

Carrier Rate and Load Confirmation



C. L. Services Inc
4245 International Parkway Suite 125
Atlanta, GA 30354
Ryan Sponable
678-538-2636 x2636 (phone)
rsponable@clservicesinc.com

Load Number: Load-407696

Date: 03/30/2021

Equipment Type: Dry Van 53'

Initials:

Truck Number:

Cancel Reason Code:

Hazmat Required: ☐

Tracking Agreement:

Special Driver Instructions:

Special Instructions:

Carrier: DUBAI EXPRESS HAUL LLC

Contact: abdikmail ibrahim, (p) 4023059975 (f)

Permits Required: ☐

Signature:

Trailer Number:

Freight Temperature:

Time Sent: 3/30/2021 11:18 AM

Total Insurance Amount: 100,000.00

Payment Processor: CL Services uses TriumphPay to pay all Carrier Invoices

Shipper Pickup (Stop 1)	
Wagner Logistics 845 Armourdale Pkwy Kansas City, KS US 66105 Expected Date: 03/30/2021 Shipping/Receiving Hours: Appointment Required: Yes Appointment Time: 12:00	Pickup Instructions: 52 pallets. No exchange no return. Trailer must be food-grade, no odor/debris TL seal can only be broken by receiver (driver can't break) Detention is only paid if in/out/appt times are noted and signed for on BOL Weight listed is before pallets/package Apt required 48 Shipper References: 6231135 Pickup/Delivery Number: Shipping/Receiving Hours: EDI References:

Consignee Delivery (Stop 2)	
Bakers Cold Storage 706 Daniel Billings, MT US 59101 Expected Date: 04/01/2021 Shipping/Receiving Hours: Appointment Required: Yes Appointment Time: 06:00	Delivery Instructions: 52 pallets. No exchange no return. Trailer must be food-grade, no odor/debris TL seal can only be broken by receiver (driver can't break). Temp recorder must stay with, and arrive with cargo Detention is only paid if in/out/appt times are noted and signed for on BOL Weight Consignee References: Pickup/Delivery Number: Shipping/Receiving Hours: EDI References:

Shipment Information

Handling Unit		Package									LTL Only	
Qty	Type	Qty	Type	Weight	HM (X)	Commodity Description	Length	Width	Height	Dimension Units	NMFC #	NMFC Class
0		2184	Pieces	41496 lbs		Item						

Carrier Fees	
Description	Cost
Net Freight Charges	USD 4,500.00
Total Cost	USD 4,500.00

C.L Services hours are from 7:30 am to 5:30 pm EST
If you need any assistance after-hours, please call 678-686-0933

PAYMENT 3 OPTIONS TO PREVENT DELAYS:

Please Make Note of Address Changes

1. Email BOL, Invoice, and all other documents to invoicing@clservicesinc.com
THE LOAD NUMBER MUST BE IN THE SUBJECT LINE – NO EXCEPTIONS!
2. Send all paper work via fax to **678-686-0943**
3. Mail all paper work to

CL Services Inc.
4245 International Parkway
Suite 125
Atlanta Ga 30354

This confirmation is an agreement between C.L. Services, Inc. and CARRIER listed, to haul the indicated load at the rate listed on the rate confirmation. CARRIER is not dispatched with receipt of the confirmation. This is a brokered load. This load is exclusive use of the trailer, unless otherwise noted on the rate confirmation. Shipper/Receiver shall be responsible for payment only to BROKER. By accepting this load, CARRIER releases the shipper/receiver from any liability for payment of transportation charges.

Drivers must call BROKER for dispatch instructions, to include shipper name & address, pick up number(s), and directions, if available. If the schedule must be altered from the original agreement, the CARRIER must notify a C.L. Services, Inc. representative immediately upon discovery. All scheduling must be handled by a BROKER representative. **Carrier agrees to provide load tracking via Trucker Tools Load Track mobile app (<https://www.truckertools.com>) from the time of dispatch, throughout transit until the shipment has completed final delivery. If the driver does not comply they are subject to a daily fine of \$100 from the agreed upon rate for each day the driver is in possession of the freight and not compliant with tracking requirements.** If load is changed or cancelled by BROKER, no "Truck Ordered Not Used" shall be paid unless the CARRIER's driver has been dispatched by a BROKER representative.

Broker must be notified prior to any driver change during transit. Broker must agree to this in writing and any driver hauling freight must be accepted into "**Trucker Tools Load Track**" prior to switching drivers. Failure to comply could result in up to a \$500 fine.

Through signing/accepting this rate confirmation/load, CARRIER is acknowledging that they will be providing the necessary equipment to fulfill the load. If the CARRIER is unable to provide the required trailer, in a clean, odorless and food safety (FSMA) requirement way, CARRIER is required to notify BROKER immediately. If the trailer is rejected, turned away or refused for quality issues regarding the trailer, there will be no "Truck Ordered Not Used" paid for the load.

All loads will be driver load/driver count, unless otherwise noted. Half loaded or incomplete loaded trailer can result in a reduced pro-rated payment. If driver is not allowed on shipper's dock, CARRIER is required to notify BROKER immediately. Driver is required to ensure loading is done in a manner for safe and undamaged delivery. Any concerns or requests for additional securements must be made PRIOR to leaving the shipper's facility. CARRIER will be responsible for all damages. When the DRIVER signs the bill of lading, DRIVER is confirming the receipt of the correct product and correct product count at the proper temperature.

REFRIGERATED

All refrigerated loads must have the trailer must be pre-cooled to the required temperature as noted on the rate confirmation, prior to arrival at the shipper. If the trailer is unable to reach necessary temperature, the CARRIER must notify the BROKER immediately.

All refrigerated loads must be on **CONTINUOUS** cycle throughout transit, unless instructed otherwise by BROKER. CARRIER is required to monitor the internal temperature of the trailer throughout transit. CARRIER is required to notify BROKER the set temperature of the reefer unit upon leaving the shipping facility. CARRIER is required to update BROKER with reefer set temperature and internal temperature on each day's check call. The CARRIER assumes all risk of the product if the reefer unit is not on the CONTINUOUS cycle.

All refrigerated loads must have a properly working air chute for proper circulation. The driver is responsible to make sure the chute is not damaged, obstructed or blocked in any way. Driver is responsible to make sure space is provided for circulation.

If the load is moving PRODUCE as the product, payment will be by 50 pound piece or 100 pound piece as noted by the quantity count on the rate confirmation, unless otherwise noted on the rate confirmation.

All product must be pulped at pickup and again at delivery by CARRIER. Do not accept any product pulping 4 degrees or more above the required temperature stated on the rate confirmation. If the temperature on rate confirmation is different than what is on the bill of lading, notify BROKER immediately before signing the bills of lading. By signing the bill of lading, CARRIER is responsible for product.

If product is being moved on an open deck piece of equipment, the product must be kept dry and well vented. Tarping must occur along the top and sides. Tarps must be raised in the front and back during transit to allow air circulation. If inclement weather is approached, drop the tarps to prevent the product from getting wet/damaged. After the weather has been driven through, reopen the tarps in the front and back to allow the air circulation. All agreed upon rates will include lumper/unloading charges in the rate.

All trailer seals must not be broken, removed or otherwise altered. All seals will be applied by the shipper and broken by the receiver. If seals are tampered with, a minimum of a 50% deduction in carrier rate will occur. If the seal has been tampered with, the product will be rejected at the receiver and a claim will be issued against the load. Any double brokering or Truck Company listed on POD different than rate confirmation 50% deduction or more will occur. The CARRIER agrees to pay for subsequent physical damages or damages caused through lack of product security from the removal of the original seal. If trailer seals must be removed during transit, approval must be given in writing by a C.L. Services, Inc. representative.

All accessorial charges must be pre-approved and on the rate confirmation for payment. Unauthorized charges may not be paid. All detention requests must be submitted in writing to BROKER within 24 hrs of delivery. All detention requests may not be approved. Requests must contain in and out times on the bill of lading or other shipper/receiver specific arrival/departure documentation.

Detention is on a per load basis and variable rates may apply. **All lumper charges must be submitted within 12hrs of delivery or not be paid. All comchecks issued to a CARRIER will incur a \$7 fee, deducted from the final invoice.** BROKER must be notified 30 minutes prior to accessorial charge being incurred for approval. If CARRIER is late to delivery, a \$500.00 fine may be assessed per day.

The safe, legal and proper operation of CARRIER and its driver supersedes any request, demand, preference, instruction or information provided by BROKER or its customers with respect to any shipment. If any employee of BROKER or its customer requests, demands or instructs CARRIER to take any action that violates any law, whether intentional or inadvertent, CARRIER shall refuse to transport that load and immediately contact the BROKER before taking any further action. CARRIER agrees that when it chooses to transport a load, it does so on its own volition, exercising its own discretion without coercion or undue influence by any other individual, entity or pricing.

Billing procedures for CARRIER payment: Carrier shall submit all invoices to C.L. Services Inc no later than thirty (30) days following the completion of the shipment. C.L. Services is not required to pay for any services if the invoice is received by C.L. Services more than one hundred and twenty (120) days from the date of shipment.

***Carrier or its agent certifies that any California TRU equipment furnished will be in compliance within use requirements of California's TRU regulations. If out of compliance, the CARRIER will assume all fines, fees or penalties for all parties involved.

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