



BILL OF LADING



EXPRESS LTD.

FREIGHTWAYS LTD.

CAMPBELL RIVER (250) 286-0111
 NANAIMO (250) 754-7773
 VICTORIA (250) 652-7758
 PORT MCNEIL (250) 956-3141

VANCOUVER (604) 940-2323
 FAX: (604) 940-8983
 GIBSONS (604) 886-8100
 SQUAMISH (604) 892-3838

**AFFIX PRO STICKER
IN THIS AREA**

G.S.T. REG. NO. 86313 4672 RT0001

**ADMINISTRATION 1-800-698-2111
 CUSTOMER SERVICE 1-800-404-9338**

COMBINATION SHORT FORM OF STRAIGHT BILL OF LADING - EXPRESS SHIPPING CONTRACT ADOPTED BY RAIL FREIGHT AND EXPRESS CARRIER'S SUBJECT TO THE JURISDICTION OF THE CANADIAN TRANSPORT COMMISSION. ISSUED AT SHIPPER'S REQUEST.

Received subject to the classification and tariffs in effect on the date of issue Original Bill of Lading, or received, subject to the Rules for the Carriage of Express and Non-Carload Freight Traffic and tariffs in effect on the date of issue of this original Shipping Contract (bill of lading), goods described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all terms and conditions (which are hereby incorporated by reference and have the same force and effect as if the same were severally, fully and specifically set forth herein).

- approved by the Canadian Transport Commission by General Order No. T-5, dated February 1, 1965 set forth in the Canadian Freight Classification and also available at all Railway agency stations and freight offices upon request, when said goods are carried by a rail carrier; or
- of the bill of lading of the water carrier as provided in its tariffs of Rules and Regulations when said goods are carried by a water carrier; or
- of the bill of lading set forth in or prescribed by the relevant tariffs, classification, statutes and regulations pertaining to motor carrier's services when said goods are carried by a motor carrier; or
- of the bill of lading form schedule "A" amended by O.C. 986-79 - 4 April 1979 Sect. 12A - as approved by the Quebec Transportation Board when said goods originating in Quebec are to be carried by a motor carrier;
- or approved by the Canadian Transport Commission by General Order No. T-43, set forth in the Rules for the Carriage of Express and Non-Carload Freight Traffic and also available at all express and railway agency stations and express and freight offices upon request, when said goods are carried by a rail carrier, and which are agreed to by the shipper and accepted for himself and his assigns.

(SHIPPER) CONSIGNOR		DATE	
ADDRESS		CITY	
(RECEIVER) CONSIGNEE TO			
DESTINATION		CITY	
INTERLINE CARRIER		INTERLINE PRO #	

CUSTOMER CODE

BILL OF LADING NO.

P.O. NO. / SHIPPER NO.

TRAILER / TRIP NO.

C.O.D. AMOUNT

DECLARED VALUE OF SHIPMENT		
ACCEPTANCE OF EXCESS VALUE AT THE DISCRETION OF THE CARRIER.		
PREPAID	COLLECT	THIRD PARTY
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BILL TO: (INSERT NAME OF THIRD PARTY)

COMOX QUOTE #

NO. OF PCS.	D.G.	UN #	SHIPPING NAME	CLASS	PACKAGING GROUP	KG ONLY	LBS ONLY
	INDICATE "X" FOR DANGEROUS GOODS						

24 HR TELEPHONE NUMBER

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SPECIAL INSTRUCTIONS:

FOR DANGEROUS GOODS, WEIGHT MUST BE IN KGS

RECEIVER'S SIGNATURE:	RECEIVER: (PLEASE PRINT NAME)
RECEIVED ABOVE SHIPMENT IN APPARENT GOOD ORDER EXCEPT AS NOTED	

CHARGES WILL BE PAYABLE BY THE PARTY DESIGNATED HEREIN BY THE SHIPPER AND NO TRANSFERS CAN BE MADE LATER. ARTICLES WILL NOT BE ACCEPTED FOR SHIPMENT UNLESS PROPERLY PACKAGED AND ADDRESSED. THIS BILL OF LADING IS TO BE SIGNED BY THE SHIPPER AND THE CARRIER ISSUING SAME.

MAXIMUM LIABILITY FOR LOSS, DAMAGE OR DELIVERY DELAY OF GOODS IS LIMITED TO \$6.61 KG. / \$3.00 LB. OF ACTUAL PRODUCT LOSS OR DAMAGE UNLESS A HIGHER VALUE IS DECLARED AND ADDITIONAL VALUATION CHARGES PAID. THE AGREED VALUATION ON HOUSEHOLD GOODS, PERSONAL EFFECTS, USED PARTS, AND USED EQUIPMENT IS NOT EXCEEDING \$3.30 PER LB. PER ARTICLE UNLESS OTHERWISE SPECIFIED.

SHIPPER SIGN _____	PICK-UP DRIVER _____	UNIT NO. _____	DELIVERY DRIVER _____	UNIT NO. _____
PRINT NAME _____	NO. PCS. _____	DATE _____	TIME _____	NO. PCS. _____
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, are properly classified and packaged, have dangerous goods safety marks properly affixed or displayed on them, and are in all respects in proper condition for transport according to the Transportation of Dangerous Goods Regulations.				

ALL ACCOUNTS ARE DUE AND PAYABLE IN 30 DAYS. INTEREST OF 2% PER MONTH (24% PER ANNUM) CHARGED ON OVER DUE ACCOUNTS.

TERMS AND CONDITIONS

I APPLICATION

The following provisions shall apply to all transportation of goods by the for-hire highway carriers licenced under the Motor Vehicle Transport Act (Canada, R.S.C. 1970, M-14) or under provincial statutes with the exception of the transportation of:

- a) used household goods.
- b) livestock.
- c) bus parcel express shipments.
- d) the personal luggage of bus passengers.
- e) such other specific commodities as may be specified by provincial law.

II BILL OF LADING

1. A Bill of Lading shall be completed as provided herein for each shipment.
2. On each article covered by the Bill of Lading, there shall be plainly marked thereon by the consignor, the name of the consignee and the destination thereof. This requirement does not apply in cases where the shipment is from one consignor to one consignee and constitutes a truckload shipment.
3. The Bill of Lading shall be signed in full (not initialed) by the consignor and by the carrier as an acceptance of all terms and conditions contained therein.
4. At the option of the carrier a waybill may be prepared by the carrier and the waybill shall bear the same number of other positive means of identification as the original Bill of Lading. Under no circumstances shall the waybill replace the original Bill of Lading.

III CONDITIONS OF CARRIAGE

1. Liability of Carrier

The carrier of the goods herein described is liable for any loss of or damage to goods accepted by him or his agent except as hereinafter provided.

2. Liability of Originating and Delivering Carriers

Where a shipment is accepted for carriage by more than one carrier, the carrier issuing the Bill of Lading (hereinafter called the originating carrier and the carrier who assumes responsibility for delivery to the consignee, (hereinafter called the delivering carrier). In addition to any other liability hereunder, are liable for any loss of or damage to the goods while they are in the custody of any other carrier to whom the goods are or have been delivered and from which liability the other carrier is not relieved.

3. Recovery from Connecting Carrier

The originating carrier or the delivering carrier, as the case may be, is entitled to recover from any other carrier to whom the goods are or have been delivered the amount of the loss or damage that the originating carrier or delivering carrier, as the case may be, may be required to pay hereunder resulting from loss of or damage to the goods while they were in the custody of such other carrier.

When shipments are interlined between carriers, settlement of concealed damage claim shall be prorated on the basis of revenues received.

4. Remedy by Consignor or Consignee

Nothing in articles 2 or 3 deprives a consignor or consignee of any rights he may have against any carrier.

5. Exceptions from Liability

The carrier shall not be liable for loss, damage or delay to any of the goods described in the Bill of Lading caused by an Act of God, the Queen's or public enemies, riots, strikes, a defect or inherent vice in the goods, the act or default of the consignor, owner or consignee, authority of law, quarantine or differences in weight of grain, seed or other commodities by natural shrinkage.

6. Delay

No carrier is bound to transport the goods by any particular vehicle or in time for any particular market or otherwise than with due dispatch.

7. Routing by Carrier

In cases of physical necessity where the carrier forwards the goods by a conveyance that is not a licenced for-hire vehicle, the liability of the carrier is the same as though the entire carriage were by licenced for-hire vehicle.

8. Stoppage in Transit

Where goods are stopped and held in transit at the request of the party entitled to so request, the goods are held at the risk of that party.

9. Valuation

Subject to article 10, the amount of any loss or damage for which the carrier is liable, whether or not the loss or damage results from negligence, shall be computed on the basis of:

- a) the value of the goods at the place and time of shipment including the freight and other charges if paid, or
- b) where a value lower than that referred to in paragraph (a) has been represented in writing by the consignor or has been agreed upon, such lower value shall be the maximum liability.

10. Maximum Liability

The amount of any loss or damage shall not exceed \$3.00 per pound of actual product loss or damage unless a higher value is declared on the face of the bill of lading by the Consignor and accepted by the carrier.

11. Consignor's Risk

Where it is agreed that the goods are carried at the risk of the consignor of the goods, such agreement covers only such risks as are necessarily incidental to transportation and the agreement shall not relieve the carrier from liability for any loss or damage or delay which may result from any negligent act or omission of the carrier, his agent or employees and the burden of proving absence from negligence shall be on the carrier.

12. Notice of Claim

- a) No carrier is liable for loss, damage or delay to any goods carried under the Bill of Lading unless notice thereof setting out particulars of the origin, destination and date of shipment of the goods and the estimated amount claimed in respect of such loss, damage or delay is given in writing to the originating carrier or the delivering carrier within sixty (60) days after the delivery of the goods, or, in the case of failure to make delivery, within nine (9) months from the date of shipment.
- b) The final statement of the claim must be filed with nine (9) months from the date of shipment together with a copy of the paid freight bill.

13. Articles of Extraordinary Value

No carrier is bound to carry any documents, specie or any articles of extraordinary value unless by a special agreement to do so. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon, the carrier shall not be liable for any loss or damage in excess of the maximum liability stipulated in article 10 above,

14. Freight Charges

- a) If required by the carrier the freight and all other lawful charges accruing on the goods shall be paid before delivery and if upon inspection it is ascertained that the goods shipped are not those described in the Bill of Lading the freight charges must be paid upon the goods actually shipped, with any additional charges lawfully payable thereon.
- b) Should a consignor fail to indicate that a shipment is to move prepaid, or fail to indicate how the shipment is to move, it will automatically move on a collect basis.

15. Dangerous Goods

Every person, whether as principal or agent, shipping explosives or dangerous goods without previous full disclosure to the carrier as required by law, shall indemnify the carrier against all loss, damage or delay caused hereby, and such goods may be warehoused at the consignor's risk and expense.

16. Undelivered Goods

- a) Where, through no fault of the carrier, the goods cannot be delivered, the carrier shall immediately give notice to the consignor and consignee that delivery has not been made, and shall request disposal instructions.
- b) Pending receipt of such disposal instructions,
 - i) The goods may be stored in the warehouse of the carrier, subject to a reasonable charge for storage; or
 - ii) Provided that the carrier has notified the consignor of his intention, the goods may be removed to, and stored in a public or licensed warehouse, at the expense of the consignor, without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

17. Return of Goods

Where notice has been given by the carrier pursuant to article 16 (a), and no disposal instructions have been received within 10 days from the date of such notice, the carrier may return to the consignor, at the consignor's expense, all undelivered shipments for which such notice has been given.

18. Alterations

Subject to article 19, any limitation on the carrier's liability on a Bill of Lading, and any alteration or addition or erasure in the Bill of Lading shall be signed or initialed by the consignor or his agent and the originating carrier or his agent and unless so acknowledged shall be without effect.

19. Weights

It shall be the responsibility of the consignor to show correct shipping weights of the shipment on the Bill of Lading. Where the actual weight of the shipment does not agree with the weight shown on the Bill of Lading, the weight shown thereon is subject to correction by the carrier.

20. C.O.D. Shipments

- a) A carrier shall not deliver a C.O.D. shipment unless payment is received in full.
- b) The charge for collecting and remitting the amount of C.O.D. bills for C.O.D. shipments must be collected from the consignee unless the consignor has otherwise so indicated on the Bill of Lading.
- c) A carrier shall remit all C.O.D. monies to the consignor or person designated by him within 15 days after collection.
- d) A carrier shall keep all C.O.D. monies separate from the other revenues and funds of his business in a separate trust fund or account.
- e) A carrier shall include as a separate item in his schedule of rates the charges for collecting and remitting money paid by consignees.