



Rate Confirmation

IEL PO#: 1007405

Integrity Express Logistics

PO Box 42275 - Cincinnati, OH 45242

Phone: (937) 535-1329 Ext: 1329 - Fax: (866) 652-5029 - Email: fharrison@intxlog.com

1/6/2021 09:54 am

Load Information

IEL PO#:	1007405	Trailer:	Power Only	Size:	53 ft	Temp:	DRY
Pick Up:	01/06/21	Delivery:	01/13/21	Weight:	0		
Miles:	474.90						
Carrier:	DUBAI EXPRESS HAUL LLC						
MC:	1100230			Phone: (817) 258-5044		Fax:	
Driver:	Mohammad			Driver Cell:		308-320-8950	
Dispatcher:	Mohammad			Dispatcher Cell:		308-320-8950	
Estimated Rate (To Truck):	\$USD 200.00	Unloading:	\$USD 0.00	Total:	\$USD 200.00		
Rate	Description		Quantity		Total		
\$USD 200.00	Flat		1.00		\$USD 200.00		

(Rates based upon weight or count will be calculated from the quantities loaded.)

Carrier is responsible for **NO** unloading charges

Carrier **IS NOT** responsible for pallet exchange

Pick Ups

Shed:STOUGHTON TRAILERS, LLC Address: 302 23RD STREET BRODHEAD, WI 53520

Phone: 6088977500 Date: 01/06/21 Time: 6AM-10PM FCFS P/U # 1DW1A532XNBA61103

Commodity: Empty 53' Swing Door Dry Van - Load Out

Deliveries

Shed:JASMA LLC Address: 4001 KANSAS AVE KANSAS CITY, KS 66106

Phone: 0000000000 Date: 01/13/21 Time: M-F 7AM - 3PM FCFS Delivery PO: 1DW1A532XNBA61103

Special Instructions:

LOAD OUT TRAILER.

Carrier MUST obtain a SIGNED & DATED PROOF OF DELIVERY upon delivering the trailer, and send the signed & dated POD to broker via email (teamharrison@intxlog.com) within 24 hours of delivery.

If a POD is not received within 3 business days, there will be \$100 deduction of rate. If the trailer is delivered at the consignee without it being signed for by the receiving party, there will be a \$100 deduction of rate.

Carrier must run only 1 load on this trailer while in possession of it.

Carrier must deliver the trailer by the delivery date specified in this Rate Confirmation; late charges will be assessed for a late trailer delivery. Carrier will be fined \$50 per day for a late trailer delivery.

Carrier is responsible for completely inspecting the inside and outside of the trailer upon pickup and ensuring that the trailer is not damaged. Carrier must provide evidence of any existing damage, problems or irregularities by submitting photos, descriptions and written documentation to broker via email BEFORE leaving the shipper's location. Carrier may be held responsible for any undocumented damage, problems or irregularities.

Once carrier signs for the trailer at the shipper's location, he is responsible for any damages, problems or mechanical breakdowns that occur while the trailer is in his possession. If any damages occur to trailer, carrier must notify broker immediately regarding when, how and by whom the trailer was damaged.

Carrier must treat the trailer with the utmost care and deliver the trailer to the receiver in the same condition it was in when it was picked up at the shipper's location. The trailer must be delivered in a clean, dry, odor-free condition.

During the time that the trailer is in the carrier's possession, carrier is responsible for providing the broker with timely updates, including but not limited to his current location, and the estimated date/time of arrival to the receiver's location. Carrier must notify broker immediately if carrier anticipates or experiences a situation that may delay the trailer from being picked up or delivered on time.

Carrier must notify broker promptly by email, phone or text upon picking up the trailer and upon delivering the trailer to its destination.

Carrier acknowledges and affirms that he has a valid insurance policy in effect that covers any physical damage to the trailer during the entire period that the trailer is in his possession.

Carrier may only move the trailer by rail/train only after obtaining written permission to do so from broker. Carrier must have and use the appropriate lift pads and decals if moving the trailer by rail/train. Carrier accepts full responsibility for any damage or problem that may result from the trailer being moved by rail/train. If carrier moves the trailer by rail/train without first obtaining written permission to do so by broker, carrier will not be paid. CARRIER MUST NOT MOVE A REEFER TRAILER BY RAIL/TRAIN UNDER ANY CIRCUMSTANCES.

Prohibited Use: The following uses of the Equipment are prohibited:

a. LSP shall not store or transport hazardous waste, garbage, unprotected corrosive substance, or any other contaminating commodities which may corrode, oxidize, severely dent, puncture, contaminate, stain or damage the Equipment or make any other use of the Equipment which would result in damage thereto; b. LSP shall not make, suffer or permit any unlawful use of the Equipment, including, but not limited to: storing or transporting any illegal material; c. LSP shall not use of the Equipment when loaded beyond its capacity, as determined by the manufacturer of the Equipment; d. LSP shall not tow the Equipment through or under any structure without sufficient overhead or side clearance; e. LSP shall not use the Equipment when it is reasonable to expect that further operation would damage the Equipment; f. LSP shall not use the Equipment in a manner that causes damage to it due to inadequately or poorly securing cargo as well as multiple loading and/or unloading of cargo (without the prior written consent of HT); g. LSP shall not place signs, decals, markings, lettering, paint or writing of any kind and nature on the Equipment, which cannot be removed without damage to the Equipment; h. Loading cargo into the Equipment more than once without written authorization when the trailer is an authorized loadout trailer is prohibited.

When emailing paperwork to be processed for payment, it MUST be emailed to accounting@intxlog.com or it will not be processed.

This Rate Confirmation is an agreement between Integrity Express Logistics LLC and the carrier indicated in the above Carrier Information field, and is NOT a dispatch. If load is changed or canceled by Integrity Express Logistics LLC, NO "truck order not used" will be paid unless the driver has been dispatched by the broker at Integrity Express Logistics LLC. Carriers are required to call Integrity Express

Logistics for dispatch which includes pick up numbers, name, address and directions to the shipper.

1. GENERAL CARRIER REQUIREMENTS:

- i. CARRIER is responsible for any damage to product or damage to the products container and shortages of freight. CARRIER is responsible for any charges, or claims BROKER is charged pertaining to this shipment.
- ii. Driver is responsible for load and count. Must report product quantities stated on BOL's PRIOR to leaving the shipper. **If Driver is not allowed on dock to verify product count, IEL must be notified PRIOR to driver signing for product and BOL's must be marked by Shipper "Shipper Load and Count"**
- iii. Failure to report any overage, shortage, or damage (damage with pictures) within 2 hours will result in a \$125 fine to CARRIER.
- iv. Any costs incurred by BROKER due to CARRIER being late for pick-up or delivery appointments may be charged to the CARRIER.
- v. Carrier can be charged up to \$250 per day for late arrival to any appointment plus any additional loss due late arrival.
- vi. Drivers are required to check call every day, before 10am EST. Failure to do so can result in a \$125 fine.
- vii. Failure to call IMMEDIATELY on any problems can result in a \$100.00 fine to CARRIER as well as any charges that result from failure to notify BROKER. IEL is available 24/7/365.
- viii. If any accessorial charge is agreed upon, carrier must supply VALID receipt. Failure to do so within 48 hours of delivery can result in no reimbursement. Hand written receipt is NOT VALID.
- ix. Half Loaded/Incomplete loaded trailer can result in a reduced pro-rated payment.
- x. Driver must ensure load is properly secured. Any concerns or requests for additional securements must be made PRIOR to leaving shipper. Carrier will be liable for any damage.
- xi. Loads sealed by the shipper must remain sealed until an authorized person at the receiver breaks the seal. In cases where the seal has been broken by an unauthorized person, the CARRIER becomes FULLY liable for the invoice value to customer or cost whichever is greater, of the product and any other expenses.
- xii. \$35 will be deducted from your invoice for each comcheck issued for a fuel or cash advance.
- xiii. Integrity Express Logistics has the right to offset any claim/s or fee with pending invoices including but not limited to, property damage caused by Carrier at shipper or receiver.
- xiv. Carrier agrees that the driver has enough available hours of service to pick up and drop the tendered load within time frames arranged by Broker/Customer, without violating the FMCSA hours (49 CFR 395).
- xv. Carrier is in compliance with Federal, State and Local safety regulations.
- xvi. A fee of \$7.50 per pallet will be charged on loads that the carrier is responsible to supply pallets for exchange and they do not.
- xvii. All accessorial charges must be pre-approved by the broker. Unauthorized charges may not be paid.
- xviii. Not all detention request will be honored, the Broker must be notified 1 hour before Carrier is requesting detention.

2. REFRIGERATED LOADS:

- i. All refrigerated load must be on CONTINUOUS cycle throughout the trip, unless instructed by the Broker. If reefer unit is not on CONTINUOUS, carrier assumes all risk of product.
- ii. Before loading, ensure reefer unit is properly working and pre-cool trailer to temperature indicated by Rate Con. or Broker.
- iii. Produce 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.
- iv. Pulp product to ensure product has been pre-cooled. Do not accept any product pulping 3 or more degrees above or below the required temperature stated on rate confirmation. If the temperature on rate confirmation is different than what is on Bill of Lading, notify BROKER immediately before signing the Bill of Lading. By signing the Bill of Lading, CARRIER is responsible for product. Make sure the pulp temperature of the product loaded is marked on the original Bill of Lading and that the driver agrees with that temperature.
- v. When driver signs the Bill of Lading, he/she is confirming that he/she received the correct product and correct count at the proper temperature. Be sure they agree with the information on the Bill of Lading. Your company is responsible.
- vi. CARRIER certifies that any TRU equipment hired or furnished will be in compliance with the in-user requirements of California's TRU regulations.

Please sign and fax or email ALL pages of the rate confirmation.

Frank Harrison

Frank Harrison

IEL REPRESENTATIVE SIGNATURE

CARRIER REPRESENTATIVE SIGNATURE

* IMMEDIATELY FAX A COPY OF THIS SIGNED CONFIRMATION TO (866) 652-5029