



INVOICE

BILL TO:

COMMODITY TRANSPORTATION SERVICES
LLC
4050 E. LINCOLN RD.
IDAHO FALLS, ID 83401

INVOICE DATE: 01/23/2025**INVOICE #:** R73909**TERMS:** NET 30**DUE DATE:** 02/23/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
01/21/2025		32126 General Thomas Highway, Franklin, VA 23851 - 4400 S. Charleston Pike, Springfield, OH 45502			
		Freight Income	1	\$1,100.00	\$1,100.00

TOTAL
\$1,100.00

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**



Commodity Transportation Services, LLC.

PO Box 460
Iona ID 83427

Carrier Confirmation

Order#: 254566 Zigi Freight, Inc dba Royal3 Inc *Factored*

Office: IN 602-313-8983
Sales Person: Ivan Martinez (317-789-7214)

Trailer Type Required: Van
Commodity: Peanut Butter
Shipper PU#: SPR-275419

Pay Breakdown

Total Pay: 1,100.00 USD

Pay Explanation: 1,100.00 flat rate

Shipper	2025-01-21 10:30 AM	Severn Peanut Co dba Hampton Farms 32126 General Thomas Highway Franklin VA 23851	BOL#: SPR-275419 Quantity: 40690 lb Appointment: yes, confirmed
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All Carriers are responsible for:
Securing the loads with load bars and/or straps to prevent shifting during transit.
Securing the trailer – Seals must be intact.

Communication –

We must be advised immediately if the carrier has any issue that might delay a shipment.
We must be advised immediately as to any damages, overages or shortages at the time of delivery. Also, please provide pictures of the product and BOL

Consignee	2025-01-22 2:00 AM	Aldi Springfield 4400 S. Charleston Pike Springfield OH 45502	BOL#: SPR-275419 Appointment: yes, confirmed
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****Driver must take photos of the product on the trailer and load securement immediately after getting loaded at each pickup****

Photos are needed in case Aldi charges a re-stack or any additional lumper fees. Without photos, Aldi may deny reimbursement for any additional lumper/unloading fees, thus making carrier responsible for additional fees.

CARRIER MUST SEND BOL TO CTSINDY@COMMODITYTRANS.COM BEFORE LEAVING SHIPPER AND MUST VERIFY THAT THE CORRECT PO#'S ARE SHIPPED. CARRIER IS RESPONSIBLE FOR CONFIRMING THAT THE CORRECT PRODUCT IS LOADED ON THE TRAILER.

ALL LUMPER FEE TRANSACTIONS AT ALDI'S DELIVERY LOCATIONS ARE STRICTLY BETWEEN THE CARRIER AND THE LUMPER SERVICE. IF THERE ARE ANY ADDITIONAL CHARGES (RESTACK FEES, PALLETS SHIFTS/LEAN, ETC.) FOR LUMPER SERVICES, PHOTOS OF THE PALLETS ON THE TRAILER MUST BE TAKEN AND SUBMITTED TO CTS AT THE TIME OF LOADING/UNLOADING TO BE ELIGIBLE FOR REIMBURSEMENT.

All load weights are subject to change after tender is issued. All carriers are required to scale a minimum of 43,000 lbs for refrigerated shipments and 44,500 lbs for dry shipments. Linehaul rates are paid by the truckload, not by weight. As such, if loaded BOL weight differs from tender weight, no additional compensation will be issued. Any attempts at extortion for additional compensation due to weight discrepancies will be met with reports to FMCSA, Carrier411, MyCarrierPackets, etc. Drivers are not expected to haul above legal axle or gross weights, and compensation will be issued if driver is loaded above legal weight and has to return to shipper to rework shipment.



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ALL LUMPER RECEIPTS MUST BE SUBMITTED WITHIN 7 DAYS OF FINAL DELIVERY IN ORDER TO BE REIMBURSED. LUMPER ADVANCES WILL ALSO BE DEDUCTED FROM LINEHAUL RATE IF RECEIPT IS NOT SUBMITTED IN A TIMELY FASHION

ALL PAPERWORK INCLUDING SIGNED BOLs/LUMPER RECEIPTS MUST BE SUBMITTED TO CTS WITHIN 7 DAYS OR CARRIER MAY BE SUBJECTED TO LATE FEE OF \$50.00/DAY

If carrier misses pickup/delivery appointment for any reason (excluding unavoidable circumstances such as weather delays, mechanical breakdowns, traffic, etc. as long as they are communicated in a timely manner) they will be subject to being short-paid up to \$250-\$500 per day at broker's discretion.

Automated tracking and responsive, proactive communication is a requirement for hauling this load. Carrier is required to accept Macropoint/Fourkites tracking link sent by broker, and must be actively tracking no later than two (2) hours before appointed pickup time. A non-compliance fee of up to \$25/day may be assessed at broker's discretion for each full calendar day the carrier rejects automated tracking while in transit. Carriers will not be eligible for detention if they reject tracking.

PROOF OF DELIVERY SUBMISSION REQUIRED WITHIN 24 HOURS OF DELIVERY TO BE CONSIDERED ELIGIBLE FOR ACCESSORIALS

Carrier Signature: Asta Mijao

CTS: _____

Driver Name: _____ Phone Number: _____ TK#: _____ TL#: _____

*****ALL TRAILERS MUST BE CLEAN AND ODOR FREE*****

PODs:

PODs and all related paperwork must be received by CTS within 24 hours of delivery. Unless otherwise indicated please email to accounting@commoditytrans.com

Invoicing:

Factored/Check Pay: Please email invoice and POD to accounting@commoditytrans.com.

Quick Pay: Please email invoice and POD to your Sales Person.

Reefer Unit Download:

All refrigerated trailers are required to have detailed unit-download capabilities, or carrier will be held liable for any claim. A detailed download includes set point, discharge, return air, run hours, RPM, error codes, and mode.

No Double-Brokering:

Double-Brokering is strictly prohibited. CTS reserves the right to pay the delivering carrier on any order that is found to be double-brokered.

Load Tracking:

Tracking via Fourkites is required on all loads.



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Perishable Quality Assurance Requirements And Stipulations:

Carrier is required to count and pulp all loaded product. Case count and pulp temperatures must coincide with CTS rate confirmation. Overages, shortages, and temperature discrepancies must be communicated with a live person at CTS before physically leaving location. Failure to comply with the previously referenced requirements can result in charge backs from the buyer which will be deducted from current, accrued, or future freight invoices from carrier. Delayed service by the carrier (both negligent and/or unauthorized) can result in reduction of freight charges owed to carrier due to decline in market value of product. Figures will be based on current USDA prices at time of delivery and buyer's ability to sell product. If the product is late or damaged and carrier wishes to have product placed on their behalf at a new consignee, the net return to the carrier will be based on a price after sale basis. Reefer breakdown, incorrect temperature or reefer setting (cycle vs continuous), failure to pulp product, and signing for poor conditioned product can result in a full claim to carrier. Any temperature variance that conflicts with the CTS rate confirmation or shippers BOL needs to be communicated to a live person at CTS immediately. Loading products at incorrect temperature, reefer unit malfunctions, and/or incorrect reefer settings will be the sole responsibility of carrier. **ALWAYS LOAD LAST 2 PALLETS ON SIDEWAYS NO EXCEPTIONS.**

Produce Loads:

Detention is not paid on any fresh produce loads

- Driver must pulp produce loads prior to loading to ensure proper temperature for transporting product.
- Carrier is responsible for count and quality of delivered product.
- The reefer unit must run on continuous at all times while loaded. If the reefer unit runs on cycle century at any time throughout transit carrier accepts all liability if rejected due to a temperature issues with product.
- You must call dispatch before leaving shipper and notify them if gross weight is less than 79,000 lbs. If the driver leaves without calling to verify shipment count then you are accepting responsibility for any customer short pay for short product.
- If there is a rejection that is not truck related the customer will pay \$2.00 per mile to relocate them to a re-consignment facility.

Carrier agrees that for the above sum, Carrier will provide transport services to CTS. Carrier agrees and understands that this is not a "trip lease" and that the Carrier is an "independent contractor" with it's own Motor Carrier Operating Authority. Carrier understands that all permits and taxes are it's sole responsibility. Carrier certifies that it maintains it's own current Cargo, Liability and Work Comp insurance including "reefer breakdown" coverage. An original Certificate of Insurance naming Commodity Transportation Services, LLC as certificate holder, a copy of Carriers operating authority and this signed contract must be on file at above address by payment date.

ECLIPSE ADVANTAGE, LLC**CORPORATE TAX ID# 90-0855928**

Receipt#	D12
Location	ALDISFOH
BillToCode:	CHECK
Check Number:	0
Date:	2025-01-23 00:00:00
Carrier:	ROYAL 3
Vendor:	HAMPTON FARMS
PO Number:	SPR275419.012325
Load Type:	08.01
Weight:	0
Number of Cases:	2727
Cash/Check:	\$90.00
Backhaul:	\$0.00
Addl Chgs:	\$0.00
CC Fee:	\$5.00
Contract Carrier:	\$0.00
LTL:	\$0.00
Vendor Invoice:	\$0.00
Total:	\$95.00
Supervisor:	CAUDILL

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CARRIER IS RESPONSIBLE FOR SEALING AND SECURING ALL LOADS

Appointment Time: 10:30 am
In Time: 12:14 pm
Out Time: 8:00 pm

CARRIER RESPONSIBILITIES

Appointment Times

This is to certify that the above named materials are properly classified, described, packaged, marked and labeled and are in proper condition for carriage under the terms of the applicable tariff provisions.

The first invoice used for this shipment conforms to the specifications set forth in the box maker's certificate thereon, and all other requirements of the Consolidated Freight Classification. Shipper's express in lieu of stamp, not a part of Bill of Lading.

When the goods are loaded or unloaded at the destination, the carrier's bill of lading must be presented to the consignee. 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.