

STRAIGHT BILL OF LADING - NOT NEGOTIABLE

PICK UP DATE & TIME		TRIP #		PRO BILL #		DELIVERY DATE & TIME	
CONSIGNOR (SHIPPER)				CONSIGNEE (RECEIVER)			
ADDRESS				ADDRESS			
CITY, PROV/STATE		POSTAL/ZIP CODE		CITY, PROV/STATE		POSTAL/ZIP CODE	
TEL #		FAX #		TEL #		FAX #	
CIRCLE BELOW REEFER FUEL LEVEL: FULL 3/4 1/2 1/4 EMPTY				ROUTING			
TIME IN		TIME OUT		CUSTOMS BROKER		PN CONFIRMATION #	
TEMP. °F		FRONT COMP.		MIDDLE COMP.		REAR COMP.	
TEL #		FAX #		TEL #		FAX #	
PIECES / QTY	PRODUCT DESCRIPTION / ARTICLES AND SPECIAL MARKS / MOC	WEIGHT (lbs)	WEIGHT (kgs)	DANGEROUS GOODS			FREIGHT CHARGES SHIPPER TO CHECK
				CLASS	UN #	PKG GRP.	
							PREPAID <input type="checkbox"/>
							COLLECT <input type="checkbox"/>
							If not specified, shipment will move prepaid.
							DECLARED VALUE: Maximum declared value is the lesser of the declared value, \$2.00 per lb (\$4.41 per kg) CDN, or \$150,000.00
							\$
							CDN FUNDS <input type="checkbox"/>
							US FUNDS <input type="checkbox"/>
	SHIPPER LOAD & COUNT <input type="checkbox"/>						
TRUCK #		TRAILER / CONTAINER #		24 HR EMERGENCY TELEPHONE #		TYPE OF PLACARD	
CHASSIS #		SEAL #		EMERGENCY PLAN #		QUANTITY	

NOTICE OF CLAIM: No carrier is liable for loss, delay to any goods 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 24 hours after the delivery of the goods, or, in the case of failure to make delivery, seven (7) business days from the date of the shipment.

RECEIVED at the point or origin on the date specified, from the consignor mentioned herein, the property herein described, in apparent good order, except as noted (contents and conditions of contents of package unknown) marked, consigned and destined as indicated herein, which the carrier agrees to carry and to deliver to the consignee at the said destination, if on its own authorized route or otherwise to cause to be carried by another carrier on the route to said destination, subject to the rates and classification in effect on the date of shipment. It is mutually 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 of any time interested in all or any of the goods, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, including conditions set aside by the standard bill of lading, in power at the date of issuing, which are hereby agreed by the consignor and accepted for himself and his agents.

The Contract for the carriage of goods listed in the Bill of Lading is governed by regulation in force in the jurisdiction of the Canadian Transport Commission at the time and place of shipment and is subject to the condition set out in such regulations.

The Carrier is not liable for (a) loss, damage or delay to any of the goods described in this Bill of Lading because of an Act of God, the Queen's or public enemies, riots, strikes or a defect or inherent vice in the goods being transported, or (b) loss or damage resulting from an act or default of the consignor, the owner of the goods or the consignee, the authority of law, quarantine or differences in weights of grain, seed or other commodities caused by natural shrinkage. Consignor, Consignee and Carrier are bound by the laws set forth in the MOTOR VEHICLE ACT REGULATIONS, pertaining to REQUIRED DOCUMENTS - PART 7, Bill of Lading section 37.39.

DRIVER'S SIGNATURE		CONSIGNEE'S NAME (please print)	
CONSIGNOR'S SIGNATURE		CONSIGNEE'S SIGNATURE (received in good order)	
CONSIGNEE LOAD SEAL VERIFICATION		DATE RECEIVED	
SEAL INTACT YES <input type="checkbox"/> NO <input type="checkbox"/>			

Committed for the Long Haul

White - CPX Office Blue - Consignor Yellow - Consignee