



AYR, ONTARIO (519) 740-8181



MONTEBELLO, CALIFORNIA (323) 728-8900

Shipper's Name & Address - Nom et adresse de l'expéditeur

Date M D-J Y-A	Shipper #	Pro #
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Bill To: (Applicable to the Third Party) - Facturer a: (applicable pour tierce partie)

Postal Code - Code postal Phone No. - N° de tel

Consignee's Name & Address - Nom et adresse du destinataire

Postal Code - Code postal Phone No. - N° de tel

Beyond Carrier - Autre transporteur	Shipper Routing
	Yes-Oui <input type="checkbox"/> No-Non <input type="checkbox"/>

Pcs. - Colis	DG	Description - References	Weight - Poids	Dimensions	Charges - Frais
					Prepaid <input type="checkbox"/> Collect <input type="checkbox"/> Payés d'avance À percevoir Freight charges will be collect unless marked "prepaid". Le fret sera "à percevoir" à moins d'indications contraires. C.O.D. - P.S.L. Amount Montant & _____ C.O.D. Fee - Charges P.S.L. Prepaid <input type="checkbox"/> Collect <input type="checkbox"/> Payés d'avance À percevoir Declared Value - Valeur déclarée
Total Pcs. - Co.			Total Weight - Poids	Shipper accepts cube <input type="checkbox"/> lb. <input type="checkbox"/> kg. Expéditeur accepte le cubage subject to correction Sous réserve de modif.	Freight invoices to be paid within 7 days of receipt. Fractures de transport doivent être payées end moins de 7 jours de la réception.

Special Instructions - Directives spéciales

Original Bill of Lading - Not Negotiable Connaissance original - Non negociable

RECEIVED, subject to the classifications and tariffs in effect on the date of receipt by the carrier of goods described in this Original Bill of Lading.

Received at point of origin on this date from the shipper, the goods herein described, in apparent good order, except as noted (contents and conditions of contents of packages unknown) marked, consigned and destined as indicated below, which the carrier agrees to carry and deliver to the consignee at the destination, if on its own route, otherwise to deliver to another carrier on the route to the destination.

Reçu au point d'origine, à la date et de l'expéditeur ci-dessous mentionné les marchandises ci-après décrites en bon état apparent (le contenu des colis et leur condition étant inconnus) marquées, consignées et destinées tel que ci-après mentionné, que le voiturier consent à transporter et à délivrer à leur consignataire au point de destination si ce point se trouve sur la route qu'il est autorisé à desservir, sinon à faire transporter et délivrer par un autre voiturier autorisé à ce faire.

It is agreed as to each carrier of all or any of the goods over all or any portion of the route to destination, and as to each party at any time interested in all or any of the goods that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, including conditions on back hereof, which are hereby agreed to by the shipper and accepted by himself and his assigns.

Il est mutuellement convenu que chaque voiturier transportant les dites marchandises en tout ou en partie, sur le parcours entier ou une portion quelconque de celui-ci jusqu'à destination et que tout intéressé à la dite expédition pour tout service à effectuer en vertu des présentes est sujet à toutes les conditions imprimées ou écrites non prohibées par la loi, incluant les conditions contenues au verso des présentes qui son acceptées par l'expéditeur pour lui-même et ses ayants-droits.

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.

Maximum liability of \$2.00 per pound computed on the total weight of the shipment unless declared valuation states otherwise.

Responsabilité maximum \$2.00 par livre calculé sur le poids total l'expédition à moins que la valeur déclarée soit différente.

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 the shipment.

b) The final statement of the claim must be filed within nine (9) months from the date of shipment together with a copy of the paid freight bill.

Avis de réclamation a) Aucun transporteur ne peut être tenu responsable de perte, dommage ou retard de quelque marchandise transportée sous le couvert d'un connaissance à moins qu'un avis détaillé de l'origine, destination et de la date de l'expédition des marchandises et l'estimation du montant réclamé en rapporta avec les dites perte, dommage ou délai ne soit signifié par écrit au transporteur d'origine ou à celui livraison dans les soixante (60) jour suivant la livraison des marchandises ou à défaut d'effectuer la livraison, dans les neuf (9) mois de la date de l'expédition.

b) La réclamation finale doit être soumis dans les neuf (9) mois de la date de l'expédition accompagnée de la copie acquittée de la facture de transport.

Note carefully conditions on back hereof which are hereby accepted. Noter veuillez prendre connaissance des conditions au verso, qui sont acceptées les présentes.

RECEIVED IN APPARENT GOOD ORDER UNLESS OTHERWISE NOTED

Shippers Signature - Signature de l'expéditeur

Carrier

Liberty Linehaul / Liberty Linehaul West

Total No. Pieces-Colis	Truck	Trailer	Date	Time

Driver's Signature

Consignee Signature

Carrier

Liberty Linehaul / Liberty Linehaul West

Total No. Pieces-Colis	Truck	Trailer	Date	Time

Driver's Signature

I APPLICATION

The following provisions shall to all transportations of goods by for-hire highways carriers licensed under the Motor Vehicle Transportation 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 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 good herein described is liable for any loss of or damage to goods accepted by him of 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 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 or damage to the goods while they are in the custody of such other carrier. When shipments are interlined between carriers, settlement of concealed damaged claims 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 weights of grain, seed, or other commodities caused 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, unless by agreement specifically endorsed on the Bill of Lading and signed by the parties thereto.

7. Routing by Carrier

In case 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 for
- b) where 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 maximum liability.

10. Maximum Liability

The amount of any loss or damage computed under paragraph (a) or (b) of article 9, shall not exceed \$2.00 per pound (\$4.40 per kilogram) computed on the total

weight of the shipment unless a higher value is declared on the face of the Bill of Lading by the consignor.

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 providing 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 shipment.
- b) The final statement of the claim must be filed within nine (9) months from the date of shipment together with a copy of the paid freight bill.

13. Article 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 consignor fail to indicate that a shipment is to move prepaid 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 a loss, damage or delay caused thereby, 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 instruction
- 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 licenced 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 16a, 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, and limitation on the carrier's liability on Bill of Lading any alternation or addition or erasure in the Bill of Lading shall be signed or initiated by the consignor of his agent and the originating carrier or his agent and unless so acknowledged shall be without effect.

19. Weights

shall be the responsibility of the consignor to show correct shipment 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. dues for C.O.D. shipments must be collected from the consignee unless the consignor has otherwise so indicated and instructed 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 this schedule of rates the charges for collecting and remitting money paid by consignees.