

TMA WORLDWIDE CORP



SHIP DATE

STRAIGHT BILL OF LADING - ORIGINAL - NOT NEGOTIABLE

RECEIVED, Subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned, and destined as indicated below, which said (the word carrier being understood throughout this contract as 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 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, including those on the back thereof, set forth in the classification of 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

SHIPPER

CONSIGNEE

NO PACKAGES	* H/M	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Sub. To Cor.)	CLASS OR RATE
TOTALS				

ANY QUESTIONS OR CONCERNS PLEASE CALL TMA WORLDWIDE (714) 594-3328

*Shipper and/or debtor agrees to pay freight charges within 30 days of invoice date. Shipper and/or debtor agrees if payment is not made within terms to pay an additional 35 percent of invoice amount as liquidated damages . *In the event TMA must engage in collection activities to get paid, all costs and expenses associated with same will be liability of debtor and/or shipper.

* If the shipment moves between two ports by a carrier by the water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight"
 † The fibre containers used for this shipment conform to the specifications set forth in the box maker's certificate hereon, and all other requirements of Rule 41 of the Uniform Classification and Rule 5 of the National Motor Freight Classification.
 † Shipper's imprint in lieu of stamp, not a part of bill of lading approved by the DOT
 † TMA's cargo liability will be \$00.25 cents per pound, actual cargo value or \$10,000 maximum per shipment, whichever is less.
 Note - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

SHIPPER CERTIFICATION		CARRIER CERTIFICATION		
This is to certify that the named materials above are properly classified, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.		Carrier acknowledges receipt of packages and required placards. Carrier certifies emergency response information was made available and/ or carrier has the DOT emergency response guidebook or equivalent document in the vehicle.		
PER:	DATE:	PER:	NO. PKGS:	DATE: