



## INVOICE

**BILL TO:**  
M2 LOGISTICS INC  
2701 EXECUTIVE DR  
GREEN BAY, WI 54304

**INVOICE DATE:** 12/26/2024  
**INVOICE #:** R70852  
**TERMS:** NET 30  
**DUE DATE:** 01/26/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
12/24/2024		10330 I Street, Omaha, NE 68127 - 1601 N Quincy, Green Bay, WI 54301			
		Freight Income	1	\$1,300.00	\$1,300.00

TOTAL
\$1,300.00

**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**


**M2 ORDER# 5729091**

Send invoices to:

Email: paperwork@m2logistics.com

Fax (920) 569-8495

**Dispatch contact: Hunter Beckstead**

Green Bay, WI office

Phone: 920.569.8800



MTUS-8747484

M2 Logistics, Inc.

2701 Executive Drive

Green Bay, WI 54304

**Carrier:** ROYAL3 INC  
6850 W 63RD ST  
CHICAGO IL 60638

**Contact:** joey  
**Phone:** (630) 256-8162  
**Fax:**

**Date:** 12/23/24

**Order:** 5729091  
**Miles:** 580.0  
**Temp:**  
**BOL:** D51 18560

**Commodity:** RECYCLED PAPER  
**Weight:** 44000.0  
**Trailer:** Van (DAT)  
**Reference:** TN 221150

**PU 1** Name: FIRSTAR FIBER  
Address: 10330 I STREET  
  
OMAHA NE 68127  
Phone:  
Reference Number: PO 3167421

Date: 12/24/24 0700  
12/24/24 1600  
Contact:  
Drvr Ld/Unld: No driver loading or unload

**SO 2** Name: GREEN BAY PACKAGING  
Address: 1601 N QUINCY  
  
GREEN BAY WI 54301  
Phone:

Date: 12/26/24 1800  
12/26/24 1800  
Contact:  
Drvr Ld/Unld: No driver loading or unload

<b>Payment</b>	<b>Carrier Freight Pay:</b>	\$1,300.00	
	<b>Total Carrier Pay:</b>	\$1,300.00	\$USD

## Instructions

FIRSTAR FIBER - \*\*\*\* TRAILER MUST BE LESS THAN 9 YEARS OLD- THEY CHECK THE PLATE FOR THE DATE\*\*\*\*\*

### GREEN BAY PACKAGING - TRAILER REQUIREMENTS:

- 53' length, 110" height, 102" width dry van swing door
- Less than 9 years old. THEY WILL ONLY CHECK manufacturer's plate on front of the trailer so plate needs to be intact and legible.
- Must have maximum 12" centers for cross members
- Floors must be sound, with no holes, gaps or rotten boards
- Trailer walls must be attached to flooring, no rivets/bolts missing
- Trailer walls should not be bowed
- No holes in roof
- Minimum 1 3/8" hardwood flooring
- Annual DOT inspection and certification compliant
- No refrigerated units allowed
- Tandems must be slid to rear and pinned whenever a trailer is dropped and/or spotted

All drivers MUST CHECK IN AND SCALE loaded and empty at the scale-house at 2324 Angie Ave for mill 1601 N Quincy St dock assignment. Drivers may be taken to an offsite warehouse a few miles from the mill based on daily warehouse availability. No stop charge will be approved. BOLs will be left at the scale-house. All drivers must call (920) 433 5094 to communicate with our unloading operators as opposed to entering the mill. For after-hours live unloads between 5pm and 7am, the driver should take a clipboard (located in the driver area at the scale-house) to clip the BOL to. The driver should place the clipboard in the back of the trailer just before backing it into the dock.

### After Scale:

1. Pull off the Scale and around the corner of the building to the right.
2. Bring your bills and enter the door marked "Office."
3. Follow directions from the Scale personnel.

Attention New Delivery Protocol: Drivers must write MTUS on all BOL's delivering into Green Bay Packaging. During hours when the scale house is staffed, drivers must also provide the scale house with the M2 Logistics SCAC code, MTUS, when checking in. If you are running an M2 Logistics load, please provide the M2 Logistics SCAC code, MTUS!! \*\*It is mandatory that all BOL's have the MTUS SCAC written on it\*\*  
Carrier please supply BOL paperwork within 72 hours showing accurate trailer # for billing purposes.

UNDER NO CIRCUMSTANCES IS A DRIVER OR DISPATCHER TO CONTACT THE SHIPPER OR RECEIVER.  
ALL COMMUNICATION IS TO BE DIRECTED THROUGH M2 LOGISTICS. RATE SUBJECT TO CHANGE IF THIS IS VIOLATED.

## Agreement

Please sign and fax or e-mail to **Hunter Beckstead**  
using the information at the top of this form.

Page 2 of 3  
Order: 5729091

Joey Cimbaljevic  
Signature Date

Your signature or emailed acceptance of this load indicates approval of all rates and terms listed.

### 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 M2 Logistics, Inc.](#)
4. [Add your payment information](#)
5. [Control your money!](#)



#### Get Paid Now!

Login to TriumphPay.com  
to take advantage of our  
**3% 2-Day QuickPay!**

## CONTRACT ADDENDUM AND LOAD CONFIRMATION CONDITIONS:

This Load Confirmation is subject to the Terms of the Agreement between us and constitutes an Addendum to that agreement. M2 Logistics (M2) agrees to pay the rates and charges shown above. Any objection to the terms or charges in this confirmation must be made within 24 hours of receipt or prior to picking up the load, whichever is earlier. Once this load is picked up, the terms of this confirmation are deemed as accepted by Carrier, whether or not you have signed / approved the confirmation form.

### Fuel, Accessorial Charges and OS&D

> Fuel surcharges, when applicable, may change based on the weekly DOE fuel index.  
> To be compensated for any detention at loading or unloading the carrier must notify M2 Logistics of a delay at 1.5 hours from arrival at a shipper or delivery location. All accessorial charges must be authorized and approved prior to, or at the time of occurrence. Accessorial charges may include, but are not limited to unloading, detention, and layover. Carrier must make sure that detention times (appointment, arrival, load/unload start, depart) are noted on the bill of lading.

Lumper receipts must show the lumper name, customer, amount and identifying shipment numbers. The receipt must be provided along with Carrier's invoice for payment to Carrier. If you are paying for a lumper to unload, you could be responsible for any damage caused by the lumper.

> In the event of loss, overage or damage related to this load, M2 must be notified by Carrier immediately upon occurrence to allow for the proper response.

All loss, overage or damage must be noted on the delivery document and signed by the carrier and location representative. You, as the Carrier, are responsible for cargo in your custody. If the load picked up clear and there are exceptions noted at delivery, you could be liable for any claims.

**Communication – Call-Ins** Carrier must provide status updates to M2 to maintain customer requested service levels and reporting. Carrier must provide actual arrival and depart times at origins and destinations within 30 minutes of occurrence. The Carrier must call in a minimum of one time per day, prior to 10 a.m., each day that Carrier is in possession of this load. Carrier may perform call-in by phone or through M2's web portal.

> During evening hours or on weekends, your calls will be routed to an after-hours phone number. You may be asked to leave a message. You can also make call-ins through the web portal.

### Carrier Responsibilities

> Carrier, as an independent contractor, and availing itself of its knowledge and experience, is responsible to discover and meet any requirements of M2, the customer, shipper(s), and receiver(s). Carrier will communicate with involved parties to determine requirements for this shipment. Such requirements may include, but are not limited to trailer type, insurance levels, additional equipment (tarp, straps, blocking, temperature recorders...), washout, prior load restrictions, temperature requirements, cleanliness of equipment, proper securement of cargo, safety procedures at locations.

> If M2 requests load tracking and carrier receives a load tracking request, such as an email, link, text, or other method, the load tracking must be accepted. Failure to initiate or accept load tracking or turning load tracking off may result in a fine or penalty up to \$200. If there are technical issues initiating the load tracking, the issue must immediately be brought to the attention of M2. Once the load is delivered, no undisclosed technical issues will be accepted. If tracking is not initiated prior to pick up, the carrier may be removed from the load.

### Other

> If you are transporting a load requiring temperature control, the readings from any temperature monitoring equipment placed in the trailer take precedence over the refrigeration unit of the trailer.

> Please be aware that your insurance coverage does not limit your liability. If you have exclusions or restrictions in your insurance policy including a policy with "named vehicles only", and you likely do, 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 us states otherwise.

> **Warning:** Re-brokering, assigning, or interlining of this shipment without prior written consent of M2 Logistics will void M2's obligation to pay your freight bill. You also agree to indemnify M2's customer and M2, from any other carrier or broker you have transferred this shipment to from attempting to collect freight charges from M2 or M2's customer.

> The rates and charges in this confirmation are contingent upon successful and on-time completion of all load terms as verbally stated, or written, in this document. Charges may be subject to a reduction if Carrier fails to complete any shipment terms, or if the load is picked up or delivered after the scheduled dates and times. Fines or penalties from \$50 up to \$750 per occurrence may apply.

> Carrier must submit freight bill, bill of lading, receipts, load confirmation and any other relevant shipment documentation to M2 by web portal, email, fax, or mail. Documents must be legible and include all pages and appropriate notations. Payment for loads with exceptions may be delayed.

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

> The rate accepted is for the transportation of the shipment. If certain characteristics change, such as pieces or weight, the carrier agrees the rate will not be changed as long as the changes still result in a legally transportable shipment (i.e., not over legal vehicle/road weight limits).



6pm

STRAIGHT BILL OF LADING--SHORT FORM  
ORIGINAL--NOT NEGOTIABLE

3167421

Name of Carrier ROYAL

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:

From Firstar Fiber - Omaha Phone No. (402) 894-0003 Date 12/24/2024Street 10330 "I" Street City Omaha County Douglas State NE Zip 68127

the property described below, in apparent good order, except as noted (contents and condition of contents of package unknown) marked, consigned and destined as shown below, 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 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 terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Souther, Western and Illinois Freight Classification in effect on the date hereof, if this is a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

This shipment is Essential Cargo - "in response to the Corona virus this load is exempt from parts 390-399 of the Federal Motor Safety Carrier Regulations (FMCSR)".

The 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 or 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.

Consigned to Midland DavisDelivering Carrier ROYAL Car or Vehicle Initials \_\_\_\_\_ No. H03259Purchase Order #/Release/BK #: 221150 | D51-18560 Other #:

No. of Pieces	Kind of Package, Description of Articles, Special Marks, and Exceptions	*Weight(Subject to Correction)
38	BMXP Baled Mix Paper	42,620.000 LBS.

All Shortages Must Be Reported Within 10 Days.

<p>Subject to Section 7 of Conditions of Applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.</p> <p>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</p> <p>_____ (Signature of Consignor)</p>	<p>Freight charges are PREPAID unless marked collect.</p> <p>CHECK BOX IF COLLECT <input type="checkbox"/></p>	<p>Received \$_____ to apply in prepayment of the charges on the property described hereon</p> <p>_____ Agent or Cashier</p> <p>Per _____ (The signature here acknowledges only the amount prepaid.)</p> <p>Charges Advanced:</p> <p>\$ _____</p>
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\* If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether it is carrier's or shipper's weight.  
NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \_\_\_\_\_ per \_\_\_\_\_.  
Liability Limitation for loss or damage on this shipment may be applicable. See 49 U.S.C. SS 14706(c)(1)(A) and (B).

The fibre boxes used for this shipment conform to the specifications set forth in the box maker's certification thereon, and all other requirements of the Consolidated Freight Classification.

Shipper Firstar Fiber, Inc.

Carrier \_\_\_\_\_

Per \_\_\_\_\_

Per \_\_\_\_\_ Date \_\_\_\_\_

Permanent post-office address of \_\_\_\_\_

12-26-24 *Chur*





**GREEN BAY PACKAGING**

GREEN BAY MILL DIVISION

**Scale Ticket PR-1026999**

**Mill Release D51-18560**

26 Dec 2024

1601 N Quincy Street  
Green Bay  
920-433-5000

GROSS	77080
TARE	34220
TRACTOR-IN	0
TRACTOR-OUT	0
ADJ	0 LBS
NET	42860 LBS

**SUPPLIER**

MIDLAND DAVIS CORP  
10330 I St  
Omaha, NE 68127

FREIGHT CARRIER  
M2 LOGISTICS INC (MTUS)

TRAILER  
03259

DRIVER  
R3

COMMODITY/GRADE  
MIX 54 - Mixed Recycled Paper

PACKAGING/UNITS  
0

WEIGHT LBS  
42860  
**42860**

**NOTES**

**RECEIVED BY**