

## Carrier Monitoring & Safety Process

You can have confidence knowing JTS is doing everything possible to minimize our risk and protect our customers. The process below outlines the steps our Carrier Relations department follows to achieve this goal:

### Required documentation

JTS requires a completed carrier packet before a carrier can be added into our system. The required documents in that packet include:

- A certificate of insurance outlining automobile, cargo and general coverage amounts.
- Federal Motor Carrier Safety Administration (FMCSA) proof of Common and/or Contract Authority.
- Signed and completed 7-page carrier contract.
- Current W-9.
- Signed Seal Policy.
- Print out of current DAT Solutions information, showing:
  - Valid Cargo Insurance limits, deductible and reefer breakdown coverage.
  - Carrier's Safety rating.
- References

### Carrier Monitoring System

JTS contracts with a third-party compliance monitoring service (DAT Solutions), which downloads data on a daily basis from the FMCSA database. The monitoring service is then integrated with our carrier database and downloads information into our system on a nightly basis. This process automatically prevents carriers from being loaded who are out of compliance with our current policy, in accordance with state and federal regulations.

### JTS System Overview

As a check and balance system, each morning we receive email notifications of any carrier compliance changes so we can go into our system and verify. This would include any downgrade to safety ratings, revocation of operating authority, or for those reasons mentioned above.

### Safety Ratings

Any carrier wishing to haul loads for JTS will only be accepted for further review if they have a *Satisfactory* or *None* rating. New carriers who possess a *Conditional* rating will not be considered. No exceptions.

### CSA

On December 4, 2015, the Fixing America's Surface Transportation Act, or "FAST Act" was signed and included language that resulted in the temporary removal of CSA Basic scores from public viewing. Therefore, as directed by the FMCSA, JTS will not be using CSA scores as part of our qualification process. This process may at some point be reinstated by FMCSA, but for now we are required to eliminate this step.