



INVOICE

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

INVOICE DATE: 02/05/2025
INVOICE #: B75730
TERMS: NET 30
DUE DATE: 03/05/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
02/03/2025		3754 Hwy 8 S, Richardton, North Dakota 58652 - 6333 SE 62nd Ave, Milwaukie, Oregon 97222			
		Freight Income	1	\$2,900.00	\$2,900.00

TOTAL
\$2,900.00

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



JEAR Logistics, LLC		JEAR PO: 962694	
Lainey Gall		Phone:	(843) 884-2626 x350
MC Number: 627192		After Hours:	(843) 884-2626 x113
PMB 226		Fax:	(843) 823-6959
186 Seven Farms Drive Suite F		Email:	laurenm@jearlogistics.com
Daniel Island, SC 29492			
Carrier Information			
Name:	RIKI TRANSPORTATION INC. DBA BRZ	MC Number:	086875
Phone:	708-303-5150	USDOT:	3119062
Driver:	Yordany	Fax:	
Driver 2:		Driver Phone:	786-499-5010
Dispatcher:	Steve 708-852-5525	Driver 2 Phone:	
		Dispatcher Phone:	
Carrier Rate:	\$2,900.00 Flat		
Load Information			
Trailer Type:	Reefer	Trailer Size:	53
Weight:	less than 44,000lbs	Load Type:	Dry
Temperature:	dry *** All Temps in Fahrenheit ***		
Shippers			
Pick #	Shipper	Pickup Date	Pickup #
1	Stone Mill 3754 Hwy 8 S Richardton, North Dakota 58652	2/3/2025 FCFS 8:00 AM - 3:00 PM	once macro accepted
	<u>Commodity</u> FLOUR		
Consignees			
Drop #	Consignee	Delivery Date	Delivery #
1	Bob's Red Mill Natural Foods 6433 SE Lake Rd Milwaukie, Oregon 97222	2/5/2025 11:00 AM	ONCE MACRO ACCEPTED
	<u>Commodity</u> FLOUR		

Driver Instructions

CARRIER MUST SEND BOLs TO BROKER VIA EMAIL/TEXT BEFORE LEAVING THE SHIPPER, AND BROKER WILL CONFIRM IF GOOD TO GO. IF THIS IS NOT DONE, CARRIER IS RESPONSIBLE FOR ANY SHORTAGES/OVERAGES/TEMPERATURE/LOCATION ISSUES.

CARRIER MUST GO TO CLOSEST SCALE VIA GOOGLE IF WORRIED ABOUT WEIGHT. DO NOT GO TO A SCALE FURTHER AWAY OR YOU RISK THE SHIPPER CLOSING AND YOU WILL NOT BE REIMBURSED FOR MILEAGE IF YOU CHOOSE TO GO TO A FURTHER SCALE Carrier is required to provide empty scale ticket before loading. Failing to provide warrants the carrier is able to scale to at least 43,500lbs. If carrier fails to provide empty scale ticket, overweight issues are the responsibility of the carrier and can lead to claim for missed product. Carrier must provide scale ticket after loading. If carrier fails to provide, carrier is responsible for overweight issues and potential claims for cut or missed product as well as fees associated with bringing carrier back to legal weights

IF BROKER DOES NOT ANSWER WITHIN 10 MINUTES, CALL NIGHT DISPATCH NUMBER BELOW TO VERIFY QUANTITIES, TEMPERATURE, AND LOCATION. Night Dispatch: 843-884-2626 x113 Contact: Broker Lauen Moriarty : 843-290-3440 or laurenm@jearlogistics.com • PICKUP AND DELIVERY APOINTEMENTS ARE FIRM and must be adhered to o Late Delivery can result in claim for change in sale price/loss of sale • TIME IS OF THE ESSENCE with this delivery. Appointments are firm. Failure to deliver on time can result in a claim of the product for loss of sale. o In the event of a breakdown/emergency during transit, carrier is to notify JEAR immediately o ALL CARRIERS EXPERIENCING A BREAKDOWN/DELAY WILL BE REPOWERED BY JEAR IMMEDIATELY o Carrier will communicate trailer value at the time of tender o Failure to repower can/will result in late delivery, rejection, and loss of sale claim o The carrier exercises control of the transit route and is therefore able to plan for weather, traffic, and other events that may impact delivery DRIVER or TEAM DRIVERS MUST ACCEPT MACROPOINT OR BROKER CAN CANCEL LOAD WITHOUT NOTICE OR ENFORCE A \$500 FEE. MACROPOINT MUST BE KEPT ON AND IF IS TURNED OFF OR HIDDEN BY DRIVER, BROKER CAN CANCEL LOAD WITHOUT NOTICE OR ENFORCE A \$500 FEE. Check calls are required by 9am EST and by 8pm EST with current location and ETA to shipper/receiver. Failure to do so will result in voided detention, and a \$100 fine per check call that is not made. Check calls can be

made in form of email, text, or call to the contact information above. By signing this rate con, you confirm that your truck can haul a maximum weight of 43,500lbs. If product is shipped short or removed due to weight issues, carrier is responsible for any fines or deductions. Carrier must notify JEAR via email, call, or text (contact info above) when checking in and out of shipper(s) and receiver(s) so JEAR Logistics can update the customer. Failure to notify within 60 minutes will 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) or trucks that fail to notify JEAR within 60 minutes of checking in and out of shipper or receivers. If you deliver or pick up a load early or late without written approval by the broker, you will be fined \$500 per day it is picked up or delivered early or late. IF TEAM SERVICE IS REQUESTED AND NOTED ON THE RATE CON WE REQUIRE TEAM SERVICE. IF YOU PROVIDE FALSE DRIVER INFORMATION, OR IF IT COMES TO THE ATTENTION OF THE BROKER THAT YOU ASSIGNED A SOLO DRIVER TO A TEAM RATE, YOU WILL BE FINED \$1000. TEAM SERVICE IS DEFINED AS 1000 MILES PER DAY AT AN AVERAGE OF 50MPH AND DEFINED AS TWO DRIVERS IN THE TRUCK. Carrier must secure load with at least 2 LOAD LOCKS unless otherwise REQUESTED BY SHIPPER OR CUSTOMER OR BROKER, carrier will be held liable for any damages if they do not secure the load with load locks*** IF LOADING MELONS, BERRIES, ASPARAGUS ETC, PLEASE ENSURE THERE ARE LOAD LOCKS OR ANY OTHER TOOLS TO KEEP THE PRODUCT SAFE. YOU CAN REQUEST THESE FROM SHIPPER. IF REEFER IS NOT RUN CONTINUOUS AND THERE IS A TRUCK CLAIM, CARRIER IS FULLY RESPONSIBLE FOR THE FULL CLAIM. YOU MUST RUN YOUR REEFER AT CONTINUOUS THE ENTIRE LOAD. If an extra pick up or drop is added by the customer and it is within 10 miles, a flat rate of \$100 will be added. If it farther than 10 miles, a flat rate of \$100 plus the rate per mile based on the freight rate will be added. Driver may be responsible for driving to a nearby location to wash out trailer. Carrier is responsible for any fees as a clean trailer is required. Before the PU# will be released, carrier must submit photos of a clean trailer, airchute with no rips or tears, reefer keypad set to the rate con's temperature, ON CONTINUOUS, and side of truck showing MC number. If carrier does not provide these photos, they are responsible for any claims issues as well as a \$500 fee. DRIVER MUST ACCEPT MACROPOINT OR BROKER CAN CANCEL LOAD WITHOUT NOTICE OR ENFORCE A \$500 FEE. IF REQUESTED, driver must send pictures to 843-290-3440 or laurenm@jearlogistics.com to receive pickup numbers: - Inside of trailer showing air chute - Reefer keypad set to rate confirmation temperature (continuous) - Side of truck showing DOT number PLEASE NOTE: CARRIER MUST HAVE AN IN-TACT AIR CHUTE IN THE TRAILER OR THE CARRIER WILL BE RESPONSIBLE FOR ANY TEMPERATURE ISSUES THAT OCCUR AS A RESULT. **If reefer has plugs, plugs must be in so that no outside air is leaking into reefer** 53' Air-Ride Refer Trailer with Air Chute required. Seals are required on every trailer. The carrier is responsible for purchasing a seal if the shipper will not provide one. Once loaded, the carrier must mark the seal number on the BOLs and provide that number to the broker. 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. Refrigerated load held at BOL temp degrees continuously. DRIVER MUST PULP EVERY PALLET! IF DRIVER IS UNABLE TO GO ON DOCK TO PULP EVERY PALLET, CARRIER MUST NOTIFY JEAR IMMEDIATELY. PLEASE HAVE TWO TEMPERATURE RECORDERS (ONE IN THE MIDDLE OF THE TRAILER AND ONE ON THE NOSE). * Carrier to notify JEAR immediately if Temperature changes by more than 2 degrees. Trailer must be clean and free of odor at pickup. Pickup and Delivery times are firm. Carrier to notify Lauren @ 843-290-3440 immediately with any pick-up, over the road, or delivery issues. Carrier to email, call, or text when drivers arrive on site for pick up, when drivers are loaded, when driver arrives at receiver, and when driver is empty at the receiver. If there are any breakdowns, flat tires, or anything that would delay delivery, the carrier must IMMEDIATELY notify Lauren @ 843-290-3440 or laurenm@jearlogistics.com. Lack of communication that results in a late pick up or delivery will result in a MINIMUM fine of \$250, plus additional fees from either from the customer, shipper, or receiver, and that fine will be passed along to the carrier. Carrier/Driver is responsible for lumber fee at delivery location. JEAR will reimburse lumber fee with receipt turned in with bills** Problems, restacks, or other line items that are not associated strictly with unloading or loading will not be reimbursed. If carrier does not want to pay lumber on their own, and a COMCHECK is issued, there is a \$2.10 fee per COMCHECK. CARRIER MUST LOAD REQUIRED QUANTITIES OF PRODUCT AND HAVE THE CORRECT EQUIPMENT. CARRIER MUST CONFIRM TEMPERATURE, NUMBER OF TEMP RECORDERS, AND IF ADDITIONAL EQUIPMENT IS REQUIRED WITH BROKER BEFORE LOADING. IF A DIFFERENT TEMPERATURE IS LISTED ON THE BOL VERSUS THE RATE CON, OR IF CARRIER IS NOT COMFORTABLE WITH HOW THE PRODUCT IS LOADED, THE CARRIER MUST NOTIFY THE BROKER BEFORE LEAVING THE SHIPPER. IF CARRIER DOES NOT CONFIRM WITH BROKER THEN CARRIER IS RESPONSIBLE FOR RESULTING DAMAGES. Invoices will be paid on Copies, but Originals MUST be mailed. DETENTION AT FCFS IS PAID AFTER 8 HOURS OF FREE WAITING- AFTER THAT, IT IS \$25/HR UP TO 4 HOURS. DETENTION AT APPT IS PAID AFTER 4 HOURS OF WAITING AT \$25/HR UP TO 8 HOURS. Layover - \$150/day, detention and layover are not eligible to be billed concurrently Truck Ordered, Not Used - \$150. Will be issued if requested within 12 hours, and the load is canceled after the equipment has been confirmed empty and in route to the shipper, tracking accepted and HVL photos sent if requested. . * Accessorial Requirements ***- Carrier must present BOL with signed IN/OUT times from valid shipping or receiving employee. Carrier must be on time for scheduled shipping and delivery appointments Carrier must notify JEAR Logistics via email 1 hour prior to the start of detention All detention requests must be made via written request within 24 hours of the occurrence IF CROSSING INTO CANADA, WE HAVE NO CONTROL OVER THE BORDER FACILITIES AND CANNOT EXTEND DETENTION FOR TIME SPENT AT BORDER FACILITIES. If the MC being used on this load has ran less than 5 loads with JEAR Logistics, or if this load is deemed as a "High Value Load" accordingly to JEAR Logistics, the broker and JEAR Logistics may withhold pick up information and pick up number(s) if the below is not received from the carrier's MC# who is on this load, prior to dispatching the truck: - Carrier411 information verified, all emails and phone numbers, by broker or JEAR Logistics Carrier Team - Pictures before loading, preferably on the day of loading: 1) clean and empty trailer showing an in-tact and working air-chute 2) Side of the truck showing the name of the carrier and DOT number matching the carrier's MC# who is on this load 3) reefer keypad (if reefer load) showing the reefer is set on the agreed upon temp in this rate confirmation, the reefer is on the continuous setting, and the box temp is cooling down. - Pictures immediately after loading 1) BOL received from the shipper 2) Loaded product before trailer doors are closed, ensuring pallets and all product is secure 3) locked trailer with seal secured ON the trailer where seal numbers can be seen so broker can match the numbers printed on the BOL If any of the above is not received by the broker or JEAR Logistics in timely manner, the carrier may be taken off this load without compensation, detention, truck order not used. Contact: 823-884-2626 (x105) /invoices@jearlogistics.com Fax: 843-606-5291 for payment, invoicing, or any other questions after the load is delivered. Night Dispatch: 843-884-2626 x113 Contact: Broker Lauren Moriarty : 843-290-3440 or laurenm@jearlogistics.com

Please Include load # 962694 ON ALL INVOICES.

Invoices will be paid on clear, signed copies sent by email to: 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: 2/3/2025 9:42:32 AM

terraingredients

by agmotion

BOL# BL007400 Load# 601496-9	BILL OF LADING - SHORT FORM - NOT NEGOTIABLE		Organic Transportation Document
Ship From		PO# 16223860	
Stone Mill, LLC 3775 Hwy 8 Richardton, ND 58652 (701) 974-2106			
Ship To		SEAL # 001678	
Bob's Red Mill 6433 SE Lake Rd. Milwaukie, OR 97222		Trailer Number: 03246 Vehicle Number: 827	
Special Instructions: Driver to contact broker for shipping orders		Date: 03-Feb-2025	

CUSTOMER ORDER INFORMATION

Commodity/Lot#	Units	Weight (lbs)	Pallet/Slip (circle one)	Additional Shipper Info
Flax Brown Conventional Lot# 31-94783	22 x 2000 LB Tote	44,000	<input checked="" type="radio"/> Y <input type="radio"/> N	40X48 Pallets / Slipsheets/Banded
Grand Total:		44,000		

Clean Trailer Information

Prior to Loading the trailer was: Air Blown

Scale Ticket #	Gross Weight:	79,320 LBS
ST030725	Tare Weight:	34,200 LBS
95368	Net Weight:	45,120 LBS

RECEIVED X 22 TOTES
2/5/25 JGHA. / JWH

Shipper: Stone Mill, LLC

Transport Firm: BRZ

Shipper Signature/Date

Driver Signature/Pickup Date

[Signature] 2-3-25

[Signature] 2/3/25

Driver and associated transportation firm agree to protect the integrity of the product and assume all liability and responsibility for all damages incurred during the transportation or as a result of transportation. These damages include but are not limited to moisture, equipment failure, dirty equipment, debris or product in any part of the truck from previously hauled loads. Driver acknowledges that the product requires properly placed load locks to secure product in place and prevent shifting during transport.