/Per-Diem - 2.3**

- Any storage and demurrage should be cleared by Expeditors, on DG's behalf, upon the dray carrier's request. However, if the demurrage incurred is deemed dray carrier at fault, the dray carrier will have to clear the demurrage on their own behalf. (See Capacity & Service Expectation above). Dollar General will not reimburse for Storage/Demurrage.

Any Detention/Per-Diem that's incurred should be billed to DG directly by the Steamship Line. In the event that a dray carrier receives an invoice for Detention/Per-Diem, should be disputed with that respective Steamship Line immediately and not be paid. Dollar General will not reimburse for Detention / Per-Diem.

### **SmartWay Certification – 4.5**

- All drayage carriers engaged in the transportation of freight for Dollar General are required to possess and maintain SmartWay certification throughout the duration of their contractual agreement.

Carriers must adhere to the following guidelines and may be required to complete other documents/questionnaires when arriving at shipping/receiving locations.

**If drivers fail to pass requirements, they will be turned away from the facility. A driver's failure to pass the customer's requirements and/or the carrier's failure to make drivers aware of this requirement at the time of dispatch could result in Coyote denying any TONU charges or requests for additional costs stemming from rejected drivers.**

### **Fleet – On-site Temperature Screening:**

<b>On-Site Temperature Screening</b>	
<b>Overview of process</b>	<ul style="list-style-type: none"> <li>• Administer temperature screening to all drivers entering the property through the in-bound gate</li> <li>• Inbound Gate Security Guard will be responsible for conducting screening</li> <li>• Temperature screenings will occur for each driver before they are allowed to proceed through the inbound gate and onto the property</li> <li>• Estimated time: 30 seconds per person</li> <li>• Instrument to be used: Infrared Thermometer (alcohol swabs will be used for sanitizing between each use)</li> <li>• PPE: Facemask and Nitrile Gloves</li> </ul>



## Temperature Screening

### Employee's temperature will be taken using the following method:

1. Infrared thermometer - sanitized between each temp checks(recommended method is to use isopropyl alcohol on cotton balls or alcohol swabs between use)
2. If the drivers temperature registers 100.4 deg F or higher, the driver will be asked to pull aside and wait in the truck staging area for five minutes. After five minutes, the driver's temperature will be checked again to verify accuracy.
3. **If the driver's temperature is 100.4 deg F or above**, the driver will not be allowed to enter the facility.
  - **Inbound Delivery Driver:**  
Driver will unhook delivery from trailer. Yard Jockey will connect to trailer and take to designated slot, while driver waits in driver parking area. If delivery is "Live Unload" the yard jockey will return trailer to driver once trailer is unloaded. If delivery is "Drop and Hook", yard jockey will provide driver with a return company trailer.
  - **Outbound Delivery Driver Returning– 3<sup>rd</sup> Party:**  
Driver will unhook their trailer, and will not be allowed to enter the property, except to retrieve personal vehicle. DC Yard Jockey will retrieve the returned trailer, and driver leadership will be notified the driver was sent home. The driver will be asked not to return to the building until they have been symptom free for 24 hours.
  - **Outbound DG Driver:**  
Driver will be asked to unhook their trailer, and will not be allowed to enter the property, except to retrieve personal vehicle. DC Yard Jockey will retrieve the trailer, and driver leadership will be notified the driver was sent home. The driver will be asked not to return to the building until they have been symptom free for 24 hours.
4. Inbound Guard will be asked to maintain a list of employees with temperature readings greater than 100.4 deg Fahrenheit and will submit to Fleet HR each day. Fleet HR will then route to appropriate Transportation Leadership.
5. The guard taking the temperature of any employee that registers a temperature of 100.4 deg F or higher should immediately doff their gloves, and/or change mask, and wash their hands before proceeding with the next employee
6. If the driver's temperature is below 100.4 deg F, they may proceed to complete their normal assigned task.
7. Should the driver refuse to have their temperature checked, they will not be allowed to enter the property.
  - Delivery process will proceed as if they had a temperature reading higher than 100.4 degrees.
  - A member of HR will work with any DG employee sent home to determine status and next steps

