



## Domestic Transportation & Cartage Terms & Conditions

1. No carrier or forwarder 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 fault or impassible 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.
2. Shipper warrants that the shipment is packaged to prevent damage from normal care in handling of air or ground shipments. Any glass, fragile items or electronic equipment must be identified as such and be professionally packaged or crated for shipment or any claim will be denied.
3. Due to the inherent nature of the freight business, Watchpoint Logistics, Inc. does not guarantee delivery by a stipulated time, nor shall Watchpoint Logistics Inc. be liable for the consequences of failure to make timely delivery.
4. Claims for loss or damage must be filed within nine months after the delivery of the property (or, in the case of export traffic, within nine months 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.
5. Suits for loss, damage, inquiry or delay shall be instituted against any carrier no later than two years 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.
6. 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 effected 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.
7. 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.
8. In all cases not prohibited by law, where a lower value, carrier's or forwarder's liability for damage to or loss of property is limited to fifty cents (\$0.50) per pound. Shipper may declare a higher value on the front of the bill of lading or this document for which additional freight rates will apply. If Shipper declares higher value and pays the additional freight, carrier's liability shall be the lesser of the actual damage or the declared value.
9. 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 expense or destroyed without compensation.
10. 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.
11. 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. Section 13706, except that the consignee need not provide the specified written notice to the delivering carrier if the consignee is a for-hire carrier.
12. 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 based upon the articles actually shipped.
13. A late fee of 1.5% per month, with a minimum of \$500, will be assessed and due upon any invoice that remains unpaid five (5) or more days after its due date.

Refer to the carrier for a complete set of terms & conditions