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<b>DATE</b>	<b>THIRD PARTY</b> <input type="checkbox"/>	<b>COLLECT</b> <input type="checkbox"/>	<b>PREPAID</b> <input type="checkbox"/>	<b>STRAIGHT BILL OF LADING</b>
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**Original - Not Negotiable**

SHIPPER REF. #	PHONE NO.	CONSIGNEE REF. #	PHONE NO.
SHIPPER NAME		CONSIGNEE NAME	
ADDRESS		ADDRESS	
CITY	STATE	ZIP	
CITY	STATE	ZIP	

**THIRD PARTY BILLING**

<b>BILL TO:</b>			
ADDRESS	CITY	STATE	ZIP

NUMBER SHIPPING UNITS	HM	KIND OF PACKAGING, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS, (DESCRIPTION HEREON SUBJECT TO RETAIL 101 ITEM 848 & 848-1)	WEIGHT (LBS) (SUBJECT TO CORRECTION)	CLASS	NMFC NO.

<b>C.O.D. FEE TO BE PAID BY</b> <input type="checkbox"/> SHIPPER <input type="checkbox"/> CONSIGNEE	<input type="checkbox"/> COMPANY CHECK <input type="checkbox"/> CASH OR CERTIFIED FUNDS	Name _____ <b>COD</b> Address _____ City _____
\$ _____ X _____ (Shipper Signature)		

NOTE- WHERE THE RATE IS DEPENDENT ON VALUE, SHIPPERS ARE REQUIRE TO STATE SPECIFICALLY IN WRITING THE AGREED OR DECLARED VALUE OF THE PROPERTY. SUBJECT TO SECTION 7 OF THE CONDITIONS, IF THIS SHIPMENT IS TO BE DELIVERED TO HE AGREED VALUATION ON HOUSEHOLD GOODS OR PERSONAL EFFECTS DOES NOT EXCEED \$0.10 PER LB. PER ARTICLE, UNLESS OTHERWISE SPECIFIED. THE CONSIGNEE WITHOUT RECOURSE ON THE CONSIGNOR, THE CONSIGNOR SHALL THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING. SIGN THE FOLLOWING STATEMENT. THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES. MAXIMUM CARRIER LIABILITY IS LIMITED TO \$25 PER POUND PER PACKAGE AND \$100,000 PER SHIPMENT.

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading \_\_\_\_\_ (SIGNATURE OF CONSIGNEE)

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading. The property described above in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned, and destined as indicated above, which said carrier (the word carrier being understood throughout this contract a meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property 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 property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, as set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

**NOTICE: FREIGHT MOVING UNDER THIS BILL OF LADING IS SUBJECT TO TARIFFS ON FILE WITH THE INTERSTATE COMMERCE COMMISSION OR STATE REGULATORY AGENCY. THIS NOTICE SUPERSEDES AND NEGATES ANY CLAIMED ORAL OR WRITTEN CONTRACT, PROMISE, REPRESENTATION, OR UNDERSTANDING BETWEEN THE PARTIES, EXCEPT TO THE EXTENT OF ANY WRITTEN CONTRACT SIGNED BY BOTH PARTIES TO THE CONTRACT.**

<small>• THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE</small>	SHIPPER SIGNATURE	CONSIGNEE SIGNATURE	DEL. DATE / TIME
	DRIVER SIGNATURE	COMPANY NAME	P/UP DATE / TIME

## CONTRACT TERMS & CONDITIONS

SEC. 1 (a) The carrier or the party in possession of any of the property described in this bill of lading shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier shall be liable for any loss or damage to a shipment or for any delay caused by an Act of God, the public enemy, the authority of law, or the act or default of shipper. Except in the case of negligence of the carrier or party in possession, the carrier or party in possession shall not be liable for loss, damage or delay which results: when the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such request; or from faulty or impassable highway, or by lack of capacity of a highway bridge or ferry; or from a defect or vice in the property; or from riots or strikes. The burden to prove freedom from negligence is on the carrier or the party in possession.

SEC. 2 Unless arranged or agreed upon, in writing, prior to shipment, carrier is not bound to transport a shipment by a particular schedule or in time for a particular market, but is responsible to transport with reasonable dispatch. In case of physical necessity, carrier may forward a shipment via another carrier.

SEC. 3 (a) As a condition precedent to recovery, claims must be filed in writing with: any participating carrier having sufficient information to identify the shipment.

(b) Claims for loss or damage must be filed within fifteen days after delivery of the property (or, in the case of the export traffic, within fifteen days after delivery at the port of export), except that claims for failure to make delivery must be filed within nine months after a reasonable time for delivery has elapsed.

(c) Suits for loss, damage, injury or delay shall be instituted against any carrier no later than one year and one day from the day when written notice is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts of the claim specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier shall be liable, and such claims will not be paid.

(d) Any carrier or party liable for loss of or damage to any of said property shall have the full benefit of any insurance that may have been affected, upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance. PROVIDED, that the carrier receiving the benefit of such insurance will reimburse the claimant for the premium paid on the insurance policy or contract.

SEC.4 (a) If the consignee refuses the shipment tendered for delivery by carrier or if carrier is unable to deliver the shipment, because of fault or mistake of the consignor or consignee, the carrier's liability shall then become that of a warehouseman. Carrier shall promptly attempt to provide notice, by telephone or electronic communication as provided on the face of the bill of lading, if so indicated, to the shipper or the party, if any, designated to receive notice on this bill of lading. Storage charges, based on carrier's tariff, shall start no sooner than the next business day following the attempted notification. Storage may be, at the carrier's option, in any location that provides reasonable protection against loss of damage. The carrier may place the shipment in public storage at the owner's expense and without liability to the carrier.

(b) If the carrier does not receive disposition instructions within 48 hours of the time of carrier's attempted first notification, carrier will attempt to issue a second and final confirmed notification. Such notice shall advise that if carrier does not receive disposition instructions within 10 days of that notification, carrier may offer the shipment for sale at a public auction and the carrier has the right to offer the shipment for sale. The amount of sale will be applied to the carrier's invoice for transportation, storage and other lawful charges. The owner will be responsible for the balance of charges not covered by the sale of the goods. If there is a balance remaining after all charges and expenses are paid, such balance will be paid to the owner of the property sold hereunder, upon claim and proof of ownership.

(c) Where carrier has attempted to follow the procedure set forth in subsections 4(a) and (b) above and the procedure provided in this section is not possible, nothing in this section shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law. When perishable goods cannot be delivered and disposition is not giving within a reasonable time, the carrier may dispose of property to the best advantage.

(d) Where a carrier is directed by consignee or consignor to unload or deliver property at a particular location where consignor, consignee, or the agent of either, is not regularly located, the risk after unloading or delivery shall not be that of the carrier.

SEC.5 (a) In all cases not prohibited by law, where a lower value than the actual value of the said property has been stated in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum recoverable amount for loss or damage, whether or not such loss or damage occurs from negligence.

(b) No carrier hereunder will carry or be liable in any way for any documents, coin money, or for any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed on this bill of lading.

SEC.6. Every party, whether principal or agent, who ships explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods. Such goods may be warehoused at owner's risk and expensed or destroyed without compensation.

SEC.7. (a) The consignor or consignee shall be liable for the freight and other lawful charges accruing on the shipment, as billed or corrected, except that collect shipments may move without recourse to the consignor when the consignor so stipulates by signature or endorsement in the space provided on the face of the bill of lading. Nevertheless, the consignor shall remain liable for transportation charges where there has been an erroneous determination of the freight charges assessed, based upon incomplete or incorrect information provided by the consignor.

(b) Notwithstanding the provisions of subsection (a) above, the consignee's liability for payment of additional charges that may be found to be due after delivery shall be as specified by 49 U.S.C. §13706, except that the consignee need not provide the specified written notice to the delivering carrier if the consignee is a for-hire carrier.

(c) Nothing in this bill of lading shall limit the right of the carrier to require the prepayment or guarantee of the charges at the time of shipment or prior to delivery. If the description of articles or other information on this bill of lading is found to be incorrect or incomplete, the freight charges must be paid upon the articles actually shipped.

SEC.8. If the bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature on the prior bill of lading or in connection with the prior bill of lading as to the statement of value or otherwise, or as to the election of common law or bill of lading liability shall be considered a part of this bill of lading as fully as if the same were written on or made in connection with this bill of lading.

SEC.9. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the terms and provisions and limitations of liability specified by the "Carriage of Goods By Sea Act" and any other pertinent laws applicable to water carriers.

### COLLECT ON DELIVERY SHIPMENT

(a) Goods received with instruction to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company, will not be responsible for any and acts, omissions, defaults, suspension, insolvency or want to care, loss, neglect, or fault of such bank, correspondent, carrier of agent, nor for any delay in remittance, loss in exchange, or loss during transmission, or while in the course of collection. Shipper must enter the amount of any Shipper's C.O.D. which shall be collected subject to the fees and rules of the delivering carrier. Unless caused by Company's willful or intentional misconduct, under no circumstances shall the Company's liability relating in any way to Shipper's C.O.D. The Carrier's liability for collecting amount shall not exceed the total freight charges assessed for the shipment. Carrier will accept checks as the agent of the consignor. Carrier responsibility is limited to the exercise of due care and diligence in forwarding such checks to the consignor. The charge for collecting and remitting the amount of each C.O.D. will be 4 percent of the C.O.D. amount, subject to a minimum charge of \$45.00.

(b) The following forms of payment will be accepted in payment of C.O.D. amounts: (1) Cash, up to a maximum of \$300.00. (2) Bank cashier's check. (3) Bank certified check. (4) Money order. (5) Personal checks when so authorized in writing or by endorsement on the bill of lading and shipping order by the consignor.

(c) Upon collection of a C.O.D. carrier will make remittance to consignor or remit to party as shown on the bill of lading within twenty (20) days after collection from the consignee. The charge for collecting and remitting the amount of each C.O.D. will be collected from the consignee except that such charge may be prepaid by the shipper, providing notation to that effect is made by the shipper on the bill of lading and shipping order. Collection, remitting, freight or other lawful charges due the carrier shall be paid to the carrier and must not be included in the checks or money orders payable to the consignor. If the consignee refuses to pay the charge for collection, it will be deducted from the amount of the C.O.D. remitted to consignor. Unless otherwise provided in individual pricing agreements, C.O.D. of Order Notify shipments will be subject to a maximum discount as follows: (1) If freight terms are prepaid, C.O.D. or Order Notify shipments will not be subject to a maximum discount. (2) If freight terms are collect, C.O.D. or Order Notify shipments will be subject to no discount. A charge of \$45.00 per request will be made, reducing or canceling the C.O.D. amount.

### RESPONSIBILITY OF PAYMENT

Unless arranged or agreed upon, in writing, prior to shipment the carrier requires that all freight bills to be paid within fifteen (15) days. Overdue accounts will be subject to a non-negotiable late charge of 2% per month. In the event the Company has to retain a collection agent, the client shall be liable for all collection fees.

General Lien on Any Property, Carrier shall have a general lien on any and all property (and documents relating thereto) of the Shipper, in its possession, custody or control, or en route, for all claims, for charges, pass dues, expenses, or advances incurred by the carrier in connection with any shipments of the Shipper and if such claim remains unsatisfied for thirty (30) days after demand for its payments is made. The company may sell at a public auction or private sale upon a ten (10) day notice, sent certified or registered mail with return receipt request from the Shipper, all good, wares, and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the carrier. Any surplus from such sale shall be transmitted to Shipper, and Shipper shall be liable for any deficiency in the sale.