



## INVOICE

**BILL TO:**

JEAR LOGISTICS LLC  
100 BENEFITFOCUS WAY  
CHARLESTON, SC 29492

**INVOICE DATE:** 12/17/2024**INVOICE #:** B69508**TERMS:** NET 30**DUE DATE:** 01/17/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
12/13/2024		191 Ridgeview Circle, Duncan, South Carolina 29334 - 6251 Howdy Wells Avenue, Las Vegas, Nevada 89115			
		Freight Income	1	\$2,800.00	\$2,800.00

**TOTAL**

\$2,800.00

**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**



<b>JEAR Logistics, LLC</b>		<b>JEAR PO: 948675</b>	
Kullen Clark		Phone:	(843) 884-2626 x265
MC Number: 627192		After Hours:	(843) 884-2626 x113
PMB 226		Fax:	(843) 972-3748
186 Seven Farms Drive Suite F		Email:	michaelc@jearlogistics.com
Daniel Island, SC 29492			
<b>Carrier Information</b>			
Name:	RIKI TRANSPORTATION INC. DBA BRZ	MC Number:	086875
Phone:	708-303-5150	USDOT:	3119062
Driver:	Ruiz	Fax:	
Driver 2:		Driver Phone:	813 585 4206
Dispatcher:	Steve 708-852-5525	Driver 2 Phone:	
		Dispatcher Phone:	
Carrier Rate:	<b>\$2,800.00 Flat</b>		
<b>Load Information</b>			
Trailer Type:	Van or Reefer	Trailer Size:	53
Weight:	43000	Load Type:	Dry
Temperature:	DRY *** All Temps in Fahrenheit ***		
<b>Shippers</b>			
<b>Pick #</b>	<b>Shipper</b>	<b>Pickup Date</b>	<b>Pickup #</b>
1	TCP Global Corp (Duncan, SC) 191 Ridgeview Circle Duncan, South Carolina 29334	12/13/2024 FCFS 8:00 AM - 2:00 PM	Released when pictures requested are received
	<u>Commodity</u> 16 units art supplies		
<b>Consignees</b>			
<b>Drop #</b>	<b>Consignee</b>	<b>Delivery Date</b>	<b>Delivery #</b>
1	TCP Global Corp (Las Vegas, NV) 6251 Howdy Wells Avenue Las Vegas, Nevada 89115	12/17/2024 9:00 AM	TO141978
	<u>Commodity</u> 16 units art supplies		

## Driver Instructions

\*\*\*MORNING UPDATES MUST BE SUBMITTED BY 7AM EST EACH MORNING TO THE BROKER SO THAT THE CUSTOMER CAN BE UPDATED. FAILURE TO DO SO CAN RESULT IN VOIDED DETENTION, OR FINES IF APPLICABLE\*\*\*

Either driver or dispatch must call and speak with the broker once arrived at the shipper(s) so that the customer can be updated.  
 Either driver or dispatch must call and speak with the broker before leaving the shipper(s) so that the customer can be updated.  
 Either driver or dispatch must call and speak with the broker once arrived at the receiver(s) so that the customer can be updated.  
 Either driver or dispatch must call and speak with the broker before leaving the receiver(s) so that the customer can be updated.  
 Failure to do so can result in voided detention, or fines if applicable. Pictures requested must be taken and sent to the broker before leaving the shipper(s) or receiver(s). Failure to do so can result in voided detention, or fines if applicable. When a carrier team is required for completion of the load, and the carrier does not provide a team as stated in the rate confirmation, this can result in voided detention, or fines if applicable.

Carrier must notify JEAR when checking in and out of shipper(s) and receiver(s) so JEAR Logistics can update the customer. Failure to do so can result in voided detention, or fines if applicable. Layovers and detention will not be paid to trucks late to the shipper(s) or receiver(s). Detention is paid after four free hours. \$25/hour will be paid to the carrier after the four free hours and shall never exceed a maximum of \$250, regardless if this is a team or solo contract. For FCFS shipper(s) and receiver(s), detention begins after the four free hours of the end time stated on the rate confirmation. Detention requests must be submitted within 24 hours of delivery, and a copy of BOLs and driver documents must be emailed within 24 hours with detention requests. Failure to do so can result in voided detention, or fines if applicable. If the load is loaded overweight after leaving the shipper(s), the carrier is responsible for returning to the shipper(s) to get the proper/legal weight corrected, there will be no compensation included for returning to the shipper(s) when this is needed. During transit of the load, if there are additional pickups/deliveries that need to be

performed, the carrier will be compensated \$50 for each additional pickup/delivery.

By accepting this load, the carrier is agreeing they have the correct log hours necessary for delivery at the time stated in this rate confirmation. Should the driver(s) designated for the load decide not to perform and complete the load for any reason at all, and the load is still active and needing to be completed, this will void all compensation for the load including layover, detention, and truck ordered not used (TONU). If the carrier shuts down due to lack of hours after signing this rate confirmation and causes the load to be late or causes the load to have problems of any sort, this can result in voided detention, or fines if applicable. If the carrier causes the load to be late to the receiver(s) for any reason, this can result in voided detention, or fines if applicable. If the carrier is early or late to a Walmart delivery, the carrier will be subject to a 3% fine based on the shipment value in accordance with their OTIF policy. The carrier must not break the seal under any circumstances. If the seal is not in-tact at the time of delivery, carrier may be responsible for any refusal or rejections. If a seal is not provided by the shipper(s) or receivers(s), then the carrier is responsible for attaching a seal and writing the seal numbers on the bill of lading. If this is not done, the carrier is subject to fines, and responsible for rejection of the load. Should there be a rejection for any reason, and the commodity must be delivered to another location, a new rate confirmation will be sent for the redirection of the load. The rate for this redirection will be \$1 per mile. Should there be any reason that the load cannot be loaded by the shipper(s) or accepted by the receiver(s) on the date stated on the rate confirmation, there will be a standard layover fee of \$250 added to the rate confirmation. If an all-inclusive rate is agreed upon by both parties when negotiating the rate for the load, this voids all detention and layover costs at both shipper(s) and receiver(s) if applicable, and a verification email will be sent to confirm this. The carrier is responsible for the load until it is unloaded at the final destination and signed off by the receiver.

Bills of lading must have case count/piece count on them. Carrier is responsible to call the broker on any overage or shortage of product upon shipping or delivery. Carrier must load exact case count/piece count and confirm exact case count/piece count before leaving the shipper(s) or receiver(s). Failure to do so can result in voided detention, or fines if applicable. If the load requires the carrier to deliver with certain delivery documents, the proof of delivery must be submitted on these certain delivery documents. Failure to do so can result in voided detention, or fines if applicable. Proof of delivery is needed within 24 hours after delivery to confirm there are no shortages, damages, overages, or rejections. If you do not provide the proof of delivery within 24 hours after delivery so that we can confirm this, the carrier will be responsible for any shortages, damages, overages, or rejections. If the load does not require paperwork or BOLs for pickup or delivery for any reason, the carrier must provide pictures of the product/trailer for proof of pickup and delivery. If this is not completed, payment for the load will be delayed until required pictures have been received.

Please Include load # 948675 ON ALL INVOICES.

**Invoices will be paid on clear, signed copies sent by email to: [invoices@jearlogistics.com](mailto: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 BOLs. 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](http://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](http://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: Steve Tatum

Date Signed: 12/13/2024 10:01:05 AM



# Bill of Lading

Date: 13-December-2024

Bill of Lading No: TO141978

**Ship From:**

TCP Global Corp (Duncan, SC)  
191 Ridgeview Circle  
Duncan, SC 29334

## BARCODE SPACE

SID#:

☐ FOB

Carrier Name: JEAR Logistics

Trailer No:

Seal Number(s): **UL-4931252**

Ship To:

Location No:

TCP Global Corp (Las Vegas, NV)  
6251 Howdy Wells Avenue  
Las Vegas, NV 89115

SCAC: JLLR

Pro No: TO141978

## BARCODE SPACE

CID#:

☐ FOB

Freight Charge Terms (prepaid unless marked otherwise)

**Third Party Freight Charges - Bill To:**

JEAR Logistics  
100 BENEFITFOCUS WAY  
DANIEL ISLAND, SC 29492

☐ Prepaid ☐ Collect ☒ 3rd Party☐ Master BOL: w/attached underlying BOLs

Special Instructions:

Customer Order No.	# Pkgs.	Weight	Pallet/Slip (Y/N)
TO141978	16	14000	Y

Additional Shipper Info

**Totals**

Handling Unit	Package	Weight	H.M. (X)	Commodity Description	LTL Only
QTY	TYPE	QTY	TYPE		NMFC Class
16		14000		ART SUPPLIES	

**Totals**

Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property as follows:

"The agreed or declared value of the property is specifically stated by the shipper to be not exceeding \_\_\_\_\_."

FOB

COD Amt. \$50000.00

Fee Terms: ☒ Collect ☐ Prepaid☐ Customer Check Acceptable

NOTE: Liability Limitation for loss or damage in this shipment may be applicable. See 49 U.S.C. - 14706(c)(1)(A) and (B).

RECEIVED, subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and shipper, if applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available to the shipper, on request, and to all applicable state and federal regulations.

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Shipper Signature

Carrier acknowledges receipt of packages and required placards. Carrier certifies emergency response information was made available and/or carrier has the DOT emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

Carrier Signature

Pickup Date

This is to certify that the above named materials are properly classified, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the DOT.

**Trailer Loaded**☒ By Shipper☐ By Driver**Freight Counted**☐ By Shipper☐ By Driver/pallets said to contain☐ By Driver/Pieces

Michael McFall 12/13/24  
Shipper Signature Date