

BUCHANAN LOGISTICS, INC. MC# 431807  
4625 Industrial Rd  
Fort Wayne, IN 46825



www.buchananhauling.com

Phone: 260-471-1877 Ext:2211  
FAX:

24/7 & Afterhours 260-471-1877 Option 3

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Email: [nwheeler@buchananhauling.com](mailto:nwheeler@buchananhauling.com)

Buchanan Order # 2936636

Carrier: PIERCE LOGISTICS LLC  
COLMESNEIL TX 75938  
Order Date: 04/16/2024 1612

Contact: felix pierce  
Phone: 832-792-2022  
Fax: 832-792-2022

Driver Name: charles howard  
Driver Cell: 832 869 9864  
Carrier Tractor: 006  
Carrier Trailer: 4

Commodity: CRANE PARTS  
Weight: 44500.0  
Trailer: FLATBED, STEPDECK OR CONE  
Order Value: \$100,000.00  
Temperature range:  
Reference: LTR1220 SN: 048879

PU 1 Name: PORT OF GALVESTON PIER 39  
Address: 3927 WHARF RD  
Date: 04/17/2024 0800  
04/17/2024 1030  
Pickup #:  
Driver Load: N  
GALVESTON TX 77550

SO 2 Name: BLATTNER - JOBSITE  
Address: 7493 STATE HWY 171  
Date: 04/18/2024 0800  
04/18/2024 1200  
Driver Load: N  
COOLIDGE TX 76635

Payment Carrier Freight Pay: \$1,050.00  
Total Carrier Pay: \$1,050.00 USD

Instructions Drivers must abide by shippers/consignees PPE and/or COVID requirements.

- PORT OF GALVESTON PIER 39 - WILKNEVA: 1 Standard PPE Required Boots, Hard Hat, Vest  
2 All Trucks must USE 4-6 pieces of dunnage- non-negotiable  
3 Counterweights must be sitting on 2 pieces of dunnage minimum and be secured with minimum 2 chains- straps can be used in addition to chains .  
4 Lattice Boom and Jib Sections cannot have chains on metal securing using approved shackle lugs only- Straps preferred. Use of softners where rachets come in contact with lattice is required.  
5 Loaded pictures must be sent to the broker or to BHRI-KC@buchananhauling.com prior to leaving shipper.  
Failure to follow these requirements of proper securement on Crane Parts. may result in deductions in pay, zero pay, denied detention requests in addition to claims.

If you do not know how to secure the pieces you are loaded with, PLEASE ASK FOR DIRECTION

Driver may be required to provide and complete their own BOL  
Ask for a Buchanan BOL if you do not wish to make your own- shipper will not provide one  
PORT OF GALVESTON PIER 39 - TWIC CARD NEEDED/ CAT LOADS NEED BOL AND DELIVERY ORDER  
CAT LOADS: DRIVERS ARE RESPONSIBLE FOR LOADING DRIVABLE MACHINES AT PORTS  
CRANE APPTS REQUIRED 24 HOURS IN ADVANCE.  
The driver must check in at the window of the Ports America building.  
PORT OF GALVESTON PIER 39 - Load #6 base plate, counterweight  
44,500 lbs

Please Sign: *Felix Pierce*

(X) Accept

( ) Decline



Carrier shall be subject to the Terms and Conditions set forth in the Transportation Brokerage Contract (the "Brokerage Contract"). By accepting the below terms and conditions, you are also agreeing to the terms of the Brokerage Contract, a copy of which is available at [www.buchananhauling.com](http://www.buchananhauling.com). If you have previously signed the Brokerage Contract with Buchanan, the most recent signed contract is still in effect. By signing below and committing to picking up this shipment and performing any work for Broker, you are accepting the terms below and the Brokerage Contract without modification.

1. This Shipment shall not be sub-contracted. ("Double Brokered"). All Shipments are to be considered exclusive unless otherwise stated. : Failure to comply may result in forfeiture or reduction of payment from Broker to Carrier.
2. Buchanan Logistics does not condone the coercion of any driver. Carrier and its drivers shall adhere to all FMCSA regulations. State and Local laws. Carrier agrees that these regulations shall supersede any conflicting service instructions stated in this load tender or stated comments made by a Buchanan employee. In that regard, if any shipment accepted by Carrier cannot be legally transported by a single driver under the FMCSA hours of service regulations in 49 CFR Part 395, Carrier must make arrangements to assign a team to the load, or to immediately notify Broker, via email, as to Carrier's inability to legally handle the shipment so that Broker can make other arrangements as may be necessary.
3. All services are to be provided by Carrier as an independent contractor, and not as an agent, partner, or employee of Broker. Carrier assumes sole responsibility for its drivers and equipment to be provided by Carrier to handle all shipments tendered to it by Broker.
4. Carrier agrees that Broker is not liable for any shortages, loss, or damage to cargo transported by Carrier or any damage to Carrier's equipment incurred during the loading, unloading or transportation process. Unless written waiver is obtained from Broker, Carrier shall look only to Broker, and not to the involved Shipper, Consignee or Customer of Broker, for payment of Carrier's freight charges. Broker shall be entitled to deduct any damages or claims against any/all of Carrier's (including any of Carrier's affiliated companies) outstanding receivables from Broker and shall not be limited to deducting the damage charges solely from the load resulting in the damage and/or claim. No Cargo liability limitations shall apply with respect to this shipment, and Carrier shall be responsible for the full actual cost of any damage or loss to the cargo being transported and related costs and damages incurred by Broker's customer regardless of the amount of cargo insurance required and regardless of whether Carrier's cargo insurer denies coverage for all or part of any claim.
5. By signing below, Carrier warrants that it is duly and legally qualified to provide transportation services and that it holds all insurance coverage as set forth in Section 7 of the Brokerage Contract, including:
  - Commercial Automobile Liability insurance with a combined single limit of not less than US \$1,000,000 per occurrence.
  - Commercial General Liability insurance, in a limit of not less than US \$1,000,000 per occurrence.
  - Worker's Compensation insurance in the amounts required by statute, and Employer's Liability insurance with limits not less than US \$500,000 per occurrence
  - All Risk Broad Form Motor Truck Cargo Legal Liability insurance in an amount not less than US \$100,000 per shipment, a deductible no greater than \$10,000USD per shipment and at least the same coverage limit and deductible per shipment while in storage or at a storage facility enroute to the consignee. Such insurance policy shall name CARRIER and BROKER as insureds and provide coverage to BROKER, the Customer or the owner and/or consignee for any loss, damage or delay related to any property coming into the possession of CARRIER under this Agreement. The coverage provided under the policy shall have no exclusions or restrictions of any type that would foreseeably preclude coverage relating to cargo claims. No cargo liability limitations shall apply with respect to any shipment handled by CARRIER under this Agreement, and CARRIER shall be responsible for the full actual cost of any damage or loss claim regardless of the amount of cargo insurance required herein.
6. Carrier represents and warrants that it does not have an unsatisfactory or unfit safety rating issued by any regulatory authority with jurisdiction over Carrier's operations, including, but not limited to, the Federal Motor Carrier Safety Administration ("FMCSA") of the U.S. Department of Transportation ("DOT"). Carrier further agrees to comply with all Applicable Law in the performance of its services under this Agreement. In the event that Carrier receives an unsatisfactory safety rating, is notified that it may receive an unsatisfactory safety, fails to maintain insurance required hereunder, is notified that such insurance may become ineffective or is otherwise prohibited by Applicable Law from performing services hereunder, Carrier shall immediately notify Broker of such fact and shall not carry any loads or goods tendered to Carrier by Broker until such prohibition on operations is removed.
7. Carrier must count and verify shipment. Any variance must be reported by Carrier to Broker immediately and Carrier must obtain a new rate confirmation sheet from Broker, prior to leaving Shipper. If this procedure is not followed and a discrepancy is found, Carrier will be responsible for any applicable delivery and/or restocking fees.
8. Carrier must tarp all flatbed loads unless authorized on the rate confirmation by Broker that the load does not require a tarp(s). Failure of Carrier to make assigned appointments may result in additional loading and/or unloading charges. This includes rigging/crane charges. A minimum \$5 fee will be applied when a Comcheck is issued for lumpers. Lumper receipt must be emailed to broker within 24 HRS of delivery for reimbursement.
9. Carrier must immediately report any delays in pickup or delivery to Broker. Carrier must obtain a revised rate confirmation from Broker reflecting the revised pick up and/or delivery time(s). Carrier agrees that, in addition to cargo claims caused by a delay, delays in pick up and/or delivery may result in a 25% rate reduction or the amount broker forfeits on load, whichever is greater.
10. Broker will pay detention after 3 hrs. from an on-time arrival (based on times in rate confirmation) for FCFS locations or 2hrs from scheduled appt time at a rate of \$35 per hour unless a modified rate is approved in writing otherwise. To qualify for detention, driver must be on site prior to appt or within the time frame on the rate confirmation for FCFS locations and Carrier must (1) notify Buchanan in writing (via email or text) a minimum of 1 hour prior to first hour of detention time; (2) clearly document in/out times on the BOL; (3) obtain legible signatures (or printed name) by the shipper/receiver separate from the receipt of goods for the In and Out times; (4) use Truck Tool's tracking app or an alternative approved by Broker; and (5) send a legible copy of the signed BOL prior to departing the shipper/receiver. Broker will pay a maximum of 7 hours (\$245) detention per day.
11. Broker will remit payment to Carrier for the underlying freight charges within 30 days of receipt of invoice and all required documents. For unplanned accessorial charges, Broker will remit payment to Carrier within 30 days after Broker receives payment from its customers. TONU will be paid at a standard rate of \$150 on day of cancellations where driver has been confirmed in route.
12. Required documents to process a payment include Invoice; Legible Proof of Delivery with 3 signatures (Shipper, Consignee and Carrier's driver); Signed Rate Confirmation; Any, and all required documents that Broker requires to invoice its customer; Arrival and departure times signed by the Shipper and/or Consignee. Carrier is responsible for maintaining original required documents for a minimum of 180 days and provide to Broker upon request.
13. Carrier must upload required documents to <https://bhri.loadtracking.com/im> within 72 hours of delivery of freight. Failure to send in the proof of delivery within 72 hours may result in a \$35 rate reduction.
14. If a Carrier allows another Motor Carrier to pull its trailer (including across borders), It is the Carrier's responsibility to secure an interchange agreement with the other Carrier. Buchanan does not assume responsibility for the trailer and/or any equipment. Buchanan must be notified if freight is pulled by non contracted carrier.
15. Failure to accept and utilize Trucker Tools at any time throughout shipment could result in \$250 rate deduction and forfeiture of detention/addition accessorial.

\*\*\*ALL DOCUMENTS MUST BE UPLOADED WITHIN 72 HOURS TO: [HTTPS://BHRI.LOADTRACKING.COM/IM](https://BHRI.LOADTRACKING.COM/IM) .

\*\*\*To verify account credentials e-mail [carrierportal@buchananhauling.com](mailto:carrierportal@buchananhauling.com)

Buchanan Logistics, Inc.  
4625 Industrial Road  
Fort Wayne, IN 46825  
(888) 544-4285



PortsAmerica  
3927 Wharf Road  
Pier 10, 15, or 39/40  
Galveston, Texas 77550

No 31747

Delivered to Piercie Ex. S/S HAMBURG V/# 62  
(R.R. or TRUCK LINE)

A/C \_\_\_\_\_ (CONSIGNEE) GAL (LOADING PORT) /Houston B/L \_\_\_\_\_

Car/Truck Lic. No. 006 Trailer Lic. No. \_\_\_\_\_ Hatch No. \_\_\_\_\_ Dock 37 Location \_\_\_\_\_ S/O \_\_\_\_\_

No. PKGS.	MARKS	COMMODITY		
2	048879	# 10	# 4	C/WT
2	<u>S. M. Hecht</u>			
	(CHECKER or DELIVERY CLERK)			

GATE - PASS

[Signature] BEI

RECEIVED IN GOOD ORDER AND CONDITION  
(EXCEPT AS NOTED)

BY X Charles F. Moore (R. R. or TRUCK LINE)  
DATE 4 17 24