



INVOICE

BILL TO:
FOODMASTER LOGISTICS LLC
7202 S BENEVA RD
SARASOTA, FL 34238

INVOICE DATE: 06/04/2025
INVOICE #: R94006
TERMS: NET 30
DUE DATE: 07/04/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
06/03/2025		678 Brockman McClimon Rd, Greer, SC 29651, USA - 4300 Williamsburg Ave, Richmond, VA 23231, USA			
		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



Foodmaster Logistics

601 S Osprey Ave

SARASOTA, FL 34236

Docket: MC00406237

Phone: FL (941) 210-3515, KS (316) 337-5242

RATE CONFIRMATION

Load #: 123408670
Date: 5/30/2025
Equipment: Full
Trailer Type: Van
Weight: 31,500 lbs
PO #: 643542852
Temperature:

Carrier Information

ROYAL3 INC
6850 W 63RD STREET
CHICAGO, IL 60638

Phone: (630) 485-7370
Fax: (630) 485-6980

Driver Name: Christian
Driver Phone #: (219) 343-1581
Trailer #:
Truck #:

Reference Numbers

MKM-S-0625-3181167 (Shipment ID) 643542852 (BOL)

Stops / Actions

Action	Date / Time		Location		Contact
Pickup	6/3/2025 1:00 PM - 1:00 PM		MQS - Greer 678 Brockman McClimon RD Unit D GREER, SC 29651		Primary Contact:Chris Phone: (864) 800-7330
Pickup Appointment:	-				
	Pickup Notes:				
Delivery	6/4/2025 8:00 AM - 8:00 AM		Stone Brewing Co 4300 Williamsburg Ave RICHMOND, VA 23231		Primary Contact:Chris Phone:
Delivery Appointment	-				
	Delivery Notes:				
Handling Units	Package Type	Pieces	HAZMAT	List of Items	Total Weight
1	Truckload	1		empty kegs on pallets 0x0x0in	31,500

PICKUP INSTRUCTIONS:

DELIVERY INSTRUCTIONS:

Rate: USD \$1,100.00

TOTAL: USD \$1,100.00

TERMS AND CONDITIONS: Carrier agrees to abide by all terms and conditions of the Foodmaster Logistics, LLC Carrier Service Agreement. Carrier warrants that it is duly and legally qualified to provide the transportation services described herein and holds at least \$1,000,000 in auto liability, cargo insurance of at least \$100,000, comprehensive general liability insurance, including contractual liability coverage, with minimum limits of \$1,000,000 per occurrence and workers Compensation and Employer's Liability insurance in such amounts as may be required by applicable statutes. If, for whatever reason, carrier does not have legitimate or valid insurance, Carrier will be held liable for any and all damages or costs associated with the transportation of freight. If any fines, fees or additional instructions are listed above in the pick-up/delivery notes or instructions, they supersede any fines, fees or instructions listed below. An additional rate confirmation with fines and fees attached does not have to be signed and approved by carrier if any of the occurrences stated herein are provable given technology or documentation and are considered valid. PODs/BOLs must be signed and sent to sales@foodmasterlogistics within 24 hours of delivery or a \$100 fee will be applied. For missing PODs, a 10% fee of the total carrier bill will be applied per week, or fraction thereof, to all carrier bills. A minimum charge of \$250 shall be applied to missed appointments and late arrival to times presented on the rate confirmation for pick-up, delivery and any stops in between, with a separate charge for each occurrence. If carrier misses a pick-up or delivery appointment and that results in any per diem owed, the carrier will be liable and responsible for paying for those fees accrued. No detention or layover shall be paid on missed appointments or late arrivals. \$150 will be applied to carrier for not accepting or during the course of transit, denies or turns off. Macropoint tracking or any other type of tracking requested by broker. If trailer is dropped at any point during the transit of shipment and a replacement or supplemental truck is dispatched to haul the remaining transit of load and the broker is not notified either before booking the shipment (if switch was premeditated), or not notified after a breakdown or mechanical issues etc. (if replacement was needed due to truck/trailer issue) that would validate the need for a replacement truck, carrier forfeits any and all payment for hauling the shipment. A \$100 fee will incur, if a replacement or supplemental truck is used to complete transit of a shipment and the broker is notified, agrees and is given all information of supplemental truck and driver prior to booking the shipment or immediately after the issue that would deem a replacement truck necessary to complete the shipment. BOL/POD must be sent to broker prior to leaving shipper, for REEFER loads proof of temperature must be sent to broker prior to leaving shipper, POD must be sent to broker prior to leaving receiver; failure to do so will result in \$100 fine for each occurrence. For DRAYAGE unless otherwise stated above in pickup/delivery notes, port detention only paid after 2 hours, based off TIR times at \$50/hour. For drayage loads, shipper/receiver detention paid after 2 free hours at \$50/hour. For non-drayage load, detention is determined at shipper's discretion and must be negotiated through broker. Dispatcher/Driver must submit morning update to broker, by 10am EST, of truck location and ETA for delivery for a shipment that is hauling overnight or for more than 24 hours, \$100 fine if not completed. FCFS pickups/deliveries will have no detention paid until driver has been at loading/receiving door for more than 2 hours, proof must be noted by shipper/receiver on BOL/POD. For team loads both drivers MUST check in at shipper/receiver and provide proof of ID to be documented on BOL/POD, failure to do so will result in load paying at solo driver rate, mentioned in pickup/delivery notes above. If a carrier does not pay a lump sum fee themselves, to be reimbursed to them after delivery, and requires a comcheck be processed in order to pay lump sum fees at time of pick-up or delivery, then a \$10 processing fee will be charged to the carrier for every \$500 spent on a comcheck (\$10 fee for \$0-\$500, \$20 fee for \$500-\$1000 etc.). A \$100 charge will be applied for failure to submit lump sum receipt to broker and sales@foodmasterlogistics.com within 1 hour of lump sum transaction. Accessorial charges must be stated above or agreed to in a subsequent signed rate confirmation between Broker and Carrier. Carrier must submit signed carrier confirmation with Carrier's invoice, a legible copy or original proof of delivery signed by the receiver, as well as all lump sum receipts and any other documentation that would affect compensation. Unauthorized delayed service shall be charged to Carrier, not to exceed the actual charges assessed against Broker for which Carrier's actions are at fault. Carrier is prohibited from subcontracting this Load to any other Carrier or broker. Broker reserves the right to pay the delivering carrier directly and Carrier named below shall remain primarily liable as provided herein. Carrier shall defend, indemnify and hold harmless Broker, its shipper customer, and the bill of lading parties from any claims, actions or damages, arising out of Carrier's performance hereunder, including damages of any kind asserted against Broker for negligent hiring of Carrier, cargo loss and damage, theft, delay, damage to property, and personal injury or death. Carrier represents it has adequate coverage for towing and any towing invoice in excess of coverage shall be Carrier's sole responsibility. Broker shall be permitted to offset carrier payables for any loss, delay, shortage or damage. Carrier agrees that any loss or damage to customer's food grade cargo shall be considered a total loss. Carrier forfeits its right to be paid if trailer arrives with a broken or tampered seal. Carrier forfeits its right to be paid in the event Broker's freight is held hostage (hostage in this case is defined as "refusing in any way to deliver goods in a carrier's possession while in route to a delivery until shipper/broker pays an unreasonable amount of money or perform such tasks that are outside of regular industry-standards, such as reasonable layover fee, customer approved detention rate with 2 hours free, etc. Hostage loads, under the previously stated circumstances, if not dropped off at destination at agreed upon time will be considered stolen and the local law authorities, DOT and FMCSA will be notified immediately. Any rate confirmation sent by broker to carrier after carrier refuses to deliver load, for whatever reason, is null and void. All claims for additional compensation on a load, given the fact that load details were different than rate confirmation (weight, count of product, etc.), cannot be claimed and negotiated with customer shipper until load has been dropped and completed, and any claims for more money must be reasonable among industry standards once differing information is verified through documentation and carrier must do due diligence in verifying the differences before leaving the shipper or transporting the shipment for an extended distance or period of time and notify broker immediately upon any suspicion of differing information so that customer can be contacted immediately (such as going to weigh station, counting products, etc.). Failure to notify broker upon in a timely manner to mitigate the situation forfeits carrier's right for additional payment. If location of carrier and freight are in question, carrier

agrees to allow Foodmaster to investigate by any means necessary and will cooperate with any reasonable requests presented to determine the location. Failure to do so will result in non-payment of entire shipment and subsequent FreightGuards/police report filed. Carrier payment terms are net 30 days from the date Broker receives Carrier's invoice, a legible copy or original proof of delivery, matching confirmation and reimbursable receipts. If Fuel Surcharge is not separately stated, then Flat Rate is all inclusive. The Carrier, and any connecting Carrier, shall not receive for transport any freight that shall be excluded from coverage under its primary cargo policy. Delivery and pick-up dates and hours will not require the driver to violate hours of service regulations. In the occurrence a truck/trailer breaks down on shipper or receiver property, the carrier is responsible for removing the equipment within 24 hours or property manager has the right to notify local authorities to remove or Foodmaster may contract towing company to remove but cost of tow will be deducted from carrier invoice. Per diem charges accrued by the carrier's inability to perform will result in the carrier being responsible for the charges. Routing instructions are for informational purposes only. If a load is cancelled by carrier the same day as date of the pick-up, the carrier is held liable for a \$250 cancellation charge to be billed separately from the shipment charge. Failure to pay \$250 for cancellation fee will result in a FreightGuard report until fee is paid. Detention rates are on a per customer basis based on customer policy. A 5% fee will be assessed to all invoices that are paid through Quickpay (within 7 days of receiving all load paperwork) and carriers must be approved for Quickpay through the accounting department prior to moving the load to be eligible. Any charges or non-payment applied to broker by customer (shipper or receiver) that is accrued due to carrier's actions (late, damage, etc.) will be applied directly to the carrier. If broker is not paid for a shipment, then the carrier will not be paid. Picking up a load dispatched via a rate confirmation without signing the rate con and returning it to the broker, proves intent to sign and automatically binds the carrier to this agreement. Make sure to verify authenticity of this load by confirming the individual you booked this load with is an authorized agent associated with our company through Carrier411 or SAFER and is booked with an individual through a foodmasterlogistics.com email address. Failure to do so can lead to fraud or scam and Foodmaster will not be liable for any payment, whatsoever.

**Please sign and email back to broker you booked this shipment with: Kendrick Douglas,
kdouglas@foodmasterlogistics.com, (316) 337-5242**

If any issues with load, please immediately contact broker listed above.

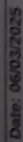
Email invoices, POD and all receipts within 24 hours to: sales@foodmasterlogistics.com

Payment status inquiries can be sent to: ap@foodmasterlogistics.com

Carrier	<u>Mack Petkovic</u>	Driver Name:	_____
Signature:	_____		
MC#:	_____	Driver Phone#:	_____

Please call the broker you booked this shipment with immediately with any questions, concerns, or problems!

Send Invoicing within 24 hours to : sales@foodmasterlogistics.com
Or mail to: Foodmaster Logistics | 601 S Osprey | SARASOTA, FL 34236
Load #: 123408670 Pick-up Date: 6/3/2025



BOL #:
643542852

Services: **Shipment**
ID: **MKM-S-0625-3181167**

PALLETS MUST BE TRIPLE STACKED AND SECURELY WRAPPED

SHIP KEGS IN FULL PALLET QUANTITIES ONLY UNLESS OTHERWISE AUTHORIZED BY MICROSTAR

ONLY SHIP WHAT IS LISTED ON THE BOL

If Quantity Listed Is not available, please contact logistics@microstarkegs.com

Qty	Type	Weight	Commodity Description	LTL ONLY
2000	SB	31500.00 lb	Commodities requiring special or additional care or attention in handling or stowage must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(a) of NMFC item 260.	CLASS
		31500.0	EMPTY 1/600l (5.16 gal) Beer Keg	174610-7 92.5
			GRAND TOTAL	

CARRIER SIGNATURE / DATE		HANDLING UNITS/PALLETS	30	CARRIER SIGNATURE / PICKUP DATE	
<i>[Signature]</i> Date <i>6-3-25</i>					
Signature		Time Departed		Pieces CTG	Date
Time Arrived					Weight

Chris Vanecko
me Brawley
6-3/25