



## INVOICE

**BILL TO:**  
CIRCLE LOGISTICS INC  
1950 W COOK RD STE 102  
FT WAYNE , IN 46818

**INVOICE DATE:** 12/11/2024  
**INVOICE #:** R68815  
**TERMS:** NET 30  
**DUE DATE:** 01/11/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
12/09/2024		2150 Bench Rd, Three Forks, MT 59752, USA - 4261 W White Rd, Oakwood, GA 30566, USA			
		Freight Income	1	\$4,800.00	\$4,800.00

TOTAL
\$4,800.00

**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**

Dispatcher

Dispatcher: Ryan Niemeyer  
Phone: 260-208-4500 x1602  
  
Emergency Phone: 260-203-1484

Carrier Rate Confirmation Agreement  
Load #1890511

To accept load please sign and email this sheet back to: [ryan.niemeyer@circledelivers.com](mailto:ryan.niemeyer@circledelivers.com)

Carrier Information

Load Number:	1890511	Driver Name:	x
Carrier Number:	15733	Truck Number:	x
MC Number:	944686	Trailer Number:	x
DOT Number:	2828543	Carrier Phone:	630-485-7370
Carrier Name:	ROYAL3 INC	Carrier Fax:	630-485-6980
Attention:	Milo		

Load Information

Commodity:	Paint	Miles:	2,030.00
Commodity Desc:	Paint Products	Piece Count:	21
Dimensions:	L:53';	Trailer Req:	Van
Load Size:	Truckload	Weight:	43,470

#1 Shipper

Monday, 12/09/2024 from 00:01 - 23:59

City/St/Zip: Three Forks, MT 59752

#2 Consignee/Final Destination

Wednesday, 12/11/2024 at 08:00

City/St/Zip: Oakwood, GA 30566

Additional Information

**IMPORTANT:** \*\*DRIVER MUST CHECK IN AS CIRCLE LOGISTICS TO AVOID BEING REFUSED IF YOU ARE REJECTED BECAUSE YOU DON'T TONU WILL NOT BE ISSUED\*\* \*\*Driver MUST accept Macropoint or Fourkites at the time of dispatch and remain on tracking until delivery is complete. Failure could result in a 25% rate reduction.\*\* \*\*No trailers older than 2014. ABSOLUTELY NO ROLL DOORS\*\* \*\*Must be a clean dry trailer. If rejected at the shipper a TONU will not be issued\*\* \*\*Must accept Macropoint tracking to get any type of accessorial pay\*\* \*\*Circle cannot send full ratecon with addresses until the driver is actively tracking on Macropoint with location pings. If the driver is not tracking and pinging on Macropoint and load is canceled no TONU will be issued. \*\*\* \*\*No pets onsite. No gas cans. No spouses without CDLs and no kids onsite. Must have long pants and closed-toe shoes or you will be rejected\*\* \*\*Accessorial charges (including but not limited to labor, detention, and/ or layover) must be authorized and approved prior to or at the time of occurrence. Circle will not provide reimbursement of any non-prior-approved accessorial charges. The carrier shall ensure the bill of lading is noted when detention occurs. The carrier must report in and out times upon arrival and departure along with pieces, weight, and BOL #, picture of freight, and picture of BOL.\*\* \*\*If the carrier does not meet requirements as specified in the load (US Citizen, clean background, hazmat, other endorsements, etc.) NO accessories will be issued, and any fees imposed by the customer will be charged back to the carrier.\*\* \*\*ANY TRAILER REJECTED AT DELIVERY WILL BE REQUIRED TO TRANSLOAD AT THEIR EXPENSE AND WILL RECEIVE A RATE REDUCTION.\*\* \*\*TONU policy of \$150, layover policy of \$250, max detention == layover. Detention policy of \$30/hour and \$45/hour for a team after 4 free hours. Any occurrence(s) of driver(s) late to appointments on this load NO layover or detention will be awarded. If the driver checks in more than 4hrs prior to pickup appointment on the ratecon and a TONU slip is issued by the shipper a TONU may not be issued by the broker. No detention at Menard's unless you are a Menard's carrier\*\* \*\*For detention the in/ out times should be on the BOL with shipper/receiver initials. Failure to maintain tracking during the times that detention is requested for may result in a denial of detention\*\* \*\*Unless otherwise stated flatbed loads need tarped\*\* \*\*If any delays or issues occur we need to be notified ASAP or there may be a rate reduction\*\* \*\*Carrier will not re-broker, co-broker, subcontract, assign, interline, partial, or transfer any parts of the assigned services. Broker shall be entitled to liquidated damages in the amount of five thousand dollars (\$5,000) per

event of breach\*\* \*\*All loads are sealed therefore, freight cannot be cross-docked and cannot be returned to the shipper. If the freight is cross-docked, held hostage, or returned to the shipper NO PAYMENT WILL OCCUR and we reserve the right to bill you for any additional charges\*\* \*\*\*Driver MUST accept tracking and BOL MUST be turned in no later than 24 hours for detention to be approved. IN and out times must be communicated within 1 hour of departure/ arrival or 25% rate reduction will apply. Failure to communicate late arrivals, breakdowns, or any other pertinent information regarding the shipment will result in a 25% rate reduction. Failure to accept tracking may result in a 25% rate reduction.\* ACCESSORIALS MUST BE TURNED IN WITHIN 48 HOURS OF DELIVERY FOR REIMBURSEMENT

**Agreement:** This contract rate addendum is entered into on this date, 12/09/2024, by and between Circle Logistics, Inc (hereinafter referred to as "Broker") and ROYAL3 INC (hereinafter referred to as "Carrier"). All Flatbed open deck loads must tarp! Term and Conditions 1. Broker will remit payment to Carrier for the underlying freight charges within 30 days of receipt of invoice and all required documents. For all detention and truck ordered not used charges, Broker will remit payment to Carrier within 30 days after Broker receives payment from its customers. Broker may offset any cargo claims or other penalties/damages Carrier is responsible for from Carrier's freight charges. 2. Documents required to process payment: a. Invoice b. Original Proof of Delivery w/3 signatures (Shipper, Consignee, and Carrier's driver) c. Signed Rate Confirmation d. Any and all required receipts that Broker requires to invoice its customer e. Arrival and departure times signed by the Shipper and/or Consignee. 3. Carrier or Carrier's driver must fax (317-324-9919) or scan/email proof of delivery within 72 hours of delivery of freight. Failure to send in proof of delivery with 72 hours will result in a \$25 rate reduction. After 3 days, Carrier agrees to a \$5/day rate reduction for each day Carrier does not provide Broker with a proof of delivery. Carrier is responsible for maintaining proof, via fax or email receipt, or submission of POD. 4. Carrier must count and verify the shipment before loading. Carrier must contact Broker re: any discrepancies and must obtain a new confirmation in writing before Carrier's driver departs from Shipper. 5. Carrier agrees that Broker is not liable for any shortages, loss, or damage to cargo transported by Carrier. 6. Unless written waiver is obtained from Broker, Carrier shall look only to Broker, and not to the involved Shipper, Consignee, or customer of Broker, for payment of Carrier's freight charges. Broker shall be entitled to deduct any damages or claims against all of Carrier's outstanding receivables from Broker and shall not be limited to deducting the damage charges solely from the load resulting in the damage and/or claim. No Cargo liability limitations shall apply with respect to this shipment, and Carrier shall be responsible for the full actual cost of any damage or loss to the cargo being transported regardless of the amount of cargo insurance required. 7. Carrier must report any delays in pickup or delivery to Broker. Carrier must obtain a revised rate confirmation from Broker reflecting the revised pickup and/or delivery time(s). 8. Carrier agrees that unauthorized delays in pickup and delivery may result in a rate reduction of greater of 25% of the original agreed rate or the amount that the Broker forfeits on the load. 9. Carrier must tarp all flatbed loads unless authorized on the rate confirmation by Broker that the load does not require tarps. 10. By signing below, Carrier warrants that it is duly and legally qualified to provide transportation services and that it holds auto liability insurance of a minimum of \$1 million and cargo of at least \$100,000. Carrier agrees to notify Broker immediately re: any material changes in Carrier's safety record. 11. Carrier shall also be subject to the Terms and Conditions set forth in the Transportation Brokerage Contract executed with Broker. 12. FATIGUE - Drivers may not operate, nor shall a motor carrier require or permit a driver to operate, a CMV if they are too tired or sick to drive safely. Operation may be discontinued at the driver's discretion. 13. MOBILE PHONE AND TWO-WAY COMMUNICATION DEVICE - Drivers shall not use a hand-held nor a hands-free mobile telephone while driving a CMV. Use of a mobile telephone is permissible by drivers of a CMV when necessary to communicate with law enforcement officials or other emergency services. 14. LOAD SECUREMENT - A driver may not operate a CMV and a motor carrier may not require or permit a driver to operate a CMV unless the CMV's cargo is properly distributed and adequately secured. 15. SEATBELTS - No driver shall operate a commercial motor vehicle, and a motor carrier shall not require or permit a driver to operate a commercial motor vehicle, that has a seat belt assembly installed at the driver's seat unless the driver is properly restrained by the seat belt assembly. 16. RECOMMENDED TRAINING FOR DRIVERS: DEFENSIVE DRIVING TRAINING - Defensive driving training would teach drivers how to recognize potentially hazardous situations sufficiently in advance to allow time to safely maneuver past them. FATIGUE AWARENESS TRAINING - Fatigue awareness training for drivers would teach drivers about the factors contributing to fatigue and their impact on performance along with fatigue awareness and avoidance techniques. 17. When applicable, Carrier agrees to follow the C-TPAT 7/8 and 17/18 Point Container Inspection Process. Carrier also agrees to follow both the C-TPAT Agricultural Processes and the C-TPAT Seal Processes when required.

**Quick Pay:** Please initial the option of your choice. Email Invoice, B.O.L., Proof of Delivery, and Rate Confirmation to quickpay@circledelivers.com.

Option #1 \_\_\_\_\_ Get paid in 48 hours 5% discount.

Option #2 \_\_\_\_\_ Get paid in 7 days 2% discount.

**\* Cash Advance Fee - \$ 2.75 +  
Mandatory 48 Hour Quick Pay 5%**

**Amount to invoice Circle Logistics, Inc: \$4,800.00**

**Carrier:** ROYAL3 INC  
**MC #:** 944686  
**USDOT #:** 2828543  
**By:** Milo Morrison  
**Title:** Dispatcher

**Invoicing Methods**

1. Email (preferred): freightpay@circledelivers.com
2. Fax: (317) 324-9919
3. US Mail: Circle Logistics  
Attn: Billing Dept.  
P.O. Box 8067  
Fort Wayne, IN 46898-8067



Dispatcher

Dispatcher: Ryan Niemeyer  
Phone: 260-208-4500 x1602  
  
Emergency Phone: 260-203-1484

Load and Rate Confirmation Agreement  
Load #1890511

To accept load please sign and email this sheet back to: [ryan.niemeyer@circledelivers.com](mailto:ryan.niemeyer@circledelivers.com)

Carrier Information

Load Number:	1890511	Driver Name:	Yamir Mackay Garcia
Carrier Number:	15733	Truck Number:	757
MC Number:	944686	Trailer Number:	PTLZ244745
Carrier Name:	ROYAL3 INC	Carrier Phone:	630-485-7370
Attention:	Milo	Carrier Fax:	630-485-6980
Sent To:	milo@royal3inc.com, ryan.niemeyer@circledelivers.com, reese.breischafft@circledelivers.com, ratecon@circledelivers.com		

Load Information

Bill Of Lading:	CLNC-000505	PO Number:	4573096431
Commodity:	Paint	Pickup Number:	S175872
Commodity Desc:	Paint Products	Piece Count:	21
Dimensions:	L:53';	Ref Number:	00223600000948403
Load Size:	Truckload	Trailer Req:	Van
Miles:	2,030.00	Weight:	43,470

#1 Shipper

Monday, 12/09/2024 from 00:01 - 23:59

Company: Imerys - Three Forks  
Address: 2150 Bench Rd  
City/St/Zip: Three Forks, MT 59752

DRIVER MUST SEND A COPY OF THE BOL BEFORE LEAVING THE SHIPPER DRIVER MUST SEND PHOTOS OF THE FREIGHT BEFORE LEAVING THE SHIPPER DRIVER MUST RECEIVE CONFIRMATION FROM CIRCLE BEFORE LEAVING THE SHIPPER -----

#2 Consignee/Final Destination

Wednesday, 12/11/2024 at 08:00

Company: PPG Oakwood  
Address: 4261 W White Rd  
City/St/Zip: Oakwood, GA 30566

DRIVER MUST SEND POD WITHIN 15 MINUTES OF DELIVERY PLEASE PRINT NAME OF WHO ACCEPTED THE LOAD AT THE RECEIVER ON THE POD -----

Additional Information

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Phone: 260-208-4500 x1602

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Option #1 \_\_\_\_\_ Get paid in 48 hours 5% discount.

Option #2 \_\_\_\_\_ Get paid in 7 days 2% discount.

**\* Cash Advance Fee - \$ 2.75 +  
Mandatory 48 Hour Quick Pay 5%**

**Amount to invoice Circle Logistics, Inc: \$4,800.00**

**Carrier:** ROYAL3 INC

**MC #:** 944686

**By:** Milo Morrison

**Title:** Dispatcher

### Invoicing Methods

1. Email (preferred): [freightpay@circledelivers.com](mailto:freightpay@circledelivers.com)
2. Fax: (317) 324-9919
3. US Mail: Circle Logistics  
Attn: Billing Dept.  
P.O. Box 8067  
Fort Wayne, IN 46898-8067

**BILL OF LADING**

Non - Negotiable

Order/BL No: S175872

Print Date: 12-03-2024

SHIPPER'S COPY

RECEIVED, subject to the "CARRIER CONTRACT/RATE AGREEMENT" or the CONTRACT between the Shipper and Carrier in effect on the date of shipment, the property described below, in apparent good order, except as noted line (contents and condition of contents of packages unknown), marked, consigned, and destined as shown below. This line Bill of Lading is not subject to any tariffs or classifications whether individually determined or filed with any federal state regulatory agency, except as specifically agrees to in writing between the shipper and carrier.

Shipper: Address:	Magris Talc USA, Inc. 2150 Bench Road Three Forks, MT 59752 US - UNITED STATES	Address:	PPG Architectural Finishes, Inc Oakwood Production Plant  4261 Wylie White Road Oakwood, GA 30566 US - UNITED STATES
		Carrier:	Equipment: Dry Van
		Equipment #:	767112
			Ship Date: 12-06-2024
			Delivery Date: 12-10-2024
		Time in:	135pm
		Time out:	205pm
CPU: SEND BOL/COA W/SHIPMENT - RECEIVING 7:30AM - 2PM - *Please inspect the trailer and cardboard if necessary* - EMAIL BOL/COA TO wolfpack@wolfcontainer.com			
Seal #:	Freight Terms: FCA Customer Pick Up		
Customer PO#:	4573096431/105038	Location of Transfer: THREE FORKS, MT	
Subject to Section 7 of the Terms and Conditions line of Carriage. If the shipment is to be delivered to the consignee without resource on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and other lawful charges.			
Magris Talc USA, Inc			
Signature of Consignor			
Load is susceptible to odor and moisture. Please do not use forklifts with long forks when loading.			

THIS SHIPMENT MUST NOT BE DIVERTED OR RECONSIGNEED WITHOUT WRITTEN AUTHORITY FROM THE SHIPPER

Qty	Unit	No of Bags	Description of Articles, Packages, Markings, Exceptions	NMFC Number Class	Net Weight(lbs)
21	PLT1B2000	21	Talc, crushed or powdered MS303P1VT-Mistron 303 Powder / 2000LB / SPEC 8ST BB / Black ISPM-15 Pallet / 1 BB Per Pallet CUSTOMER CODE: 01291826 / ET-81-1718 Lot #:T12014-25 (21)	90400-2 50	42,000.00
Total Net Weight:					42,000.00
Total Gross Weight:					43,197.00

Rate is individually determined and NOT subject to filed tariffs unless stated in Carrier Contract/Rate Agreement

Shipper Signature	<u>Petz</u>	Driver Signature	<u>Samuel</u>	Received by	_____
Date	<u>12-9-24</u>	Date	<u>12-9-24</u>		
Shipper Name	<u>Magris Talc USA, Inc.</u>	Driver	_____	Date	_____
		Carrier Name	_____		

All complaints regarding the condition of the shipment must be reported to a representative of Magris Talc USA, Inc. within 10 days of receiving the shipment.

A written description of the damage and photos of the damaged product in the container must be provided. If the bags are visibly damaged under the wrap, photograph the pallet prior to, and after, unwrapping it.

Michael Dale 12/11/24