



## C2C Customer Asset Protection Plan

When Carrier transports on behalf of C2C customers in truckload quantities, Carrier shall comply with the requirements set forth below.

1. **Background Checks:** Carrier shall perform background checks on all drivers and other employees. Carrier shall not dispatch any driver who has a "disqualifying criminal offense" as defined and described in the 49 C.F.R. § 1572.103, the federal regulation which relates to the transportation of hazardous materials.
2. **Driver Instruction/Certification:** Carrier shall instruct each driver who transports on behalf of C2C to adhere to the procedures set forth herein. Carrier shall cause each driver who is transporting C2C cargo to sign a checklist, if provided by C2C, C2C's customer, the dispatch location, or the origin location. *Attached to this Exhibit as Attachment 1 (the "Driver Checklist"), acknowledging compliance with the procedures contained in the Driver Checklist.*
3. **Driver Dispatching:**
  - a) Carrier shall use team drivers when transporting any cargo that requires a rest period. C2C management may, in its sole discretion, pre-approve an exception in writing to this requirement.
  - b) Prior to the driver's arrival at or departure from the origin location, Carrier shall cause the driver to inspect each piece of equipment and to ensure that it is roadworthy and in compliance with law.
  - c) Carrier shall cause the driver to check and ensure an adequate supply of fuel in the equipment to complete the set run. The driver may stop for refueling after making such pickup when the refueling occurs on a secured facility of the Carrier.
  - d) Carrier shall attempt to ensure that solo drivers are rested prior to performing any services.
  - e) Carrier shall confirm, or cause its employees, agents, or authorized representatives, to confirm the identity of the drivers picking up cargo on behalf of C2C or its Customers by utilization of a pre-alert process or equivalent process and shall maintain a copy of each driver's current license.
  - f) Carrier shall ensure that all trailer doors (or cargo container doors if applicable) are/have been sealed and/or locked by C2C or the origin facility vendor before leaving the origin facility property. Carrier shall cause each driver to witness the trailer/container doors being sealed at origin shipper locations when possible and to always verify the seal number and loaded trailer/container number is on the bill of lading and matches the actual seal number and trailer/container number. Carrier shall cause the receiving personnel to compare the actual seal number and the loaded trailer/container number with the seal number and loaded trailer/container number on the bill of lading and confirm the numbers match by signing the bill of lading. All discrepancies must be documented and reported by the Carrier to the entity having custody and control of the trailer/container, prior to the Carrier signing for and accepting the trailer/container. The Carrier must also notify C2C as soon as possible thereafter of said discrepancies, but not to exceed 24 hours from the time of discovery.
  - g) Carrier shall instruct the drivers not to speak with any unauthorized person about the specifics of the services, including the load contents, origin, destination or stops, at any time, including upon completion of the services.
  - h) Carrier shall instruct the drivers not to carry any unauthorized passengers while performing the services

#### 4. On-Road Activity

- i) Carrier shall instruct drivers to stay on main highways and to avoid secondary roads where possible.
- j) Carrier shall instruct drivers to be watchful of vehicles following the trailers and, upon noticing suspicious activity, to notify the nearest law enforcement agency and the dispatcher or security department. Carrier shall notify C2C of confirmed suspicious activity immediately.
- k) Carrier shall instruct drivers not to make unscheduled stops from the origin pick up. C2C management may, in its sole discretion, pre-approve an exception in writing to this requirement.
- l) Carrier shall ensure that the drivers inform the dispatcher when stopping for food, fuel, rest or repair and provide details as to the location and time of the stop. Carrier shall ensure that the drivers notify the dispatcher upon their return to the tractors that the driver and the cargo are secure and are in-transit. Carrier shall provide each driver with a password or code to use in the event the driver encounters trouble.
- m) If section 3(a) of the Asset Protection Plan applies, the Carrier shall ensure that, during a scheduled or unscheduled stop, one member of the driver team stays with the load at all times, and Carrier shall instruct driver(s) to make written notes of vehicles that are parked next to their vehicle at truck stops.
- n) Carrier shall ensure that, if a solo driver must leave a tractor trailer that is hauling cargo, the driver complies with the following procedures:
  - i) parks the vehicle in a well lit area;
  - ii) keeps the vehicle in sight at all times
  - iii) turns off the engine;
  - iv) locks all doors;
  - v) removes all keys and keeps such keys in their possession;
  - vi) inspects the trailer locks upon returning to the tractor trailer, compares the seal numbers to the bill of lading and immediately notifies the dispatcher of any discrepancies.
- o) Carrier shall ensure that, during a stop for a prolonged period of time, the driver backs the trailer to a wall, pole or any other object that can help prevent persons from opening the rear doors of the trailer.
- p) Carrier shall ensure that, if a driver is unable to deliver cargo to the recipient listed on the bill of lading, the cargo is stored in a pre-authorized and secure lot and that C2C is immediately notified of the units location
- q) Carrier shall ensure that the drivers never take cargo to the home of the driver.
- r) Carrier shall ensure that the drivers never uncouple the tractor and trailer unless Carrier has either authorized the driver to make an unplanned repair or the tractor and trailer are in a secured facility of Carrier. Carrier shall ensure that, if a tractor is uncoupled from the trailer in a location other than a secured facility of Carrier, the driver uses a securing device, including, but not limited to, a high security Kingpin lock.
- s) Carrier shall ensure that drivers and other employees or Carrier shall follow and comply with all aspects of Carrier's internal security programs that do not conflict with the requirements set forth herein.
- t) Carrier shall maintain two-way communication with drivers at all times.



**24 TOLL-FREE HOTLINE: 866-396-1C2C**

## C2C Asset Protection Plan – Driver Checklist

DRIVER(S)/SUPERVISORS AGREE TO COMPLY WITH ALL OF THE ABOVE CHECKLIST ITEMS BY AFFIXING SIGNATURE(S) BELOW.

- Driver(s) has performed and has completed daily condition report for all equipment
- Driver(s) has not discussed and will not discuss details of the load with anyone.
- Driver(s) has fueled before pickup
- Driver(s) is well rested prior to pick-up.
- Driver(s) will not carry unauthorized passengers.
- Driver(s) does acknowledge receipt of the load
- Driver(s) did witness the trailer/container door sealing and/or did verify the seal number as well as the loaded trailer/container number on the Bill of Lading (BOL)
- Driver(s) and the shipping department did sign the BOL.
- When arriving at destination, the Driver(s) will ensure the receiving representative compares the cargo door seal number(s) and signs the documentation on Bill of Lading
- Driver(s) will not take the load home.
- Driver(s) will not make unauthorized stops.
- Driver(s) will never leave the trailer and/or truck at the truck stop or any unsecured, unauthorized location over the weekend.
- Driver(s) will stay on major roads and avoid secondary roads to the extent possible.
- Driver(s) will watch for signs of being followed.
- Driver(s) will use Qualcomm or use other cellular communication to contact their dispatch if they suspect they are being followed.
- Driver(s) will not stop before traveling 200 miles from origin, unless at final destination.
- Driver(s) will communicate the status of their trip to their dispatch every 2 hours unless otherwise communicated automatically.
- Driver(s) will avoid rest areas if possible.
- Driver(s) will not leave their truck unattended, if team, (one member will always stay with the unit).
- Driver(s) will notify dispatch if out of tractor.
- Driver(s) will make written note of vehicles they are parked next to at truck stops.
- Driver(s) will keep unit in sight if possible.
- Driver(s) should never uncouple unit: If necessary for repair, driver(s) will attach King Pin lock, if uncoupled.
- Driver(s) will back trailer against a wall or pole to prevent doors from being opened, if a stop is necessary.
- Driver(s) will stop engine remove keys, lock truck, and keep keys on themselves whenever they need to be away from the vehicle.
- Driver(s) will survey area around unit before walking away.

<b>Reviewed BY (Print Supervisor Name)</b>	<b>Signature</b>	<b>Company</b>		<b>Date (MM/DD/YY)</b>
<b>Reviewed WITH (Print Name of Driver # 1)</b>	<b>Signature</b>	<b>DL#</b>	<b>Trailer Number</b>	<b>Tractor Number</b>
		<b>State</b>		
<b>Reviewed WITH (Print Name of Driver # 1)</b>	<b>Signature</b>	<b>DL#</b>	<b>Trailer Number</b>	<b>Tractor Number</b>
		<b>State</b>		
<b>Bill of Lading Numbers — if more than nine (9) bills list numbers on the reverse.</b>				
1. _____	4. _____	7. _____		
2. _____	5. _____	8. _____		
3. _____	6. _____	9. _____		
<b>Outbound Trailer Seal #</b>	<b>Origin Verification by (Print Name):</b>	<b>Signature</b>		
<b>Inbound Trailer Seal #</b>	<b>Origin Verification by (Print Name):</b>	<b>Signature</b>		

Type of Load:  TL  Line Haul  Drayage