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B/L #	
DATE	
FORTIGO JOB #	

SHIPPER:		CONSIGNEE:	
ADDRESS:		ADDRESS:	
CITY:		CITY:	
TEL:		TEL:	
	POSTAL CODE:		POSTAL CODE:

PIECES	DESCRIPTION OF GOODS	WEIGHT	FOR OFFICE USE ONLY	
			<input type="radio"/> PPD <input type="radio"/> COL <input type="radio"/> Third Party <input type="radio"/> C.O.D. AMOUNT \$ _____ Cash <input type="radio"/> Certified Chq. <input type="radio"/> Customer Chq. <input type="radio"/> C.O.D. FEE \$ _____ DECLARED VALUE \$ _____ VALUATION CHARGES \$ _____ *NOTE BELOW	BILL TO: DEL. CHARGE:

SERVICE REQUIRED: Overnight <input type="radio"/> Same Day <input type="radio"/> Rush <input type="radio"/> Direct Drive <input type="radio"/>	P.O. #	SHIPPER SIGNATURE: (AUTHORIZED BY)
Other Services Required:		

P.U. DRIVER:			DEL. DRIVER:		
UNIT #	TIME IN:	TIME OUT:	UNIT #	TIME IN:	TIME OUT:

SIGNATURE RECEIVED IN GOOD ORDER:	PRINT RECEIVER NAME :	DATE RECEIVED:
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COMMENTS:	*NOTE: Unless a higher value is declared in advance and additional charges are paid, our limit of liability for loss of damage is \$2.00 per pound.
*SUBJECT TO TERMS AND CONDITIONS HEREIN	

CONDITIONS

(As provided by Reg. 829 under the Public Commercial Vehicles Act)

R R O. 1980. REG. 829 SCHED.

LIABILITY OF CARRIER

1. 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.

LIABILITY OF ORIGINATING AND DELIVERING CARRIER

2. 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, (hereafter called the delivering carrier), in addition to any other liability hereunder are liable for any loss of damage to the goods while they are in the custody of any other carrier to whom the goods are or have been delivered from which liability the other carrier is not relieved.

RECOVERY FROM CONNECTING CARRIER

3. 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 claims shall be prorated on the basis of revenues received.

REMEDY BY CONSIGNOR OR CONSIGNEE

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

EXCEPT FROM LIABILITY

5. 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 difference in weights of grain, seed, or other commodities caused by natural shrinkage.

DELAY

6. No carrier is bound to transport the goods by any particular vehicle or in time for any particular market or otherwise than with the due dispatch unless by agreement specifically endorsed on the bill of lading and signed by the parties thereto.

ROUTING BY CARRIER

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

STOPPAGE IN TRANSIT

8. 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.

VALUATION

9. 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.

*MAXIMUM LIABILITY

10. The amount of any loss or damage computed under paragraph (a) or (b) of article 9 shall not exceed \$4.41 per kilogram (\$2.00 per pound) 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. Valuation in excess of \$4.41 per kilogram (\$2.00 per pound) will be charged at 2% of the declared value.

CONSIGNOR'S RISK

11. 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 negligent act or omission of the carrier, his agents or employees and the burden of proving absence from negligence shall be on the carrier.

NOTICE OF CLAIM

12. (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, carriage or delay is given in writing to the originating carrier of the delivering carrier with sixty (60) days after delivery of the goods, or, in the case of failure to make delivery within (9) months from the date of 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.

ARTICLES OF EXTRAORDINARY VALUE

13. 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 of damage in excess of the maximum liability stipulated in article 10 above.

FREIGHT CHARGES

14. (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.

DANGEROUS GOODS

15. 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 thereby, and such goods may be warehoused at the consignor's risk and expense.

UNDELIVERED GOODS

16. (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.

RETURN OF GOODS

17. Where a notice has been given by the carrier pursuant to paragraph (a) of article 16, and no disposal instructions have been received with ten (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.

ALTERATIONS

18. Subject to article 19, any limitation on the carriers liability on the 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 to acknowledge shall be without effect.

WEIGHTS

19. 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.

C.O.D. SHIPMENTS

20. (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 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 fifteen (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 collection and remitting money paid by consignee's.