



INVOICE

BILL TO:
KARLS TRANSPORT INC
975 AMRON AVE
ANTIGO, WI 54409

INVOICE DATE: 12/02/2024
INVOICE #: R67537
TERMS: NET 30
DUE DATE: 01/02/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
11/29/2024		109 W Park St, Rhinelander, WI 54501 - 220 Andover Street, Andover, MA 01810			
		Freight Income	1	\$3,500.00	\$3,500.00

TOTAL
\$3,500.00

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



CONTRACT ADDENDUM/LOAD CONFIRMATION TERMS AND CONDITIONS:

Karl's Transport Inc. agrees to pay the rate shown above. This rate is contingent upon successful and on-time completion of all load requirements as orally stipulated or written in this agreement. Once this load is picked up, terms of this confirmation are deemed as accepted by the carrier, even if you have not formally signed the confirmation form.

Rates may be subject to reduction if the carrier fails to complete any applicable terms and conditions. Rates may be reduced if load picks up or delivers after originally scheduled time and date. Fines and/or penalties from \$50 to \$500 per occurrence may apply. Additional missed delivery charges of \$100 a day assessed by the consignee may apply.

Accessorial Charges

All accessorial charges **must be authorized prior to, or at, time of occurrence.**

Accessorial charges may include but are not limited to dock times, layover, and lumper fees (Lumper fees must be preapproved by broker). Driver detention charges will be based upon 2 hours of free time at each shipper/ receiver, not to exceed \$25 per hour or a maximum of \$150 for layover.

- Karl's Transport Inc knows the importance of keeping your driver moving and we will diligently work with our customers to have your driver loaded/unloaded in a timely manner.
- You must notify us immediately if your driver has been at a facility for 60 minutes without receiving a dock.
- Failure to notify us immediately of a potential detention request could result in denial of that detention.
- Failure to arrive on time for a scheduled appointment will result in a forfeiture of any detention charges.
- IN and OUT times must be written on the signed/stamped BOL/POD for driver detention to be paid. This documentation must be sent to the broker for charges to be added to the rate confirmation.



Carrier must make sure that the all detention times are noted on the bills. Lumper receipts must show the lumper's name, customer, amount and the identification number relating to the shipment. All receipts, BOLs/PODs must be provided along with the carrier's invoice for payment. If you are paying a lumper, you will be responsible for any damages caused by the lumper.

Last minute reschedules for missed appointments will result in a \$25 rate reduction.

OS & D

In the event of loss, overage or damage related to this load, Kar's Transport Inc must be notified immediately upon occurrence. All loss, overage or damage must be noted on the delivery documentation and signed by the carrier and location representative. You, as the carrier, are responsible for the cargo in your custody. Any marked exceptions could result in a claim on the order.

- Under a claim all payments are placed on hold until the claim is settled by the carrier through their insurance or payment of choice.

Unless specifically noted as a partial on the rate confirmation, all loads are to be treated as exclusive FTL use.

Carrier shall not break the seal, partial the shipment, or move the shipment via rail without written consent from Karl's Transport Inc. This will result in a non-payment, a claim and/or legal action.

Broken seal can result in a rejection of the shipment and the carrier will be financially responsible to return the rejected shipment.

Double Brokering- Strictly Prohibited

Re-brokering, switching drivers, or using the wrong equipment will result in a rate reduction/ forfeited payment at Karl's Transport Inc discretion.

Brokerage of this shipment by the carrier is prohibited . Any double brokering will void Karl's Transport Inc's obligation to pay the carrier. **Warning:** Re-brokering, assigning, or



interlining of this shipment will void Karl's Transport Inc of any obligation to pay this freight bill. The carrier will also agree to compensate Karl's Transport Inc. or customers from any other carrier or broker you have transferred this shipment to in attempting to collect freight charges. Failure to comply with this agreement will result in legal action.

Communication and Call-Ins

Carrier must provide status updates of shipments to Karl's Transport Inc to maintain customer requested service levels. Carrier must provide actual arrival and departure times of shippers/receivers within 30 minutes of occurrence. Carrier may call in by phone or email with shipment updates. Updates must be provided each day the carrier is in possession of the load. Or provide live tracking feed using EDI/ ELD software links. If shipment updates occur after hours or over a weekend please refer to the contact information of the agent from whom you booked the load. Please follow the after hour protocol for all emergencies related to the shipment. If the carrier fails to check in as requested, penalties of up to \$100 day may occur.

Carrier Responsibilities

The carrier, as an independent contractor, and availing itself of its knowledge and experience, is responsible to discover and meet any requirements of Karl's Transport Inc, the customer, shipper(s), and receiver(s). The carrier will communicate with involved parties to determine requirements for this shipment.

Such requirements may include, but are not limited to: trailer types, insurance levels, additional equipment (tarp, straps, load bars, blocking, bracing, temperature control recorders..), washouts, seals, scales, prior load restrictions, temperature control requirements, cleanliness of equipment, age of equipment, proper securement of cargo, safety procedures at locations.

The carrier will require the driver to scale shipment prior to departing shipper. The carrier is responsible to ensure the shipment is safe and of legal weight for transit. It is up to the driver to make sure they have used the closest scale to ensure they are at legal transit



weight. If they are in need of getting “reworked” dispatch must notify the broker immediately to send the driver back to the shipper so a legal weight can be established.

If this shipment involves travelling in the State of California, all equipment utilized by the carrier must meet California Air Resources Board Regulations including, without limitation, the Truck and Bus Rule. By accepting this tender, the carrier represents that it’s equipment will comply with such requirements.

The carrier represents and warrants that it: (i) is duly registered with FMCSA as a for-hire motor carrier of property in interstate and foreign commerce; (ii) has a satisfactory safety rating; (iii) has requisite insurance on file with the applicable federal and/or state agencies; (iv) utilizes equipment that will meet DOT requirements and the shipper’s needs; (v) uses qualified drivers; and (vi) shall render all services in a competent and professional manner in accordance and compliance with all applicable laws and regulations.

The carrier agrees to indemnify Karl’s Transport Inc and the customer from any loss or damage resulting from the carrier’s failure to comply.

Insurance

For this shipment, the carrier agrees it shall be in possession of relevant and applicable cargo insurance coverage in an amount sufficient to cover the loss or damage of the cargo being transported. The carrier’s cargo insurance policy must not exclude from coverage any commodities or cargo carried on this booking. The carrier will not transport this shipment using a vehicle and/or equipment that is not listed on the insurance policy nor that is not approved by this agreement.

Minimum insurance requirements the carrier agrees that it is duly and legally qualified to provide the transportation services and it holds liability insurance for at least \$1,000,000 and cargo insurance of not less than \$100,000. However, in the event the shipment is required to have more cargo coverage the carrier agrees to comply with the specified amount needed. All motor carriers are to have primary auto insurance with an insurer that is AM Best & Co rated A- or better.



Please be advised that your insurance coverage does not limit your liability. If you have exclusions or restrictions in your insurance policy, it is your responsibility to be aware of them. The carrier is responsible for damage and loss regardless of your insurance coverage unless the contract between us states otherwise.

Other

All roll stock paper shipments require a 53 ft dry van with swing doors, that must be clean, dry, free of all cracks or holes, odor free, 10 years or newer and food grade. Must scale to 45,000 lbs **NO TONU (Truck order not used) will be paid if requirements are not met.**

All refrigerated shipments must be run on continuous unless otherwise stated. The driver must pulp product before leaving the shipper. After pulping the load if instructed temperature is off by 5 + or - degrees we must be notified immediately to get the customer's approval. Temperatures must be noted on all copies of the BOL. The readings from any temperature monitoring equipment placed in the trailer take precedence over the refrigeration unit of the trailer.

For sealed loads, seal numbers must appear on the Bill of Lading and "Seal Intact" should be noted at the delivery by Consignee. Carrier must count during loading or get SLC (shipper load count) notation on the BOL.

Please be aware that your insurance coverage does not limit your liability. If you have exclusions or restrictions in your insurance policy (which is very common) it is your responsibility to be aware of them. You are responsible for damage and loss regardless of your insurance coverage, unless the contract between Karl's Transport Inc and your company states otherwise. Additionally, increases cargo insurance will be requested for shipments that require so.

Payments

The following should be included with your invoice: Bill of Lading #, Karl's Transport Inc Shipment ID #, Piece count, weight, Consignee Signature, Shipper and Consignee information, including postal codes.



Shipment ID must be in the upper right-hand corner of all shipment bills. Payment will not be made without proof of delivery, necessary scale tickets, lumber receipts, or any other specified paperwork that is needed with the shipment.

The carrier must send all invoices and paperwork within 7 days of delivery. A \$50 late fee after 30 days could occur. **Preferred email:** Copper@karlstransport.com

Please note payments are made 30 days from receipt of receiving the paperwork.

Address for billing:

Karl's Transport Inc.

PO BOX 333

Antigo, WI 54409

Agreement to be Bound

The carrier has read this entire shipment tender. By accepting this shipment and transporting the shipment (even without a signature on this tender), the carrier agrees it is bound to, and agrees to comply with, all statements, special services, work assignments, terms and conditions, and other requirements contained herein. In addition to the terms contained in this tender, this shipment shall be governed by the terms and conditions of the master contract withheld between Karl's Transport Inc Brokerage and the carrier, which are deemed incorporated herein.



Karl's Transport, Inc.
P.O. Box 333
Antigo, WI 54409
715-623-2033 715-623-2791

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Load Confirmation

0411963

Carrier:	ROYAL 3 INC CHICAGO IL 60638	Contact:	Asta
Date:	11/29/2024	Phone:	(630) 566-1312
		Fax:	

Order	Order: 0411963	Commodity:	
	Miles: 1345.0	Weight:	
	Temp:	Trailer: Van (DAT)	
	BOL: 183180209	Reference: 8065	

PU 1	Name: AHLSTROM MUNKSJO COATED PRODUCTS	Date: 11/29/2024 1500
	Address: 109 W PARK ST RHINELANDER WI 54501	Contact: EXPERA COATED PRODUCTS
	Phone: (715) 369-4132	Driver Load: No driver loading or unload
	Reference number: PU 183180209	

SO 2	Name: SHAWSHEEN COATING 7 CONVERTING	Date: 12/02/2024 0700
	Address: 220 ANDOVER STREET ANDOVER MA 01810	Date: 12/02/2024 1500
	Phone: (978) 475-1710	Contact: RECV-FCFS per lea 05/2020
		Driver Load: No driver loading or unload

Payment	Carrier Freight Pay:	\$3,500.00
	Total Carrier Pay:	\$3,500.00

Carrier Instructions and Requirements: This form must be completed and returned before driver can be loaded.
TRAILER MUST BE, CLEAN, DRY, FOOD GRADE, FREE OF DAMAGE, ODOR, AND DEBRIS. STRAPS
REQUIRED. TRAILER MUST BE 10 YEARS OR NEWER

Please Sign: ASTA MIJAC

Driver Name: MACKAY GARCIA, YAMIR
Driver Cell: 786 503 2029
Driver Email: ASTA@ROYAL3INC.COM
Tractor #: 757
Trailer #: HT367112

(X) Accept

() Decline

Attention: Lindsey Ahlborn
(715) 623-2033
lahlborn@karlstransport.com





Ship From: Ahlstrom NA Specialty Solutions
LLC
807188
RHINELANDER COATED PRODUCTS - ECP
109 W PARK STREET
RHINELANDER WI 54501

Ultimate
Destination: 383726
SHAWSHEEN COATING & CONVERTING
220 ANDOVER STREET
ANDOVER MA 01810

Deliver To:

BILL OF LADING

BILL OF LADING NUMBER	379507	Branch/Plant: RCP
SHIPMENT NUMBER	2315963	
LOAD NUMBER	610366	
LEAN LOAD ID	183180209	
REQ. SHIP DATE	11/29/24	
REQ. DELIVERY DATE / TIME	12/02/24	
TERMS	FOB Origin, Prepaid & Add	
MODE OF TRANSPORT	TRUCKLOAD	
CARRIER	KARL'S TRANSPORT INC - BROKER	
VEHICLE NUMBER		
SEAL NUMBER (S)	F0283767	
ORDER NUMBER	1052200 UO	

DELIVERY NOTES: Page 1 of 1

Customer Phone: 978 475 1710

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned and destined as indicated, 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 of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight 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 or (2) in the applicable motor carrier classification of 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, set forth in the classification or tariff which governs the transportation of this shipment, and said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CUSTOMER PO END CUSTOMER PO ORDER NUMBER RELATED ORDER	SUPPLIER ITEM CUSTOMER ITEM PRODUCT DESCRIPTION	NUMBER OF PIECES	NET WEIGHT	GROSS WEIGHT
8065 --- 1071835 SO	428001-0004 SR108 150930-SUB 1 CLASS 85 SC WRAP 80 NAT SC M11 64	11 PACKAGES	21,158.0000 LB 9,597.1188 KG	22,038.0000 LB 9,996.2805 KG
TOTALS		11 UNITS	21,158.0000 LB 9,597.1188 KG	22,038.0000 LB 9,996.2805 KG

PAYMENT TERMS

For Prepaid Shipments, freight payment will be made automatically. For any questions, please contact Logistics@ahlstrom.com

Carrier: _____ Driver Signature: _____
CARRIER MUST VERIFY TRAILER IS SEALED & CORRECT SEAL NUMBER SHOWN ABOVE. Date: _____