



Gold Star Logistics Group, LLC

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Agreement for Dispatch Services

1. RECITALS

This agreement made as of this ____ day of _____ (month), 2020 by and between *Gold Star Logistics Group, LLC*, hereinafter referred to as *GSL* and _____ (Contact Name) of _____ (Company Name), hereinafter referred to as *Carrier*.

Whereas, *Carrier* is a MOTOR CONTRACT CARRIER, desiring to retain *GSL* by executing a Limited Power of Attorney form to secure freight and dispatch *Carrier's* equipment.

Whereas, *GSL* is a commercial transportation dispatcher handling the necessary paperwork between shippers and the *Carrier*.

The *Carrier* must prior to the implementation of this agreement furnish to *GSL* the following:

1. A signed Limited Power of Attorney form.
2. Copy of *Carrier's* Authority
3. Completed Company Profile
4. Your completed carrier package including copy of authority, W-9, Proof of Insurance and driver information
5. This Agreement form completed, dated, and signed.

2. Statement of the Work

Gold Star Logistics Group, LLC will:

1. Find freight that best matches profile for the *Carrier*.
2. Upon the *Carrier* agreeing to the load, *GSL* will email to shipper / broker the *Carriers*, Authority, W-9, proof of insurance, and order insurance certificates if required, along with any other required supporting documentation.
3. Handle the setting of appointments if necessary. (depending on agreement)
4. Prepare directions to shipper/consignee, if necessary (depending on agreement)
5. Assist with any problems that arise in the transit of the load when necessary, within our capabilities. (depending on agreement) *Carrier* is responsible for own equipment, we can direct you to a service that maybe helpful.
6. All load information is available to the *Carrier* at all times, *GSL* will hold on to the dispatch, accessorial information, etc. until the load is completed.
7. Upon forwarding the final load confirmation, and mailing all documentation to the *Carrier*, the services of *GSL* have been fully performed.

A. Obligations of Dispatcher

1. Dispatcher agrees to handle paperwork, phone, email and fax to and from the Broker or Shipper to tender commodities or shipments to Carrier for transportation in interstate commerce by Carrier between points and places within the scope of Carrier's operating authority.
2. Dispatcher bears no financial or legal responsibility in the transaction between the Shipper, Carrier agreement.
3. Dispatcher will:
 - a. Make a 100% effort to keep Carriers truck(s) loaded.
 - b. Carrier will be contacted about every load we find offer, and the driver will Accept or Reject the load.
 - c. Invoice the Carrier at time of service, also provide a copy of each load Confirmation Sheet, Carrier is being billed for.

B. Obligations of Carrier

1. Carrier gives GSL authority to provide his/her signature for rate confirmation sheets, invoices and associated paperwork necessary for securing cargo and billing purposes.
2. Carrier agrees to collect payment from the Shipper promptly, following receipt of a freight bill and proof of delivery of each shipment to its assigned destination, free of damage or shortage. The amount to be paid by Shipper to Carrier shall be established between the parties on a per shipment basis prior to commencement of each individual shipment. A load confirmation including details of shipment and revenue to be paid will be supplied via FAX or EMAIL by Shipper to Carrier. Confirmation will be signed by GSL and returned via FAX or EMAIL to Shipper.

4. Consideration

The Carrier agrees to pay **GSL 10% of the load for Straight (box) trucks, 8% of the load for dry vans & 7% for hot shots** or as per the agreed quotes and terms, as stated in Section 2 of this agreement. These agreed term rates will be required to be paid to GSL as per the conditions of the agreement. (i.e. within 2 business days. Invoices are sent on Friday's). A 1-day grace period will be allowed before the account becomes overdue. At 10 days the account will be suspended and a reactivation fee of \$200 will apply in addition to any overdue fees. After 30 days the account may be placed for collection.

GSL will invoice the Carrier as per the terms of the agreement via Email, U.S. Mail or faxing said invoice by Square. Payment can be made to Gold Star Logistics Group, LLC by bank transfer or online Square invoice. Once the payment is processed the Carrier will be sent a confirmation receipt via email.

5. Additional Provisions

Once a load has been set up for the Carrier and all information given, it will be the responsibility of the Carrier to handle directly with the shipping party any problems, issues, delays, overages, shortages, damages, or billing and collections issues, unless, you have made arrangements for additional services from GSL. In no event will GSL be liable for any incidental, consequential, or indirect damages for the loss of profits, or business interruption arising out of the use of the service.

C. Loading Procedures

Commercial vehicles must be loaded in such a manner as to prevent its cargo from leaking, spilling, blowing or falling from the vehicle. The cargo must be immobilized or secured to prevent shifting to the extent that the vehicle's stability or maneuverability is affected. All vehicle structures, systems, parts and components used to secure cargo must be in proper working order with no damaged or weakened components that will adversely affect their performance. Cargo must be firmly immobilized or secured on or within a vehicle by structures of adequate strength,

dunnage or dunnage bags, shoring bars, tiedowns or a combination of these. Articles of cargo that are likely to roll must be restrained by chocks, wedges, a cradle or equivalent means to prevent rolling. Federal regulations provide for specific means of securing logs, building products, metal coils, paper rolls, concrete pipes, intermodal containers, automobiles, heavy equipment, crushed vehicles, and boulders. Cargo must be secured so that when a vehicle decelerates at a rate of 20 feet per second, the cargo will remain on the vehicle and will not penetrate the vehicle's front-end structure. Any vehicle having a load or component which extends beyond the sides more than 4 inches or more than 4 feet beyond the rear must have the extremities marked with a red or orange fluorescent warning flag. If the projecting load is 2 feet in width or less, only one flag is required at the extreme rear of the load. If the projecting load is greater than 2 feet in width, two flags must be used at the extreme width and length on each side of the load.

D. Responsibilities for Proper Loading

A driver cannot operate a commercial vehicle unless (1) the cargo is properly distributed and adequately secured, (2) the means of fastening the cargo is secured, and (3) the cargo does not obscure the driver's view or interfere with the movement of his arms or legs. A driver must assure himself that the load is adequately secured before he drives the vehicle and must examine the cargo and its load-securing devices within the first 50 miles after beginning a trip and adjust the load-securing devices as needed. The driver must also reexamine the cargo and its securing devices when he makes a change of his duty status, after the vehicle has been driven for three hours, or after the vehicle has been driven 150 miles whichever comes first. The load inspection procedures do not apply to a sealed trailer when the driver has been ordered not to open it or to a trailer that has been loaded in a manner that makes inspection of the cargo impracticable.

If a member of the public is injured because of improperly loaded cargo, both the shipper who loaded the cargo and the carrier may be held liable for the injury. A shipper that assumes responsibility for loading the vehicle can be held liable for improperly securing a load under a common law theory of negligence, and federal regulations will provide evidence of the proper standard of care to be utilized by the shipper in loading the vehicle. When the driver himself is injured in an accident, the shipper cannot be held liable for the improper loading of the vehicle unless the loading defects are latent and concealed and cannot be discerned by ordinary observation by the agents of the carrier. In determining if the defect in loading is patent and should have been discovered by the driver, a court will take into consideration the experience of the driver and whether the driver is given assurances by the shipper's employees that there is no defect in the loading of the cargo. A motor carrier cannot be held liable for improperly loading a sealed trailer since the driver does not have the opportunity to inspect the load. When a person is injured during the loading or unloading process at the shipper or consignee's facility, the trucking company's liability will be determined according to the rules applicable to the facility owner, and the company will be subject to the same liability or freedom from liability as the owner. CARRIER agrees to hold GSL, SHIPPER harmless from any liability for personal injury or property damage occurring during operation conducted by CARRIER pursuant to this agreement.

6. Disclaimer

GSL is NOT responsible for:

1. Billing Issues
2. Load problems
3. Advances (All advances will have to be handled directly between Carrier and Shipper / Broker)
4. Handling and storage of paperwork (All documents will be sent to Carrier unless other arrangements are made)
5. DOT compliance issues.
6. SPIKE insurance

7. Governing Law

This agreement shall be governed by and construed in accordance with laws of the State of Georgia without giving effect to any choice of law or conflict of laws provision or rule (whether of the State of Georgia or any other jurisdiction) that would cause the application of the laws of any jurisdiction other than those of the State of Georgia.

8. Jurisdictions and Venue

GSL and the Carrier hereby consent to and agree to submit to the jurisdiction of the Federal and state courts located in Atlanta, GA in connection with any claims or controversies arising out of the Agreement. IN WITNESS WHEREOF, the parties hereto have executed this Agreement as the date written.

By: *Gold Star Logistics Group, LLC*

Title: **President / Dispatcher**

Date:

CARRIER NAME

By:

Signature:

Title:

Date:



LIMITED POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS that I _____
of _____, hereby make, constitute, and appoint
Gold Star Logistics Group, LLC. as my true and lawful attorney in fact for me
and in my name, place, and stead; for the following purposes only:

- To transfer documents associated with load bookings · Accept loads ·
Discuss my accounts and invoice brokers and/or direct shippers to receive
payments
- Modes of communication for requesting and receiving documents may
include telephone, email, fax or mail

Name (PLEASE PRINT)

Signature

Date

**THIS AGREEMENT IS NOT A CONTRACT AND CAN BE CANCELED AT
ANYTIME BY CLIENT OR GOLD STAR LOGISTICS.**



CARRIER/COMPANY PROFILE FORM

Company Name		Main Contact Name	
Physical Address			
State:	City:	Zip:	
Email Address			
Cell #:		Main #:	
DOT#:	MC#	SSN/ EIN#	
MC Active Date:		Insurance Company Name:	
Driver name:		Driver Contact #:	
Factoring Company Name:			
Class A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> Haz Mat <input type="checkbox"/> Doubles <input type="checkbox"/> Triples <input type="checkbox"/> TWIC <input type="checkbox"/>			
SCAC Code:		Rate per mile seeking:	
Preferred lanes:			
Do you have the following: <input type="checkbox"/> Lift Gate <input type="checkbox"/> Dock High <input type="checkbox"/> Pallet Jack <input type="checkbox"/> Straps (how many _____) <input type="checkbox"/> Other tools: <input type="checkbox"/> Load Bars <input type="checkbox"/> ELD <input type="checkbox"/> GPS App <input type="checkbox"/> Fuel Cards			
Dispatcher assigned:			

Please list your vehicles here and the specs of each.

1.	
2.	
3.	



REFERENCES

BROKER (COMPANY) NAME:	
MC#:	PHONE#:
CONTACT NAME:	
CONTACT EMAIL:	

BROKER (COMPANY) NAME:	
MC#:	PHONE#:
CONTACT NAME:	
CONTACT EMAIL:	

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