

Covers non-asset freight brokers and logistics companies that arrange transportation by other motor carriers. Asset-based carriers use CWCO-SUP-TRK. Complete with ACORD 125. Attach the broker-carrier agreement and carrier onboarding procedure.

1 APPLICANT / BUSINESS INFORMATION

LEGAL BUSINESS NAME	DBA	FEIN	YEARS IN BUSINESS
BUSINESS ADDRESS	CITY / STATE / ZIP	WEBSITE	

Entity type:
☐ Sole proprietor ☐ Partnership ☐ LLC ☐ Corporation

PRIMARY CONTACT / TITLE	PHONE	EMAIL
BROKER MC / AUTHORITY NO.	USDOT NO.	BMC-84 / 85 SURETY (\$)

2 OPERATIONS

LOADS BROKERED PER YEAR	ACTIVE CARRIERS USED	BROKERS / AGENTS	LARGEST SHIPPER (% OF REVENUE)

COMMODITY	% OF LOADS	MAXIMUM LOAD VALUE (\$)

Modes arranged (check all that apply):

☐ Truckload ☐ LTL ☐ Refrigerated ☐ Flatbed / oversize ☐ Hazmat ☐ Intermodal / drayage ☐ Household goods

2-1 Does the applicant use independent agents who book loads under its authority? ☐ Yes ☐ No

IF YES, EXPLAIN

2-2 Does the applicant or an affiliate also operate its own trucks? ☐ Yes ☐ No

IF YES, EXPLAIN

3 EXPOSURE & RISK QUESTIONS — CARRIER SELECTION & VETTING

In May 2026 the Supreme Court unanimously held in Montgomery v. Caribe Transport II that brokers can be sued for negligently selecting an unsafe carrier, removing the federal preemption defense brokers relied on for years. The broker's vetting process is now its main defense.

3-1 Is there a written carrier-selection policy applied to every load? ☐ Yes ☐ No

IF NO, EXPLAIN

3-2 Is each carrier's operating authority confirmed active before every load? ☐ Yes ☐ No

IF YES, EXPLAIN

3-3 Is each carrier's auto liability and cargo insurance verified directly with the insurer or a monitoring service? ☐ Yes ☐ No

IF YES, EXPLAIN

3-4 Are carriers with conditional or unsatisfactory ratings, or out-of-service orders, rejected? ☐ Yes ☐ No

IF YES, EXPLAIN

3-5 Are carriers' CSA scores reviewed, with thresholds that trigger rejection or review? ☐ Yes ☐ No

IF NO, EXPLAIN

3-6 Are carriers monitored continuously for changes in authority, insurance, and safety data? ☐ Yes ☐ No
IF NO, EXPLAIN

3-7 Are carrier-vetting records kept for every load for at least 5 years? ☐ Yes ☐ No
IF YES, EXPLAIN

3-8 Has the applicant been named in any suit arising from a carrier's crash, including negligent-selection claims? ☐ Yes ☐ No
IF YES, EXPLAIN

4 EXPOSURE & RISK QUESTIONS — FRAUD, DOUBLE BROKERING & CARGO

4-1 Are carrier identities verified (e.g., contact through FMCSA-listed details) to prevent impersonation? ☐ Yes ☐ No
IF NO, EXPLAIN

4-2 Do carrier agreements prohibit re-brokering loads to other carriers? ☐ Yes ☐ No
IF YES, EXPLAIN

4-3 Are high-value loads assigned only to carriers approved for them, with tracking? ☐ Yes ☐ No
IF NO, EXPLAIN

4-4 Are payment-detail changes from carriers verified by phone before payment? ☐ Yes ☐ No
IF NO, EXPLAIN

4-5 Has the applicant had a cargo theft, double-brokering, or payment-fraud loss? ☐ Yes ☐ No
IF YES, EXPLAIN

5 EXPOSURE & RISK QUESTIONS — CONTRACTS & COVERAGE

5-1 Does every carrier sign a broker-carrier agreement with an indemnity in the applicant's favor? ☐ Yes ☐ No
IF YES, EXPLAIN

5-2 Does the carrier agreement require the carrier to name the applicant as additional insured? ☐ Yes ☐ No
IF NO, EXPLAIN

5-3 Do shipper contracts make the applicant liable as a carrier or for full cargo value? ☐ Yes ☐ No
IF YES, EXPLAIN

5-4 Has the applicant checked whether its contingent auto and E&O policies were written before Montgomery and still fit its exposure? ☐ Yes ☐ No
IF NO, EXPLAIN

6 REVENUE

GROSS BILLINGS (\$)	NET REVENUE (MARGIN) (\$)	TOTAL PAYROLL (\$)

7 PRIOR INSURANCE & LOSS HISTORY

Attach currently valued loss runs for the last 5 years.

CONTINGENT AUTO CARRIER / LIMITS

CONTINGENT CARGO CARRIER / LIMITS

BROKER E&O CARRIER / LIMITS

7-1 Has any carrier declined, cancelled, or non-renewed coverage in the last 5 years?

☐ Yes ☐ No

IF YES, EXPLAIN

DATE OF LOSS	DESCRIPTION	TOTAL INCURRED (\$)	OPEN / CLOSED

7-2 Is the applicant aware of any incident, complaint, or circumstance not yet resulting in a claim that could reasonably give rise to one?

☐ Yes ☐ No

IF YES, EXPLAIN

8 RISK MANAGEMENT

8-1 Are agents trained on the carrier-selection policy?

☐ Yes ☐ No

IF NO, EXPLAIN

8-2 Are agents' loads audited for compliance with the policy?

☐ Yes ☐ No

IF NO, EXPLAIN

8-3 Is multi-factor authentication required on load boards, email, and TMS accounts?

☐ Yes ☐ No

IF NO, EXPLAIN

9 SIGNATURE & FRAUD WARNING

The undersigned declares that the statements and answers given in this supplemental are true, complete and correct to the best of their knowledge, and that no material fact has been withheld or misstated. The applicant agrees that this supplemental, together with all ACORD applications and attachments, forms the basis of any submission to insurers and may be relied upon by them. Signing this supplemental does not bind coverage. This supplemental is an intake document prepared by Cory Washington & Co. LLC to support carrier submission; it does not itself provide coverage.

FRAUD NOTICE: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance containing any materially false information, or conceals for the purpose of misleading information concerning any fact material thereto, may be committing a fraudulent insurance act, which is a crime and may subject such person to criminal and civil penalties. State-specific fraud warnings appear on the insurer's application.

APPLICANT / AUTHORIZED SIGNATURE (TYPE FULL NAME)

TITLE

DATE

PRODUCER — CORY WASHINGTON & CO. LLC

PRODUCER SIGNATURE (TYPE FULL NAME)

DATE