



**Value Added Terms &  
Conditions of Carriage  
Longhaul Import Export**

**1. Agreement to Terms and Conditions**

Tendering shipments to Trappers Transport for carriage, will acknowledge that all rates, as well as all terms and conditions listed are accepted.

**2. Bill of Ladings**

A customer must include on their bill of ladings the temperature of their freight.

Multi-temperature freight cannot be on the same bill of lading. Each temperature requirement for customer product will require an individual Bill of Lading for each order.

**3. Cancellation Fee / Truck Ordered Not Used Fee (TONU)**

Applicable at \$250.00 when cancellation notices are received with less than 12 hours prior notice.

**4. Carbon Tax**

Rates are based on a carbon tax surcharge applied at 2.25% of base rate.

**5. Cargo Claim – Liability**

Carrier's maximum cargo liability: \$2.00/lb. CAD regardless of valuation declared on bills of lading.

In the event of a cargo claim: Should a customer require product returned to origin, freight charges, all associated fees from SS line, and/or other fees for return are the customer's responsibility.

**6. Cargo Claim – Minimum Value**

Minimum Claim amount \$250.00 to chargeback for damaged or product shortage due to carrier negligence. Notice of claim must be made in writing within 36 hours from time of delivery. Claims must be submitted within 6 months of notification through our online portal → <https://trapperstransport.com/resources/online-claims/>

**7. Dangerous Good & Placard Required Cargo**

When requested or required, shipments deemed as dangerous goods, or a placard required portion of cargo a 15% surcharge of base rate will be applicable, and a minimum surcharge of \$150.00 will be applicable per order.

**8. Demurrage – Container**

Container demurrage charges from respective SS lines due to customer bookings, acts of god in transit, cargo claims in transit due to accident or other are the responsibility of booking client.

**9. Detention – Chassis Storage**

Daily storage of loads chargeable at \$100.00 per 24 hours on export loads waiting for ERD subject to no driver or tractor attached to chassis.

When excessive chassis detention occurs and it is required to store containers at off dock depot, all costs associated with in gates / out gates / lift on / lift off / reefer monitor / reefer plug / daily storage / City Drayage costs etc. will be chargeable back to client at cost +10% administration fee.

An off-dock depot is defined as; land used to store international shipping containers ie. Delco Container / Harbourlink / Euro Asia etc.



**10. Detention – Live Loading & Unloading**

A drop / spot for loading at cold storage or plant is included in the linehaul rate – up to 24 hours. 120 minutes are included in linehaul rate at each stop for live loading. Any time hereafter is billed at \$75.00 per hour and billed in 15-minute increments.

**11. Detention – Power Driver Chassis Daily Layover**

In the event that there is a load requiring truck, driver, and trailer to be detained due to circumstances outside of the control of carrier, a fee chargeable at \$500.00 CAD per 24 hours will be applicable.

**12. Expedited Service**

Subject to the availability of labour and equipment and at the request of the customer, Expedited Service will be provided. Charges for Expedited Service will be chargeable at 15% of base rate minimum and assessed on a case-by-case basis.

**13. Fees & Fines**

Trappers Transport LTD will not be responsible for fees and/or fines as a result of delays caused by acts of god, all delays will be communicated as soon as occurrence happens.

**14. Fuel Surcharge (FSC)**

Rates subject to a fuel surcharge program are managed by the Freight Carriers Association (FCA). Fuel surcharge is adjusted weekly and posted on our website: [www.trapperstransport.com/resources/](http://www.trapperstransport.com/resources/) Truckload Tri-axle (TL Note 3 / Heavy TL) fuel is applied on Export shipments.

**15. Off-Route Pickup or Delivery Service**

When requested to pick up or deliver a shipment to a location outside the city limits, outside of a scheduled service point, or in the event of a diversion required by acts of god to meet service the off-route mileage charge will apply.

The minimum charge for this service will be \$35.00 and will be calculated on all additional miles. The base rate per mile calculation for charges in excess of the minimum fee, will be derived on loaded lineal miles from origin to destination.

In the event a carrier must reposition power and driver from an off-point customer facility back to nearest major city due to delays in loading, no trailer pool efficiency gains due to low volume allocations, or other reasonably explained means, a dead call charge will apply and be charged per mile to send back a 2<sup>nd</sup> tractor to pick up the load as well as an applicable layover fee. Reviewed on a case-by-case basis.

Business hours defined as 0800AM – 1630PM CST Sunday thru Saturday.

**16. Payment Terms**

Net 15 days from date of invoice.

**17. Port Appointment Fees**

Billable back to client at cost, subject to changes at the respective port's discretion.



**18. Rate Currency**

Rates are chargeable in the agreed upon currency quoted and all orders are rated per 1 pickup and 1 delivery.

**19. Reefer Downloads**

Reefer Downloads are provided upon customer request should there be any concerns surrounding an in-transit temperature discrepancy. If a reefer download identifies there was carrier negligence, the cost of a reefer download is absorbed by carrier. If a reefer download identifies there was no carrier negligence, download cost is recoverable at cost from vendor providing the reefer download service + 10% administration fee.

**20. Shippers Load and Count**

Bill of Lading Act, Statue 49 U.S.C. §80113, a common carrier receiving a bill of lading, is not liable for non-receipt, misdescription or improper loading when:

The goods are loaded by the shipper, and the bill contains the words, "shipper's load, weight, and count". All shipments shall be loaded by the consignor and unloaded by the consignee. Carrier's drivers are instructed to sign bills of lading as shipper load & count (SLC).

Inadvertent omission of this notation SLC shall not result in a presumption of carrier liability for shortage or damage (in the absent of upset or accident) where the driver was either not present or not allowed to observe the loading or unloading.

Shippers load and count includes the following:

- I. Customer loaded the trailer without allowing the driver to count freight (ie: dropped trailer at shipping or receiving location)
- II. Full truck load loaded by customer and delivered to receiver
- III. Mixed cases (varying sizes and more than 1 product SKU in a pallet position)
- IV. Mixed product (diverse temperatures of product on same skid)
- V. Black shrink wrapped skids

**21. Terms of Rate Renewal**

Annual reviews occur in December of each year for January 1<sup>st</sup> implementations. Reviews can be implemented prior to fiscal year if / when volumes or undisclosed activities differ from what was originally quoted.