

Date: 04-04-2024

BILL OF LADING - MASTER

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| SHIP FROM | | Bill of Lading Number: <u>L302177</u> 3Gtms Load Number: <u>L302177</u> Booked By: <u>Nelson Romero</u> Please reference Purchase Order for Bill To Entity information |
|--|------|---|
| Name: Orange County Advanced Power Station | | |
| Address: 905 Powerhouse Road | | |
| City/State/Zip: Orange, TX 77630 | | |
| Early/Late Pickup: 04-05-2024 00:00 / | | |
| Contact Name/Phone/Email: Casey Bonin 303-524-5788 casey.bonin@kiewit.com | | |
| SID#: | FOB: | |

| SHIP TO | | CARRIER NAME: Giltner Logistics Inc. Trailer number: Seal number(s): SCAC: <u>GLQV</u> Pro Number: <u>1144903</u> |
|--|------|--|
| Name: KOS Yard Overhead 2023-2024 | | |
| Address: 2440 Kiewit Rd | | |
| City/State/Zip: Ingleside, TX 78362 | | |
| Early/Late Delivery: 04-05-2024 00:00 / | | |
| Contact Name/Phone/Email: Josh Dudzunski 4028816489 Josh.Dudzunski@kiewit.com | | |
| CID#: | FOB: | |

Freight Value: \$000.00
Equipment Type: Hotshot

| CUSTOMER ORDER INFORMATION | | | | |
|----------------------------|----------|-----------------|------|----------------------------|
| CUSTOMER ORDER NUMBER | # PKGS | WEIGHT | PO # | REFERENCE NUMBERS |
| X001889 | 0 | 10000.00 | | N/A, N/A, N/A, 105889.1222 |
| GRAND TOTAL | 0 | 10000.00 | | |

| CARRIER INFORMATION | | | | | | | |
|---------------------|--------------|-------|------|--------------|-------------------------------|--------------------|-------|
| ITEM # | DESCRIPTION | PIECE | | WEIGHT | DIMS | HAZ | |
| | | QTY | TYPE | | | UN | Class |
| Connex 24-26 | Connex 24-26 | 0 | EA | 10,000.00 Lb | 20' (L) x 8.6' (W) x 8.6' (H) | | |
| | | 0 | | | | GRAND TOTAL | |

| SPECIAL INSTRUCTIONS: | | |
|--|--|--|
| SHIPPER SIGNATURE / DATE <small>This is to certify that the above named materials are properly classified, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the DOT.</small> SIGNATURE _____ PRINT NAME _____ DATE _____ | CONSIGNEE SIGNATURE PRINT NAME _____ DATE _____ | CARRIER SIGNATURE / PICKUP DATE <small>Carrier acknowledges receipt of packages and required placards. Carrier certifies emergency response information was made available and/or carrier has the DOT emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.</small> SIGNATURE _____ PRINT NAME _____ DATE _____ |

KSN-LTC- Trucking Terms & Conditions:

The following is an agreement to follow the standard set forth by the Kiewit Supply Network (KSN-LTC-Trucking Division).

0. All carriers must be conscious that when placing a bid, Kiewit's expectation is that you have the resources (equipment) available to perform the work. Once a load is awarded, Kiewit's expectation is that truck is immediately secured. If a truck is not secured 4 hours after the award, carries must be immediately rejected load via the following means of communication:
 - i. Via phone call to Kiewit representative handling the transaction.
 - ii. Send e-mail to the member of the LTC Group handling the load informing of cancellation.
 - iii. Reject load in FMS.
 - iv. Failure to report within the timeline stipulated will result in Service Failure recording and could result in eventual suspension from Kiewit's AVL , (Approved Vendor List).
1. Prices must be all-inclusive.
 - i. Additional costs will not be accepted without advanced approval in writing.
 - ii. Exceptions will be made for errors made by Kiewit.
2. Trucker agrees to furnish all equipment, materials, supplies, labor and supervision and shall obtain all licenses and permits necessary to perform the work.
3. PPE Requirements must be Followed.
 - i. Minimum requirements for all jobsites are as follows:
 - * Long pants, full T-shirt, closed toed shoes, safety vest, safety goggles, hardhat, gloves.
 - ii. Additional requirements vary per jobsite.
 - * These will be made known in the BOL if needed (ex. Steel-toed Boots).
4. Any changes to the trucking request must be approved in writing before load execution.
 - i. Trailer Type
 - ii. Trailer Length
 - iii. Costs
 - iv. Scheduling
5. Failure to Load/Offload on time will result in detention fees, this applies to all parties involved.
 - i. Carrier to provide 2 free hours for loading and 2 free hours for offloading minimum.
 - ii. Detention will be covered up to four hours.
 - * If time exceeds 4 hours, a layover fee will be implemented in the place of detention.
 - iii. Additional fees are subject to Kiewit project budget.
 - * Back charges, requests for greater detention fees, truck order not used fees, etc.
6. Upon winning a bid, carriers must input driver information for records and Macro Point Tracking (when requested).
7. Carrier must update pick-up and delivery ETAs in FMS and log real time transit.
8. If there is a change in the agreed upon scheduling or order (truck broke down, driver held up at previous drop site, DOT inspection, wrong trailer arrives, etc.) you must notify the jobsite and requestor immediately.
 - i. Failure to communicate may result in penalties such as:
 - * Detention fees for late arrivals
 - * Back charges on labor
 - * Back charges on equipment
9. Carrier must attach the following forms into the load documents of FMS for load to marked as completed and ready for payment.
 - i. Signed bill of lading
 - ii. Signed proof of delivery
 - iii. Photo documentation of products on trailer
10. Bill of Ladings must be generated by Kiewit via FMS.
 - i. Failure to utilize a Kiewit BOL will result in penalties up to 20% of the transportation cost.
11. To receive payment, you must receive a purchase order prior to invoicing.
 - i. Invoicing must follow the proper invoice procedures (found below).
 - ii. If these procedures are not followed, invoices will be rejected until corrections have been made on the carriers' part.
12. All vendors must strictly adhere to the Non-Disclosure agreements as outlined in Kiewit contract.
13. In order to receive expedited payment for shipments, proof of delivery must be submitted for each FMS request within 24 hours of delivery. The PO will be dispersed after this has been completed. If responsible parties fail to complete this task, payment will not be processed until this is updated.
 - i. In the event of a Truck Order Not Used (TONU) fee, the FMS request will remain open for PO attachment. The carrier must mark the load as completed and is required to attach a BOL that is signed by the shipper to encourage expedited payment. This should state that the truck driver arrived but was not allowed to complete his assignment.
14. Violation to ANY of the terms here mentioned, could result in an immediate 20% back charge of transport value.