



Rate Confirmation Load 29939798

Send invoices to:
CarrierInvoices@coyote.com
960 Northpoint Parkway
Suite 150
Alpharetta, GA 30005

877-6COYOTE
(877-626-9683)

Cust Requirements

Equipment	Van, 48'
Pre Cooled Temp	None
Load Temp	None
Tarps	Undefined
Value	\$100,000

Booked By

Danny Matkovic
Dan.Matkovic@coyote.com
Phone: +1 (773) 365 6256
x6256
Fax: +1 (773) 365 4256



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CoyoteGO

Today!

- Dispatch
- Send updates
- Check in
- Submit paperwork

Available for An-
droid or iPhone,
at App Store or
Google Play

Load Requirements

Tech Tracking Required Seal

Equipment Requirements

Food Grade 2 Load Locks No Roll Door No Lift Gate Scale Up To 45,000 Pounds Slidable Tandems

Notes

All Van/Container loads MUST be sealed at origin either by shipper or driver with a seal number noted on bill of lading. The driver is responsible for re-sealing the trailer after each pickup/drop on a multi-stop shipment. In the event a shipment that was sealed at origin or after each additional pickup/drop arrives at the destination with a tampered seal or without the seal intact then (i) the Carrier shall be liable for any shortage or damage claims with respect to such shipment and (ii) the shipper shall have the right, in its sole discretion, to deem the entire shipment damaged, adulterated/contaminated and unsalvageable, without the need for any inspection and the Carrier shall be liable for the full value of the shipment. Carrier is required to weigh shipment within 50 miles of departing each shipper. If carrier fails to weigh shipment within 50 miles of departing each shipper, any citations/expenses incurred due to the equipment and/or shipment weight will be the carrier's sole responsibility. Carrier must meet and comply to shipper requirements at the facility. All drivers must wear masks or facial coverings to the extent required by laws or facilities. **Carrier must be in full compliance with the Food Safety Modernization Act (FSMA), if applicable. By accepting the shipment, Carrier agrees that the driver has consented to receiving text messages and/or phone calls from or on behalf of Coyote.**

Approval for payment of detention is contingent upon the following eligibility requirements:

- 1) Carrier must report facility departure time and total detention hours within 24 hours of shipment delivery at the final facility.
- 2) Carrier must provide proof of the on time arrival and departure times in the form of a BOL or other shipping document with arrival and departure times notated by facility within 24 hours of shipment delivery at final facility.

Route Directions

Carrier acknowledges that any routing instructions from the shipper herein are being provided for convenience only, and the Carrier may choose the route.

Signature Line

By signing below, GTT Freight Corp agrees to the terms and conditions set forth below and provided herewith, if any.



Rate Confirmation

Load 29939798

Stop 1: Pick Up

Pick Up 29114481
Numbers
Confirmation None
Numbers
Facility BRWY-- Cartersville
Address 100 BUSCH DR NE
Cartersville, GA 30121
Contact BRWY-- Cartersville
Phone None

Appointment Scheduled For
Wed 09/20/2023
at 19:00

Driver Work
No Touch
SLIC
N/A

Facility Notes

-***Do NOT sign paperwork until legal on ALL AXLES, If overweight request product to be removed/reworked before leaving. CANNOT check back in
-If driver sign's off on paperwork and leaves, they are agreeing to weights and any costs thereafter are at the expense of the carrier!
-Confirm seal is intact before signing paperwork!
-***IMPORTANT: Empty truck and trailer must equal: Dry 33,500 lbs - Reefer 35,500 lbs - If scaled in overweight, will have \$50 charge deducted from carrier rate.
-If picking up from an Anheuser Busch Brewery, use the below link to to save time on the check in/out process. Each driver will have to create an account if they do not already have one.
<https://budexpress.readyags.com/signup>

Stop 1 Requirements

Strict Appt Legal Scale On Site 50% Tank Of Fuel At Shipper Loaded To Legal Weight English Speaking

Commodity	Packaging	Load On	MinWt	Exp Wt	Pieces
Beer	Pallet		44,000 Lbs	45,499 Lbs	1

Directions are provided for convenience only. The Carrier may choose the route.

From Atlanta, GA:

75 N get off on exit 296
Go east of exit to first traffic light (Busch)
Take right on to Busch
Brewery is located on the left hand side on Busch
Make sure to enter the inbound driveway on the outer edge so you can scale.
Carriers may also call 877-6-COYOTE for directions if needed.



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Stop 2: Delivery

Delivery Numbers	29114481	Appointment Scheduled For	Facility Notes
Confirmation Numbers	None	Fri 09/22/2023 at 05:00	**Carrier must be on GPS tracking through out the entire load** -Any delays to delivery must be notified to Coyote
Facility	Suncoast Beverage Sales Llp	Driver Work No Touch	
Address	2996 HANSON ST Fort Myers, FL 33916	SLIC N/A	
Contact	WSLR-- Suncoast Beverage Sales Llc		
Phone	None		

Stop 2 Requirements

English Speaking

Commodity	Packaging	Load On	MinWt	Exp Wt	Pieces
Beer	Pallet		44,000 Lbs	45,499 Lbs	1

Charges

Description	Units	Per	Amount
Flat Rate	1.00	\$1,348.720	\$1,348.72
Fuel Surcharge	627.00	\$0.640	\$401.28

Total			USD \$1,750.00

Contact

Send invoices to:
**960 Northpoint Parkway
Suite 150
Alpharetta, GA 30005**

Please contact Coyote
at 877-626-9683 if the
charges are incorrect.

Agreement

Carrier GTT Freight Corp
USDOT 3723304
Phone None
Email lopez1.gtt@gmail.com
Fax None

Broker Coyote Logistics, LLC
Rep Danny Matkovic
Title Manager
Phone +1 (773) 365 6256 x6256
Fax +1 (773) 365 4256
Date 09/19/2023 08:27



Rate Confirmation

Load 29939798

By signing below, GTT Freight Corp agrees to the terms and conditions set forth below and provided herewith, if any.

Name and Title (Print)

Signature

Date

PLEASE SIGN THIS AGREEMENT AND EMAIL TO Dan.Matkovic@coyote.com

Coyote Logistics, LLC is an Equal Opportunity Employer

Terms and Conditions

The Broker-Carrier Agreement or Carrier Agreement (in each case, the "Agreement") between Coyote Logistics, LLC, a Licensed Property Broker - USDOT # 2236410, and GTT Freight Corp is amended by the verbal agreement between Danny Matkovic of Coyote Logistics, LLC hereafter referred to as BROKER, and Davif Lopez of GTT Freight Corp hereafter referred to as CARRIER, dated 09/19/2023.

This confirmation is subject to the terms of the Agreement and this document constitutes an amendment thereto. If the CARRIER has not signed the Agreement, then the rate shown above is the agreed individually negotiated rate and no other rate shall apply including any carrier tariff rate or terms.

THIS LOAD SHALL NOT BE DOUBLE BROKERED. No additional charges not listed above may be added by the CARRIER. Any additional charges must appear on a revised confirmation sheet signed by the BROKER. CARRIER must include signed copy of the shipper's bill of lading and any other proof of delivery with invoice to BROKER. Rates, except as specifically designated above, are inclusive of any fuel surcharge. CARRIER certifies that it is in compliance with all requirements of the California Air Resources Board (CARB) that are applicable to the scope of CARRIER's operations, including, but not limited to: Statewide Truck and Bus Regulations, Transport Refrigeration Unit (TRU) Regulations, Tractor-Trailer Greenhouse (GHG) Gas Regulations, and Drayage Truck Regulations. CARRIER also warrants that it is in compliance with any comparable requirements of the Environmental Protection Agency (EPA) and other states, where applicable. CARRIER shall be responsible for any fines imposed on BROKER and/or shipper resulting from noncompliance.

CARRIER hereby confirms that it maintains applicable and valid insurance without exclusions that would prevent coverage for the items listed above. CARRIER has at least \$100,000.00 in cargo insurance and \$1,000,000.00 in automobile liability coverage. CARRIER further confirms that in transporting the shipment described hereinabove, it will comply with all U.S. DOT and FDA regulations applicable to its operations while transporting said shipment, including, but not limited to drivers' hours of service, and the Food Safety Modernization Act (FSMA), if applicable. CARRIER agrees to the attached requirements from the shipper, if any.

ALL LOADS ARE SUBJECT TO ELECTRONIC TRACKING

By accepting this shipment, CARRIER agrees that it has obtained a written agreement from each driver transporting a shipment tendered by BROKER to CARRIER pursuant to the Agreement in which each driver provides all necessary consents to (i) receiving text messages and/or phone calls from or on behalf of BROKER and (ii) allowing BROKER or its vendor to track such driver's location while transporting such shipment. CARRIER shall comply with all applicable laws relating to the collection, use, storage, retention, disclosure, and disposal of any information CARRIER provides to BROKER, including information regarding the drivers transporting shipments. CARRIER shall indemnify, defend, and hold BROKER and its affiliates harmless from and against any and all claims, damages, liabilities, losses, actions and expenses (including attorneys' fees) arising out of or in connection with CARRIER's breach of this Section. This Section shall survive the expiration or termination of the Agreement between BROKER and CARRIER.

Operating Parameters Anheuser Busch ("AB")

Carrier shall adhere to the following customer requirements:

- (1) Trailers transporting Consignor's draught beer must be refrigerated and capable of maintaining an inside temperature of 36°F.
- (2) Trailers shall be specially equipped with a bulkhead bracing system, if reasonably available. Floors and frames of trailers must be capable of supporting a fully loaded double pallet forklift truck (approximately 15,000 pounds) and the carrier's equipment shall not exceed a combined gross vehicle (tractor/trailer) empty weight of 33,500 lbs. for non-refrigerated equipment. The combined gross vehicle (tractor/trailer) empty weight shall not exceed 35,500 lbs. for refrigerated equipment.
- (3) The driver shall be responsible for (i) placing cardboard separators and void fillers in the trailer, as needed (separators and void fillers to be provided by Consignor), (ii) securing the load with two (2) restraining bars or other similar devices placed in the rear of the trailer and assisting with loading, as requested, (iii) ensuring that the load is properly and legally distributed on the trailer to provide legal axle weight, (iv) sliding the tandem axles to the rear of the trailer and locking them in place prior to placing the trailer on AB'S lot, and (v) verifying the load count; provided, however, such carriers agree that each will use the spotting service, if any then servicing AB'S premises, on each carrier's behalf, to load and/or secure cargo on such carrier's trailers and to provide the other services set forth above. To the extent there are any spotting services utilized hereunder, Carrier agrees to indemnify and hold Consignor harmless from any and all claims arising out of or in any way related to such spotting service's services hereunder, including, but not limited to, improper loading or failure to secure the cargo. In the event a spotting service is used hereunder, each carrier shall deliver equipment to a designated location[s] on Consignor's premises at such times and such manner to enable the spotting service to perform its duties in an expeditious manner.

Carrier Service Requirements

Carrier shall comply with the additional service requirements below:

Trailer Pools (for asset-based carriers) - Provide a trailer pool up to 2.3 to 1 ratio (Trailers to Loads) for dry vans and 1.5 to 1 ratio for reefers, as space allows. The number of loads will be the daily average number of loads hauled by location Monday through Friday. Trailer pool requirements will be communicated at the end of the bid process and will be monitored throughout the year.

On Time Pickup -

- Carrier will ensure that Drivers check in at or before the scheduled pickup time ("Pickup Time") to be considered on-time for pickup. Empty trailers should be available a minimum of four (4) hours before the pickup time. Pickup times may be adjusted via the Pull Time Change Bot. AB will track shipments and will analyze this data to ascertain Carrier performance in relation to KPIs. Carrier shall use commercially reasonable efforts to ensure that shipments are pulled at their scheduled Pickup Time but in no event more than twelve (12) hours after their scheduled Pickup Time.
- AB reserves the right to unload trailers that have not been picked up within forty-eight (48) hours in case of packaged beer and within twelve (12) hours late in case of draught beer. AB also reserves the right to assign the shipment to a different carrier, without charge or penalty to AB, if Carrier does not pick up the shipment within a reasonable period of time as determined in AB's sole discretion.

On Time Delivery – Carrier will ensure that at least 95% of the shipments will be delivered on the date calculated by AB. The delivery date calculation is a function of scheduled pool time, transit time and destination receiving hours.

Consignee Appointments – Some wholesaler consignees require appointments for delivery. General guidelines expected for maintaining appointments with those facilities are as follows:

- Broker/Carrier shall schedule delivery appointments in accordance with the requirements of appointment-only

wholesalers.

- If Carrier expects delivery date changes, Carrier will contact Broker to cancel existing appointment and reschedule a new appointment.
- If Broker/Carrier's shipment is cancelled, Broker will cancel appointment for delivery in order to free up that slot for another carrier.
- Broker/Carrier shall avoid setting up duplicate appointments for the same shipment in order to keep the schedule free for other carriers to utilize appointment slots.

Weight - AB's overall payload weight goal for OTR shipments is 46,300 pounds. In order to avoid rework at the dock, Carrier agrees it shall not send overweight tractors to AB's facilities and will use reasonable efforts to maintain a consistent weight among all incoming shipments.

The combined gross vehicle (tractor/trailer) empty weight of the equipment shall not exceed 33,500 lbs. for non-refrigerated equipment. The combined gross vehicle (including both the tractor and trailer) empty weight of the equipment shall not exceed 35,500 lbs. for refrigerated equipment. If Carrier exceeds the applicable maximum equipment weight stated above, Shipper reserves the right to make a pro-rata adjustment to the pricing. Anheuser Busch reserves the right to charge the carrier \$50 per shipment that violates the above stated weight policy by more than 1,000 lbs.

Adjustable 5th wheels are strongly preferred to accommodate axle weight distribution. AB will target to maximize payload up to 80,000 gross vehicle weight. Shipments that reach the scales less than 78,000 lbs may be required to return to the dock for additional pallet[s] of beer.

Drivers may be requested to slide tandems in order to achieve legal axle weights. Tandems must be slid in designated areas and **NEVER ON BREWERY SCALES**. Please note that AB maximizes payload weight based on the weight of Carrier's tractor and trailer for each individual load and is generally not able to accommodate a request to limit payload to a specific preferred maximum.

Cleanliness - Trailers should arrive at AB's facilities prepared to haul food products. They should be swept clean, free of odor and safe, with the tandems slid to the far rear of the trailer. AB requires that rejected trailers be repaired or replaced within twenty-four (24) hours. Minor repairs are allowed to be completed in designated areas on brewery premises.

Carrier shall comply with the FSMA rule on Sanitary Transportation of Human and Animal Food (the "Sanitary Transport Rule") ensuring that its drivers and any personnel that transport or handle tender or otherwise perform any services as contemplated hereunder with respect to tender ("Food Handlers") are trained and experienced in the handling of all shipments tendered. Carrier must acknowledge that the Goods may include Food Products and that the transportation of Food Products requires a high degree of care in order to prevent possible adulteration, contamination or degradation of product quality, which could have a detrimental effect on SHIPPER's reputation and image in the marketplace as well as potential exposure for product liability. Carrier specifically acknowledges and agrees that Carrier is responsible for the full replacement value (subject to the limitations of liability set forth below) of all shipment(s) that have become potentially compromised while in Carrier's possession or control, as evidenced by missing or broken seals.

Fuel – Carrier is required to arrive with a minimum of ½ tank of fuel. AB reserves the right to turn a driver away who does not meet this requirement. Since AB optimizes gross weight as close to 80,000 lbs as possible, it is to the driver's advantage to arrive with as much fuel as needed to complete the shipment. Reefer units are required to be 100% full of fuel at check-in and must be capable of maintaining an inside temperature of 36 degrees Fahrenheit.

Draught – If Carrier is transporting draught beer, Carrier must comply with AB's draught policy. Refrigerated trailers containing draught are expected to maintain an inside temperature of 36 degrees Fahrenheit. Non- refrigerated draught shipments are required to be delivered within fourteen (14) hours of loading out by the Carrier unless otherwise specified by AB. Non-refrigerated draught beer shipments are generally pre-loaded no more than four (4)

hours before the Pickup Time. AB reserves the right to modify this policy at any time and provide updated communication to Carrier.

Compliance

Carrier shall, at all times during the Term, meet the aforementioned service level commitment and shall use reasonable efforts to accommodate **at least a 20% surge in shipping** volumes. Compliance will be measured each week and any non-compliant lanes will be reviewed by the parties. Persistent non-compliant lanes are subject to removal of the carrier award.

AB will use the following formula to compute weekly award rates:

(Annual lane award / 52 weeks * 1.2) rounded to the nearest whole number

A minimum of 1 load per week is expected to be given on all awarded lanes.

Safety - AB is committed to safety and expects its carrier partners to embrace safe repeatable procedures. Carrier shall maintain industry standard safety programs and policies and promptly remedy any deficiencies. Upon request, Carrier shall review such safety programs and policies with AB.

Age of Fleet/Vehicle Requirements- Upon request, Carrier will provide the following information to AB:

- A list detailing the age of each tractor and trailer utilized by Carrier under this Agreement
- A list detailing the transmission and type/size of engine in all tractors
- AB reserves the right to reject equipment from our facilities are over 10 years old.

In addition, Carrier shall notify AB at least thirty (30) days in advance, or as soon as reasonably possible, of any material changes to its equipment used.

Telematics - AB is committed to providing excellent service to its wholesalers. To deliver this service and provide them with the operational visibility, AB provides its wholesalers with a centralized portal that allows them track & trace their incoming loads. In order to facilitate this level of visibility, AB requires that all carriers provide Telematics data to Broker at a minimum of 15 minute intervals, but in no case more than 30 minute intervals. Driver must be less than 50 meters from the destination before marking the load as delivered, and the telematics must stay active through the transit, arrival and departure at all sites.

Liability - Carrier agrees that its liability for cargo loss or damage shall, under no circumstances, be less than that of a motor carrier as provided for in 49 USC §14706 (the "Carmack Amendment"), regardless of exclusions in Carrier's insurance coverage or otherwise. Nothing herein shall be construed to limit Carrier's liability in any way or warrant the application of the Carmack Amendment to losses or claims arising hereunder except as expressly set forth herein.

AB Standards

Spotting Services: Provide spotting for all shipments free of charge.

Preloads: AB's objective is to have 90% of loads ready by Pickup Time assuming empty trailer availability. Empty trailer availability or trailer pool replenishment is driven by timely pick up.

- On average drop trailers are preloaded twelve (12) hours ahead of Pickup Time.
- Once trailers are loaded, AB encourages Carrier to pick up loads early, when practical. Load status may be checked contacting Broker.

- Pre-loaded drivers can expect to check in and check out of AB's facilities in 60 minutes or less on average. Live load drivers can expect to check in and check out of our facilities in 120 minutes or less on average. Approximately 8% of the time, rework at the dock is needed due to equipment weight variation.

Gross and Axle Weight Information: Weight information is provided at check out from the breweries. AB will work to provide accurate weight information to Carrier so that no shipment departs in excess of 80,000 pounds. Carrier is ultimately responsible for ensuring legal lading weight

Safety Protocols: We prefer for drivers to have a reflective vest at check in. If a driver does not have a vest, one will be provided. Safety instructions will also be provided at check in. It is imperative that all safety guidelines be followed at all times.

TONU Policy: AB permits carriers to request a Truck Order Not Used (TONU) in the event a shipment is not available at the expected time.

To qualify:

- The shipment must be moved greater than 10 hours past the current pickup time AND:
- the change must be made within 12 hours of the pickup time
- the shipment tender must have been cancelled within 12 hours of scheduled pickup time Carrier must be able to show that a driver was actively dispatched for the shipment in question

AB reserves the right to deny a TONU if the driver arrives late to the original pickup time.

Layover Process: AB permits carriers to request a Layover in the event a shipment delivery is delayed.

To qualify:

At ABI shipping Point of Origin

Pre-Loaded Drop Trailer

- Shipment must have been loaded late due to an A-B reason code Missed on-time loading pushed delivery appointment into a future date

Live Load

- Driver must arrive to the brewery before the scheduled pull time
- Driver must be detained such that the updated departure time, using a feasible transit forced the delivery appointment into a future day. AB reserves the right to apply internal transit times to determine feasibility.

Freight Claims / Carrier Insurance & Operating Requirements

Freight Claims: In the event of damage to or loss of cargo hereunder, or any part thereof, or if the trailer seal is broken or Carrier's driver believes the seal should be broken, while cargo is under the control of Carrier, the following procedures shall apply:

- Freight claims will be managed by the Consignee. Consignee will be required to submit all necessary documentation via the On-line Freight Claims System to the carrier.
- In the event of any accident resulting in loss or damage or suspected damage to AB's cargo, or if for any reason you believe the seal should be broken, Carrier shall immediately do the following
 - During normal business hours, contact Broker to obtain instructions regarding disposition.
 - If the accident or seal break occurs after business hours, ensure the load is secure. Then contact Broker with the following information:
 - . Name
 - . Carrier
 - . Phone Number
 - . Shipment ID
 - . Details of the accident or seal break, including reason why seal was broken if applicable

• New seal number if calling about a seal break

- Clean up accident site, when applicable, and secure the cargo in accordance with AB's instructions.
- Do not dispose or permit disposal of any damaged cargo or allow any third party, including insurance companies and salvage companies, to take possession or custody thereof until AB's instructions are received. AB will direct Carrier to an AB **approved** disposal site.
 - Carrier is responsible for all transportation and dumping fees associated with the accident.
 - Carrier is responsible for payment of valid loss and damage claims.
 - In the event of a theft of a load of beer, contact Broker immediately

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See below for Critical Infrastructure document which should be carried on driver possession when handing shipments for this account:

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[Date]

SUPPLIER OF ANHEUSER-BUSCH COMPANIES, LLC
AS ESSENTIAL CRITICAL INFRASTRUCTURE WORKERS

On March 16th, 2020 the President issued updated Coronavirus Guidance for America. This guidance states that:

"If you work in a critical infrastructure industry, as defined by the Department of Homeland Security, such as healthcare services and pharmaceutical and food supply, you have a special responsibility to maintain your normal work schedule."

The federal Cybersecurity and Infrastructure Security Agency (CISA) provides strategic guidance, promotes a national unity of effort, and coordinates the overall federal effort to ensure the security and resilience of the Nation's critical infrastructure.

On March 23, 2020, CISA issued its Guidance on the Essential Critical Infrastructure Workforce: Ensuring Community and National Resilience in COVID-19 Response. This Guidance is intended to support state, local, and industry partners in identifying the critical infrastructure sectors and the essential workers needed to maintain the services and functions Americans depend on daily and that need to be able to operate resiliently during the COVID-19 pandemic response.

The list of "Essential Critical Infrastructure Workers" includes "Food manufacturer employees and their supplier employees." This subsector specifically includes beverage production facilities and human food facilities producing by-products for animal food. The list is explicitly designed to inform critical infrastructure community decision-making to determine the sectors, sub-sectors, segments, or critical functions that should continue normal operations, appropriately modified to account for federal, state, and local workforce and customer protection guidance. This is particularly important given that the ability of such workers to continue to work during periods of community restriction, access management, social distancing, or closure orders/directives is crucial to community resilience and continuity of essential functions.

As a supplier of Anheuser-Busch Companies, LLC, [COMPANY NAME] and all its employees are recognized by the U.S. Department of Homeland Security as **ESSENTIAL CRITICAL INFRASTRUCTURE WORKERS.**

Please be sure to consult any similar state or local guidance applicable to your business or the area in which you operate.