

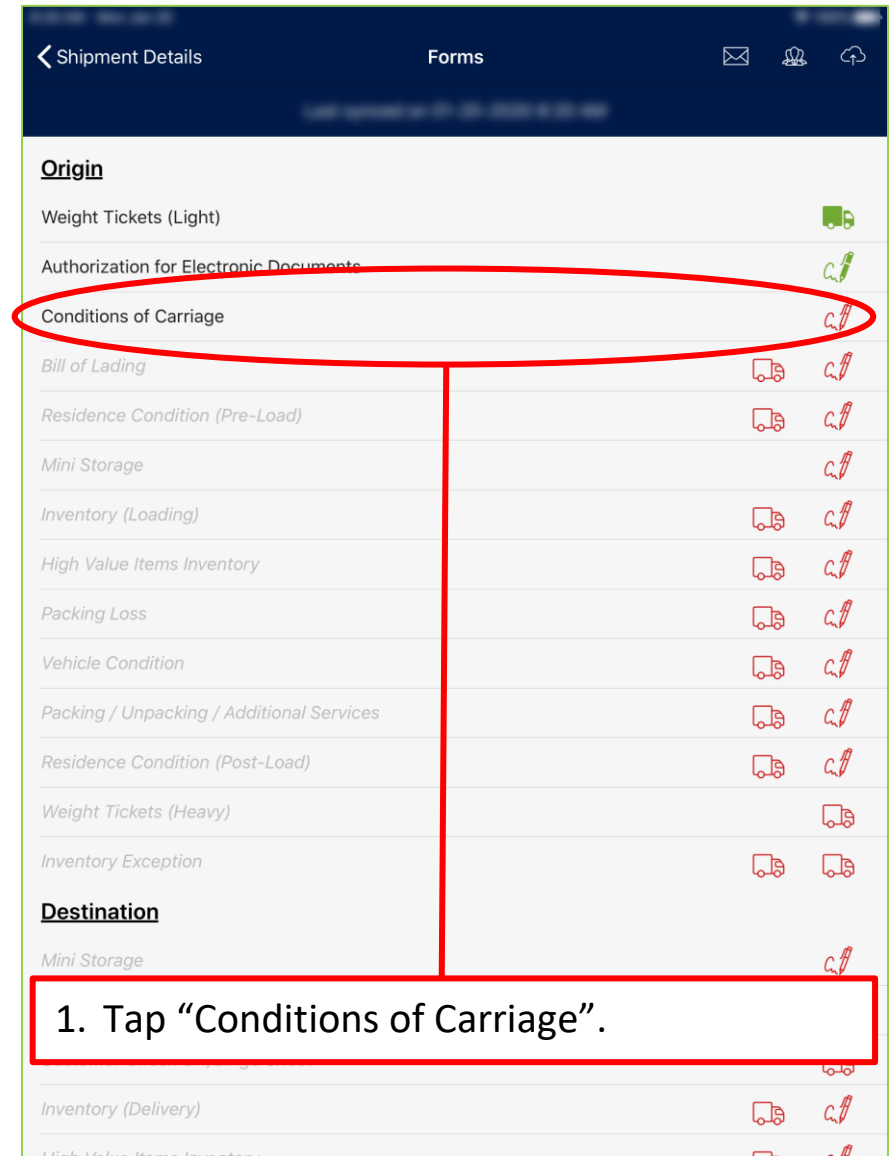
## What is this form?

With the Conditions of Carriage form, the customer is agreeing to the terms of the move.

## This quick reference guide will cover the following:

- Complete the Conditions of Carriage form.

**NOTE:** The images from this quick reference guide were taken from the iOS version of MoovScout. The Android version of the app may have some slight differences in appearance, but the process of completion is the same.



The screenshot shows the 'Shipment Details' screen in the MoovScout app. The 'Forms' section lists various documents. The 'Conditions of Carriage' form is highlighted with a red circle. A red line points from a text box at the bottom to this form.

Form Name	Icon
Weight Tickets (Light)	Truck icon
Authorization for Electronic Documents	Truck icon
<b>Conditions of Carriage</b>	Truck icon
Bill of Lading	Truck icon
Residence Condition (Pre-Load)	Truck icon
Mini Storage	Truck icon
Inventory (Loading)	Truck icon
High Value Items Inventory	Truck icon
Packing Loss	Truck icon
Vehicle Condition	Truck icon
Packing / Unpacking / Additional Services	Truck icon
Residence Condition (Post-Load)	Truck icon
Weight Tickets (Heavy)	Truck icon
Inventory Exception	Truck icon
<b>Destination</b>	
Mini Storage	Truck icon
Inventory (Delivery)	Truck icon
High Value Items Inventory	Truck icon

1. Tap "Conditions of Carriage".

Forms
Terms and Conditions

Reg: 19-85982 Name: Trump, Donald Address: Fake oder - do not use, British Columbia V1M2R1

### Conditions 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 herein provided.

**2. Liability of Originating and Delivering Carriers**  
Where a shipment is accepted for carriage by more than one carrier, the original contracting 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 jointly and severally for any loss of or damage to the goods while they are in the custody of any 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 original contracting 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 loss or damage that the original contracting carrier or delivering carrier, as the case may be, may be required to pay hereunder resulting from any loss of or damage to the goods while they were in the custody of such other carrier.

**4. Remedy by Consignor or Consignee**  
Nothing in articles 2 or 3 deprives a consignor or consignee of any rights he may have against any carrier.

**5. Exceptions from Liability**  
The carrier shall not be liable for:  
a) 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 or quarantine.  
b) Other than because of his, his agent's or employee's negligence  
i) Damage to fragile articles that are not packed and unpacked by the contracting carrier, his

2. The customer will be able to read the language of the form. When the customer is ready, tap the three-dot menu button at the upper right corner of the screen.

Forms
Terms and Conditions

Reg: 19-85982 Name: Trump, Donald Address: Fake oder - do not use, British Columbia V1M2R1

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b) Other than because of his, his agent's or employee's negligence  
i) Damage to fragile articles that are not packed and unpacked by the contracting carrier, his agent or employees.  
ii) Damage to the mechanical, electronic or other operations of radios, phonographs, clocks,

3. Tap "View/Sign Paperwork".

3:30 PM Tue Feb 11 Not Charging

Terms and Conditions Done

Language  
English - CA

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## Conditions of Carriage

- Liability of Carrier**  
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4. You will be able to see the language of the Conditions of Carriage form. You have the ability to pick between Canadian English (English – CA) and French Canadian (French – CA). to change the language of the form, tap the “Language” button at the top of the screen, then select your language at the bottom. When finished, tap “Done”.

- Recovery from Connecting Carrier**  
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- Delay**  
a) At the time of acceptance of the contract, the original contracting carrier shall provide the consignee with a date or time period within which delivery is to be made. Failure by the carrier to effect delivery within the time specified on the face of the Bill of Lading, shall render him liable for reasonable food and lodging expenses incurred by the consignee.  
b) Failure by the consignee to accept delivery when tendered within the time specified on the Bill of Lading shall render him liable for reasonable storage in transit, handling and redelivery charges incurred by the carrier.
- Routing by the Carrier**  
In 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 by licensed for-hire vehicle.
- Stoppage in Transit**  
Where goods are stopped or held in transit at the request of the party entitled to so request, the goods are held at the risk of that party.
- Valuation**  
Subject to article 10, the amount of any loss or damage for which the carrier shall be liable, whether computed on the basis of the value of the lost or damaged article(s) at the time and place of shipment, or not the loss or damage results from negligence of the carrier or its employees or agents, shall be as follows:  
a) The amount of any loss or damage computed under article 9 shall not exceed the greater of:  
i) the value declared by the consignor; or  
ii) \$4.41 per kilogram computed on the total weight of the shipment, provided that, where the value of any loss or damage computed under article 9 shall not exceed such lower amount.  
b) Where clause i) or ii) applies, additional charges to cover the additional coverage over \$1.32 per kilogram per article shall be paid by the consignor.
- Consignor's Risk**  
Where it is agreed that the goods are carried at the risk of the consignor of the goods, such agreement shall be on the face of the Bill of Lading, and the carrier shall be relieved of any liability for any loss or damage or delay which may result from any negligence or omission of the carrier, its agents or employees and the burden of providing absence of negligence shall be on the carrier.
- Notice of Claim**  
a) No carrier is liable for loss, damage or delay to any goods carried under the Bill of Lading unless the consignee gives notice thereof setting out particulars of the origin, destination and date of shipment of the goods and the amount claimed in respect of such loss, damage or delay is given in writing to the original contracting carrier or the delivering carrier within sixty(60) days after 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.  
c) Either the original contracting carrier or the delivering carrier, as the case may be, shall acknowledge receipt of claim within thirty (30) days of receipt of the claim.
- Articles of Extraordinary Value**  
No carrier is bound to carry any document, 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 on the face of the Bill of Lading, the carrier shall not be liable for any loss or damage.
- Freight Charges**  
a) If required by the carrier, the freight and all other lawful charges accruing on the goods shall be paid before delivery, provided that, where the total actual charges exceeded by more than 10% the total estimated charges, the consignee shall be allowed 15 days after the day on which the goods are delivered (excluding Saturdays, Sundays and holidays) to pay the amount by which the total actual charges exceed 10% of the total estimated charges.  
b) The fifteen day extension provided in paragraph (a) does not apply where the carrier notifies the consignee of the total actual charges immediately after the goods are loaded, or, where the carrier receives a waiver of the extension provision signed by the consignor.
- Dangerous Goods**  
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**  
a) Where, through no fault of the carrier, the goods cannot be delivered, the carrier shall immediately give notice 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.
- Alterations**  
Subject to article 18, any additional limitation on the carrier's liability on the Bill of Lading, and any alteration or addition or erasure on the Bill of Lading shall be signed or initialed by the consignor or his agent and the original contracting carrier or his agent and unless so acknowledged shall be without effect.
- Weights**

Done

English - US  
French - CA  
English - CA

Terms and Conditions Done

Language  
English - CA

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## Conditions of Carriage

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- Recovery from Connecting Carrier**  
The original contracting 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 loss or damage that the original contracting carrier or delivering carrier, as the case may be, may be required to pay hereunder resulting from any loss of or damage to the goods while they were in the custody of such other carrier.

5. When finished, tap “Customer Signature”.

- Delay**  
a) At the time of acceptance of the contract, the original contracting carrier shall provide the consignee with a date or time period within which delivery is to be made. Failure by the carrier to effect delivery within the time specified on the face of the Bill of Lading, shall render him liable for reasonable food and lodging expenses incurred by the consignee.  
b) Failure by the consignee to accept delivery when tendered within the time specified on the Bill of Lading shall render him liable for reasonable storage in transit, handling and redelivery charges incurred by the carrier.
- Routing by the Carrier**  
In 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 by licensed for-hire vehicle.
- Stoppage in Transit**  
Where goods are stopped or held in transit at the request of the party entitled to so request, the goods are held at the risk of that party.
- Valuation**  
Subject to article 10, the amount of any loss or damage for which the carrier shall be liable, whether computed on the basis of the value of the lost or damaged article(s) at the time and place of shipment, or not the loss or damage results from negligence of the carrier or its employees or agents, shall be as follows:  
a) The amount of any loss or damage computed under article 9 shall not exceed the greater of:  
i) the value declared by the consignor; or  
ii) \$4.41 per kilogram computed on the total weight of the shipment, provided that, where the value of any loss or damage computed under article 9 shall not exceed such lower amount.  
b) Where clause i) or ii) applies, additional charges to cover the additional coverage over \$1.32 per kilogram per article shall be paid by the consignor.
- Consignor's Risk**  
Where it is agreed that the goods are carried at the risk of the consignor of the goods, such agreement shall be on the face of the Bill of Lading, and the carrier shall be relieved of any liability for any loss or damage or delay which may result from any negligence or omission of the carrier, its agents or employees and the burden of providing absence of negligence shall be on the carrier.
- Notice of Claim**  
a) No carrier is liable for loss, damage or delay to any goods carried under the Bill of Lading unless the consignee gives notice thereof setting out particulars of the origin, destination and date of shipment of the goods and the amount claimed in respect of such loss, damage or delay is given in writing to the original contracting carrier or the delivering carrier within sixty(60) days after 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.  
c) Either the original contracting carrier or the delivering carrier, as the case may be, shall acknowledge receipt of claim within thirty (30) days of receipt of the claim.
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- Freight Charges**  
a) If required by the carrier, the freight and all other lawful charges accruing on the goods shall be paid before delivery, provided that, where the total actual charges exceeded by more than 10% the total estimated charges, the consignee shall be allowed 15 days after the day on which the goods are delivered (excluding Saturdays, Sundays and holidays) to pay the amount by which the total actual charges exceed 10% of the total estimated charges.  
b) The fifteen day extension provided in paragraph (a) does not apply where the carrier notifies the consignee of the total actual charges immediately after the goods are loaded, or, where the carrier receives a waiver of the extension provision signed by the consignor.
- Dangerous Goods**  
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**  
a) Where, through no fault of the carrier, the goods cannot be delivered, the carrier shall immediately give notice 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.
- Alterations**  
Subject to article 18, any additional limitation on the carrier's liability on the Bill of Lading, and any alteration or addition or erasure on the Bill of Lading shall be signed or initialed by the consignor or his agent and the original contracting carrier or his agent and unless so acknowledged shall be without effect.
- Weights**

Customer Signature

Terms and Conditions

Done

Language  
English - CA

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Conditions of Carriage

Origin - Customer Signature

☒ I agree that I have read and understood the document above.

Done

clear

By signing this screen, I certify that my electronic signature is the legally binding equivalent of a traditional handwritten signature and certifies my acknowledgment and agreement with the terms of this document. I acknowledge that I have read this document in its entirety, and I understand and agree that any changes made to this document will result in the deletion of my signature and resigning will be required. In addition, by signing below, I understand that I am affirmatively consenting to the receipt and use of electronic records and disclosures and to the use of my electronic signature in connection with my household goods move. / La signature de cet écran atteste que ma signature électronique est l'équivalent juridique contraignant d'une signature manuscrite traditionnelle. Cette signature électronique est une reconnaissance et de mon accord avec les termes de ce document. Je reconnais avoir lu ce document dans son intégralité. Je comprends et conviens que toute modification apportée à ce document entraînera la suppression de ma signature et une démission sera nécessaire. De plus, en signant ci-dessous, je comprends que je consens par l'affirmation à la réception et à l'utilisation d'enregistrements électroniques ainsi qu'à l'utilisation d'une signature électronique dans le cadre du déménagement de mes biens ménagers.

sign above the line

Customer Signature

6. The customer will then need to sign the form, enter his/her printed name, and then tap "Done".

Terms and Conditions

Done

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Conditions of Carriage

4. Remedy by Consignor or Consignee  
Nothing in articles 2 or 3 deprives a consignor or consignee of any rights he may have against any carrier.

5. Exceptions from Liability  
Burden of proving absence of such negligence shall be on the carrier.  
a) 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 or quarantine.  
b) Other than because of his, his agent's or employee's negligence.  
i) Damage to fragile articles that are not packed and unpacked by the contracting carrier, his agent or employees.  
ii) Damage to the mechanical, electronic or other operations of radios, phonographs, clocks, appliances, musical instruments, computers and other equipment, irrespective of who packed or unpacked such articles, unless servicing and preparation was performed by the contracting carrier, his agents or employees.  
iii) Deterioration of or damage to perishable food, plants or pets.  
Burden of proving absence of such negligence shall be on the carrier.  
c) Damage to or loss of a complete set or unit when only part of such a set is damaged or lost, in which event the carrier shall only be liable for repair or recovering to the lost or damaged piece or pieces.  
d) Damage to the goods at place or places of risk up to which the consignor or his agent is not in attendance.  
e) Damage to the goods at place or places of delivery at which the consignee or his agent is not in attendance and cannot give receipt for goods delivered.

6. Delay  
a) At the time of acceptance of the contract, the original contracting carrier shall provide the consignor with a date or time period within which delivery is to be made. Failure by the carrier to effect delivery within the time specified on the face of the Bill of Lading, shall render him liable for reasonable food and lodging expenses incurred by the consignee.  
b) Failure by the consignee to accept delivery when tendered within the time specified on the Bill of Lading shall render him liable for reasonable storage in transit, handling and redelivery charges incurred by the carrier.

7. Routing by the Carrier  
In 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 by licensed for-hire vehicle.

8. Stoppage in Transit  
Where goods are stopped or 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 shall be liable, whether or not the loss or damage results from negligence of the carrier or its employees or agents, shall be computed on the basis of the value of the lost or damaged article(s) at the time and place of shipment.

10. Maximum Liability  
a) The amount of any loss or damage computed under article 9 shall not exceed the greater of:  
i) the value declared by the consignor; or  
ii) \$4.41 per kilogram computed on the total weight of the shipment, provided that, where the consignor releases the shipment to a value over \$1.32 per kilogram per article or less in writing the amount of any loss or damage computed under article 9 shall not exceed such lower amount.  
b) Where clause i) or ii) applies, additional charges to cover the additional coverage over \$1.32 per kilogram per article shall be paid 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 of negligence shall be on the carrier.

12. Notice 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 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 original contracting carrier or the delivering carrier within sixty(60) days after 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.  
c) Either the original contracting carrier or the delivering carrier, as the case may be, shall acknowledge receipt of claim within thirty (30) days of receipt of the claim.

13. Articles of Extraordinary Value  
No carrier is bound to carry any document, specie or any articles of extraordinary value unless by a special agreement to do so. Such goods are carried without a special agreement and the nature of the goods is not disclosed on the face of the Bill of Lading, the carrier shall not be liable for any loss or damage.

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, provided that, where the total actual charges exceeded by more than 10% the total estimated charges, the consignee shall be allowed 15 days after the day on which the goods are delivered (excluding Saturdays, Sundays and holidays) to pay the amount by which the total actual charges exceed 10% of the total estimated charges.  
b) The fifteen day extension provided in paragraph (a) does not apply where the carrier notifies the consignor of the total actual charges immediately after the goods are loaded, or, where the carrier receives a waiver of the extension provision signed by the consignor.

15. Dangerous Goods  
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.

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 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.  
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.

17. Alterations  
Subject to article 18, any additional limitation on the carrier's liability on the Bill of Lading, and any alteration, or addition or erasure on the Bill of Lading shall be signed or initialed by the consignor or his agent and the original contracting carrier or his agent and unless so acknowledged shall be without effect.

18. Weights  
It shall be the responsibility of the original contracting carrier or his agent to show the correct tare, gross and net weights on the Bill of Lading by use of a certified public scale, and attach the weigh scale ticket to his copy of the Bill of Lading. In cases where certified public scales are not available at origin or at any point within a radius of 15 kilometres thereof, a constructive weight based on 112 kilograms per cubic metre of properly loaded van space shall be used.

It is expressly agreed between the parties hereto that the van line, drivers, helpers, loaders, packers, contractors, agents, representatives, employees or others used, engaged or employed by the carrier in the performance of the contract, shall each be the beneficiaries of and shall be entitled to the same, but no further exemptions and immunities from and limitations of liability which the carrier has under the Bill of Lading.

The charges for the carrier and its agents and employees shall be as follows:

Customer Signature

7. When finished, tap "Done".

Terms and Conditions

Done

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## Conditions of Carriage

- Liability of Carrier**  
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- Liability of Originating and Delivering Carriers**  
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- Recovery from Connecting Carrier**  
The original contracting carrier or the delivering carrier, as the case may be, may be required to pay hereunder resulting from any loss of or damage to the goods while they were in the custody of such other carrier.
- Remedy by Consignor or Consignee**  
Nothing in articles 2 or 3 deprives a consignor or consignee of any rights he may have against any carrier.
- Exceptions from Liability**  
Burden of proving absence of such negligence shall be on the carrier.  
  - 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 or quarantine.
  - Other than because of his, his agent's or employee's negligence.
  - Damage to fragile articles that are not packed and unpacked by the contracting carrier, his agent or employees.
  - Damage to the mechanical, electronic or other operations of radios, phonographs, clocks, appliances, musical instruments, computers and other equipment, irrespective of who packed or unpacked such articles, unless servicing and preparation was performed by the contracting carrier, his agent or employees.
  - Deterioration of or damage to perishable food, plants or pets.
- Delay**  
Burden of proving absence of such negligence shall be on the carrier.  
  - At the time of acceptance of the contract, the original contracting carrier shall provide the consignor with a date or time period within which delivery is to be made. Failure by the carrier to effect delivery within the time specified on the face of the Bill of Lading, shall render him liable for reasonable food and lodging expenses incurred by the consignee.
  - Failure by the consignee to accept delivery when tendered within the time specified on the Bill of Lading shall render him liable for reasonable storage in transit, handling and redelivery charges incurred by the carrier.
- Routing by the Carrier**  
In 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 by licensed for-hire vehicle.

Sync

Syncing Terms and Conditions Forms

Estimated amount claimed in respect of such loss, damage or delay is given in writing to the original contracting carrier or the delivering carrier (within sixty(60) days after delivery of the goods, or, in the case of failure to make delivery, within nine (9) months from the date of shipment.

- The final statement of the claim must be filed within nine (9) months from the date of shipment.
- Either the original contracting carrier or the delivering carrier, as the case may be, shall acknowledge receipt of claim within thirty (30) days of receipt of the claim.

### 8. The form will be sent over to the server.

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




- Undelivered Goods**
  - Where, through no fault of the carrier, the goods cannot be delivered, the carrier shall immediately give notice the consignor and consignee that delivery has not been made, and shall request disposal instructions.
  - Pending receipt of such disposal instructions:
    - The goods may be stored in the warehouse of the carrier, subject to a reasonable charge for storage, or
    - 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 charge, including a reasonable charge for storage.
- Alterations**  
Subject to article 18, any additional limitation on the carrier's liability on the Bill of Lading, and any alteration, or addition or erasure on the Bill of Lading shall be signed or initialed by the consignor or his agent and the original contracting carrier or his agent and unless so acknowledged shall be without effect.
- Weights**  
It shall be the responsibility of the original contracting carrier or his agent to show the correct tare, gross and net weights on the Bill of Lading by use of a certified public scale, and attach the weigh scale ticket to his copy of the Bill of Lading. In cases where certified public scales are not available at origin or at any point within a radius of 15 kilometres thereof, a constructive weight based on 112 kilograms per cubic metre of properly loaded van space shall be used.

It is expressly agreed between the parties hereto that the van line, drivers, helpers, loaders, packers, contractors, agents, representatives, employees or others used, engaged or employed by the carrier in the performance of the contract, shall each be the beneficiaries of and shall be entitled to the same, but no further exemptions and immunities from and limitations of liability which the carrier has under the Bill of Lading, whether printed, written, stamped thereon or incorporated by reference. The van line, drivers, helpers, loaders, packers, and the other persons referred to heretofore shall to the extent provided be or be deemed to be parties to the contract in or evidence by this Bill of Lading and the carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all such persons. The charges presented herein are for removal from, and delivered to, locations with reasonable access and facilities, and there will be extra charges if additional services, such as long carries, stair carries, elevators and


























Customer Signature

Shipment Details

Forms

## Origin

Weight Tickets (Light)	
Authorization for Electronic Documents	
Conditions of Carriage	
Bill of Lading	 
Residence Condition (Pre-Load)	 
Mini Storage	
Inventory (Loading)	 
High Value Items Inventory	 
Packing Loss	 
Vehicle Condition	 
Packing / Unpacking / Additional Services	 
Residence Condition (Post-Load)	 
Weight Tickets (Heavy)	
Inventory (Delivery)	 
High Value Items Inventory	 

### 9. If the sync is successful, the signature, the customer signature icon will be green. If not, you can perform a manual sync by tapping the cloud icon at the upper right corner of the screen.