



## INVOICE

**BILL TO:**  
JEAR LOGISTICS LLC  
100 BENEFITFOCUS WAY  
CHARLESTON, SC 29492

**INVOICE DATE:** 01/18/2025  
**INVOICE #:** B73525  
**TERMS:** NET 30  
**DUE DATE:** 02/18/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
01/17/2025		2100 Washington Blvd, Baltimore, Maryland 21230 - 249 Village at Glynn Place, Brunswick, Georgia 31525			
		Freight Income	1	\$1,600.00	\$1,600.00

TOTAL
\$1,600.00

**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: 958701</b>	
Joseph LaLonde		Phone:	(843) 884-2626 x382
MC Number: 627192		After Hours:	(843) 884-2626 x113
PMB 226		Fax:	(843) 535-8832
186 Seven Farms Drive Suite F		Email:	christiane@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:		Fax:	
Driver 2:		Driver Phone:	
Dispatcher:		Driver 2 Phone:	
		Dispatcher Phone:	
Carrier Rate:	<b>\$1,600.00 Flat</b>		
<b>Load Information</b>			
Trailer Type:	Van or Reefer	Trailer Size:	53
Weight:	~42000 lbs	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	Goodwill of The Chesapeake 2100 Washington Blvd. Baltimore, Maryland 21230	1/17/2025 FCFS 8:00 AM - 1:00 PM	
	<u>Commodity</u> Dry Clothing		
<b>Consignees</b>			
<b>Drop #</b>	<b>Consignee</b>	<b>Delivery Date</b>	<b>Delivery #</b>
1	Goodwill Brunswick 249 Village at Glynn Place Brunswick, Georgia 31525	1/18/2025 FCFS 9:00 AM - 3:00 PM	
	<u>Commodity</u>		

### Driver Instructions

\*\*Detention is paid after 4 free hours at \$25/hour not to exceed \$150 for both team and solo drivers. Truck order not used payments are \$150 and layovers are \$150 for both team and solo drivers. Any late WalMart deliveries are subject to OTIF fines (potentially % of COGS). FCFS facilities are not subject to detention pay unless carrier was given a ready time in writing and wait time exceeds 4 hours passed that time given.\*\* PODs must be submitted to the broker immediately to insure no damages/shortages. If not submitted any and all fines/costs for said OSD issues are subject to be paid by the carrier. Any unreported breakdowns, mechanical issues, or hours of service problems are subject to fines of \$1000 or more if resulting missed deliveries.

IF TEAM SERVICE IS REQUESTED AND NOTED ON THE RATE CON WE REQUIRE TEAM SERVICE ANY DELAYS BECAUSE TEAM SERVICE WAS NOT PREVIDED CAN RESULT IN A FINE OF BETWEEN \$500 AND \$1000 TEAM SERVICE IS DEFINED AS 1000 MILES TRAVELD A DAY.

Carrier must notify JEAR when checking in and out of shipper(s) and receiver(s) so JEAR Logistics can update the customer. Failure to notify 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 4 free hours. \$25/hour will be paid, and shall never exceed a daily maximum of \$150. Detention is only paid at appointment facilities and will not be paid if driver is late to appointment. Detention will never be paid at FCFS facilities. Detention requests must be submitted within 24 hours of delivery, a copy of BOLs and driver documents must be emailed within 24 hours with detention requests. 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) to ensure accuracy. Either driver or dispatch must call and speak with the broker once arrived at the receiver(s). Either driver or dispatch must call and speak with the broker before leaving the receiver(s) to ensure accuracy. If these calls are not

performed, fines may apply. Pictures requested for each load must be taken and sent to Jear before leaving the shipper/receiver. If pictures requested are not sent, deductions will be applied in the same manner. 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. If the carrier shuts down due to lack of hours after signing this rate confirmation, they are susceptible to fines. The carrier must not break the seal under any circumstances. If 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), 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. BILLS OF LADING MUST HAVE CASE COUNTS ON THEM. DRIVERS ARE RESPONSIBLE TO CALL ON ANY OVERAGE OR SHORTAGE OF PRODUCT UPON SHIPPING OR DELIVERY. DRIVER MUST LOAD EXACT PACKAGE COUNT/ PIECE COUNT AND CONFIRM PACKAGE COUNT/PIECE COUNT BEFORE LEAVING SHIPPER AND CONSIGNEE OR FACE FINES. FINES ARE AS FOLLOWS: \$200 FOR MISSED DELIVERY/PICKUP APPT, \$500 FOR EACH DAY TRUCK IS LATE.

Please Include load # 958701 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: Smith Dabic

Date Signed: 1/17/2025 10:51:14 AM

## This Shipping Order

must be legibly filled in, in ink, in Indelible Pencil, or  
in Carbon, and retained by the Agent.Shipper No. **B 33623**

Carrier No.

Date **1/17/2025**

TO: Consignee <b>Goodwill Inc.</b>		FROM: Shipper <b>Goodwill Industries of the Chesapeake, Inc.</b>			
Street		Street <b>800 Central Ave. Linthicum, MD 21090</b>			
Destination <b>BRUNSWICK, S.E.G.A.</b>		Origin			
Route		Emergency Response Phone No.			
Vehicle Number					
No. Shipping Units	HM*	Kind of Packaging, Description of Articles, Special Marks and Exceptions	Weight (subject to correction)	Rate	CHARGES
<b>52</b>		<b>paylords of Residential House WARES</b>	<b>26.000</b>	<b>EXP</b>	<b>1191</b>
<b>PO# 114643 - PO# 114645</b>					

When transporting hazardous materials include the technical or chemical name for H.S.S. (not otherwise specified) or generic description of material with appropriate UN or NA number as defined in US DOT Emergency Communication Standard (49 CFR 172.202). Provide emergency response phone number in case of incident or accident in box above.

REMIT C.O.D. TO: ADDRESS <b>Lois Brown</b>	COD Amt: \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$
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 _____	This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation. Signature _____	TOTAL CHARGES: \$ FREIGHT PREPAID <input type="checkbox"/> FREIGHT COLLECT <input type="checkbox"/> Check box if charges are to be collected

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated above 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, that every service to be performed hereunder shall be subject to all the Bill of Lading terms and conditions in the governing classification on the date of shipment.

Shipper hereby certifies that he is familiar with all the Bill of Lading terms and conditions in the governing classification and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

NOTICE: Freight moving under this Bill of Lading is subject to the classifications and lawfully filed tariffs in effect on the date of this Bill of Lading. This notice supersedes and negates any claimed, alleged or asserted oral or written contract, promise, representation or understanding between the parties with respect to this freight, except to the extent of any written contract which establishes lawful contract carriage and is signed by authorized representatives of both parties to the contract.

SHIPPER <b>Goodwill Industries of the Chesapeake, Inc.</b>	CARRIER <b>BRZ</b>
PER <b>C. BROWN</b>	PER <b>DAVID SHAKIRUN</b>
	DATE <b>1-17-25</b>

HAZARDOUS MATERIALS MARK WITH "X" TO DESIGNATE HAZARDOUS MATERIALS AS REFERENCED IN 49CFR 172.202.

Agent must detach and retain this Shipping Order  
and must sign the Original Bill of Lading.**2**