



Obasa Freight Connections Ltd.
 1774 Main Street North
 Moose Jaw, SK S6J 1L4
 306-692-4522 • 306-692-4469 (fax)

BILL OF LADING No.
NOT NEGOTIABLE

Truck# _____ Trailer# _____

Received at the point of 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 below 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 on back hereof, which are hereby agreed by the consignor and accepted by himself and his assigns.

Picked up at: _____ CITY _____ PROV/STATE _____ Date: _____ YY/MM/DD _____

Shipper Name: _____ (Consignor or Agent) Shipper's Ref #: _____

Address: _____

Destination: _____ CITY _____ PROV/STATE _____

Consignee Name: _____

Address: _____

Declared Value of Shipment

\$ _____

Maximum liability of \$2.00/lb unless declared value of shipment is stated otherwise (see conditions 9 & 10 on back).

Ultimate Destination: _____ CITY _____ PROV/STATE _____

Consignee Name: _____

Address: _____

Load Transfer Information

Date: _____ YY/MM/DD _____

Truck/Trailer: _____

Location: _____ CITY _____ PROV/STATE _____

# of Pieces	Particulars of Goods, Marks and Exceptions	Weight
TOTAL		TOTAL

Origin/Shipper/Consignor

Agent Name: _____ (Printed)

Signature: _____

Pick Up Date: _____ YY/MM/DD _____

Shipper loaded and counted unless initialed:

Carrier

Driver Name: _____ (Printed)

Signature: _____

If transferred, Driver Name: _____ (Printed)

Signature: _____

Destination/Consignee

Agent Name: _____ (Printed)

Signature: _____

DELIVERY DATE: _____ YY/MM/DD _____

I APPLICATION

The following provisions shall apply to all transportation of goods by hire highway carriers licensed under the Motor Vehicles Transport Act (Canada, R.S.C., 1970, M-14) or under provincial statutes with the exception 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 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 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 the terms and conditions therein.
4. At the option of the carrier a waybill may be prepared by the carrier and the waybill shall bear the same number or other positive means of identification as the original Bill Of Lading. Under no circumstances shall the waybill replace the original Bill Of Lading.

III CONDITION 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 Carrier
Where the 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 goods while they were in the custody of such 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 of the delivering carrier, as the case may be, is entitled to recovery 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 required to pay hereunder resulting from loss 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 revenue received.
4. Remedy by Consignor or Consignee
Nothing in article 2 or 3 deprives a consignor of any rights he may have against any carrier.
5. Exception from Liability
The carrier shall not be liable for loss, damage or delay to any 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 goods by any particular vehicle or in time for any particular market or otherwise than with our dispatch, unless by agreement specifically endorsed on this Bill of Lading and signed by the parties thereto.
7. Routing by Carrier
In cases 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 by the licensed for hire vehicle.
8. Stoppage in Transit
Where the 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 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 it paid: or (b) Where a value lower than 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 loss damage computed under paragraph (a) or (b) of article 9, shall not exceed \$2.00 per pound 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 agents or employees and the burden of proving absence from negligence shall be on the carrier.
12. Notices 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 the 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 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 within 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, species or any articles of extraordinary values unless by special agreement to do so. If such goods are carried with out 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 on 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 a principal or agent, shipping explosives or dangerous goods without previous full disclosure to the carrier as required by law, shall indemnify the carrier or agent against all loss, damage or delay caused thereby, and such goods may be warehoused at the consignors risk and expenses.
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 the delivery has not been made, and shall request disposal instructions.
(b) Pending such receipt of such disposal instructions:
(I) The goods may be stored in the warehouse of the carrier, subject to reasonable charge for storage: or
(II) Provided 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.
18. Alterations
Subject to the 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 acknowledged shall be without effect.
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 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.
19. Weights
It shall be the responsibility of the consignor to show correct shipping weights of the shipment on the bill of Lading shall be signed or initialed by the consignor or his agent and the originating carrier or his agent and unless acknowledged shall be without effect.
20. C.O.D. Shipments
(a) A carrier shall not deliver a C.O.D. shipment unless the payment is received in full.
(b) The charges for collecting and remitting the amount of the 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 collecting and remitting money paid by the consignees.

IV OTHER SPECIFICATIONS