

## **Standard Trading Conditions**

### **1. Definitions**

“Company” means Radius Global Solutions Inc. dba Radius Logistics.

“Conditions” means the individual terms and conditions within these Standard Trading Conditions.

“Dangerous Goods” means goods as statutorily defined in the appropriate Canadian Federal or Provincial legislation or regulations, and means “hazardous materials” as defined in US legislation.

“Property” means the objects of the services and includes packing, containers, and any related equipment.

“Instructions” means a statement of the Shipper’s specific requirements.

“Parties” means the Company and the Shipper unless otherwise specified.

“Shipper” means any party at whose request or on whose behalf the Company provides any services.

### **2. Company’s Role and Responsibilities**

The Company is a third party logistics (3PL) service provider that makes the arrangements for transportation of Shipper’s Property through the enlistment of licensed and insured carriers pursuant to these Standard Trading Conditions, and in compliance in all material respects with all federal, provincial, state, and local laws and regulations relating to the brokerage of the freight covered by these Standard Trading Conditions.

(a) The Company’s responsibility under these Standard Trading Conditions is limited to arranging for, but not actually performing, transportation of Shipper’s or Owner’s Property. The Parties may, upon written mutual agreement, include additional service terms. In the case of disagreement between any of these Conditions and any term of a tariff agreement between the Company and Shipper, the tariff agreement shall have precedence.

(b) Shipper is not restricted from tendering Property to other brokers, or directly to motor carriers. The company is not limited from arranging transportation for other parties.

(c) The Company shall perform its duties with reasonable care.

(d) The Company shall carry out its duties with due dispatch and within a reasonable time but it is not responsible for the departure or arrival dates or times of Property and makes no express or implied warranties or guarantees concerning same.

(e) The Company shall take all reasonable steps to carry out Shipper’s Instructions accepted by the Company.

(f) If the Company believes it is in the Shipper’s best interests to depart from any Instructions, the Company shall not incur any additional liability as a consequence.

(g) If after a shipment has been accepted by the Company, events or circumstances come to the attention of the Company, which in the opinion of the Company make it impossible for the Company to fulfill its duties, the Company shall take reasonable steps to inform the shipper and seek further instructions.

(h) Advice and information that is not related to Instructions accepted by the

Company is provided gratuitously and without liability. Advice is for the Owner and the Shipper only and is not to be furnished to any other party without prior written consent.

### **3. Shipper's Role and Responsibilities**

- (a) The Shipper shall be deemed to be competent and to have reasonable knowledge of matters affecting the conduct of their business, including terms of sale and purchase, the need for insurance and the extent of coverage available for the type of goods being tendered for shipment, and all other matters relating thereto.
- (b) The Shipper shall give sufficient and executable Instructions. The Company shall promptly advise the Shipper if it cannot accept the Instructions and does not assume any liability for non-performance related to such Instructions.
- (c) The Shipper warrants that it is either the Owner or the authorized agent of the Owner of the Property and that it is accepting these Standard Trading Conditions for itself and where applicable, as agent for and on behalf of the Owner.
- (d) The Shipper warrants that the description and particulars of any Property furnished by or on behalf of the Owner are full and accurate.
- (e) When Property is accepted by the Company with Instructions to collect freight, duties, charges, or other expenses from the consignee or any other person, the Shipper shall remain responsible for these amounts if they are not paid by such consignee or other person immediately when due.
- (f) The Shipper shall warn the Company if any Property is liable to taint, damage or affect other Property or cargo in any way, or is likely to harbour or encourage vermin or other pests, and the Shipper shall defend and indemnify the Company against any liability, loss, damage, costs, or expenses incurred by the Company as a consequence of the Shipper's failure to do so or for failure to do so in a timely fashion.
- (g) The Shipper warrants that the Property has been properly and sufficiently prepared, packed, stowed, labelled, and/or marked, and that the preparation, packing, stowage, labeling, and marking are appropriate to any operations or transactions affecting the Property and the characteristics of the Property.
- (h) Where the Property is carried in or on any transport unit, the Shipper warrants that the transport unit has been properly and competently loaded, that the Property is suitable for carriage in or on the transport unit, and that the transport unit is in a suitable condition to carry the Property.

### **4. Proof of Delivery**

If required, the Company will provide Shipper with proof of acceptance and delivery in the form of a signed bill of lading or proof of delivery, as specified by Shipper. Shipper's insertion of the Company's name on the Bill of Lading shall be for Shipper convenience only and shall not change the Company's status as a third party logistics service provider. The terms and conditions of any freight documentation used by the Shipper, the Company or carrier selected by the Company, may not supplement, alter or modify the Company's status as a third party logistics service provider.

### **5. Quoting, Billing, and Payment**

The Company will invoice Shipper for its services in accordance with the rates, charges and provisions set forth in spot quotes provided to and accepted by the Shipper, or in tariff

agreements mutually agreed to between the Parties.

(a) If rates are negotiated between the Parties and not otherwise confirmed in writing, such rates shall be considered “written,” and shall be binding, upon the Company’s invoice to the Shipper and the Shipper’s payment to the Company.

(b) Spot quotations for single shipments remain valid only for the term specified on the quote after which they are subject to withdrawal or revision.

(c) Other quotations for ongoing services, including tariff agreements with the Shipper, remain valid for the term specified on the documents but are subject to specific terms and conditions that may affect pricing or service levels.

(d) Unless otherwise provided in the quotation or tariff, the Company may, after acceptance, revise quotations, or charges (upon notice) in the event of changes beyond the Company’s control, including changes in exchange rates, rates of freight, carrier surcharges, or any charges applicable to the Property.

(e) Generally, the Company will invoice the Shipper prior to billing from carriers and other third parties involved in the shipment. Where additional party charges have been applied, the Company will review the charges and, where legitimate, issue an adjuster invoice to the Shipper. The Company will not invoice the Shipper for any additional charges incurred as a result of error or omission on the part of the Company.

(f) The Shipper agrees to pay the Company’s invoice within terms of invoice date without deduction or setoff. The Company shall apply payment to the amount due for the specified invoice, regardless whether there are earlier unpaid invoices.

(g) Payment of the freight charges to the Company shall relieve shipper, consignee, or other responsible party of any liability to the carrier for nonpayment of its freight charges, and the Company hereby covenants and agrees to indemnify the Shipper, consignee, or other responsible party against such liability.

## **6. Specified Conditions of Carriage**

The Shipper understands and agrees that a carrier assigned by the Company has the authority to issue a bill of lading in respect of the transportation of the Shipper’s Property, and understands and agrees that the contract of carriage of the Property will be between the Shipper and the carrier and will be subject to the terms and conditions (including limitations of liability) provided for in the carrier’s bill of lading, tariff, compulsory legislation or international convention, if applicable.

In accepting these Standard Trading Conditions, the Shipper both on his own behalf and on behalf of the Owner of the Property, agrees to be bound by all the stipulations, exceptions, terms and conditions of these Standard Trading Conditions and the applicable bill of lading or tariff, as referred to above, whether written, typed, stamped or printed, as fully as if signed by the Shipper or the Owner of the Property, any local custom or privilege to the contrary notwithstanding.

For ground transportation in Canada by motor carrier, The terms and conditions of the motor carrier’s bill of lading will be in accordance with and will incorporate the following uniform bill of lading terms and conditions:

(a) Carrier of the Property is liable for any loss or damage to the Property accepted by the carrier or the carrier’s agent except as provided in these Standard Trading Conditions.

(b) In the case of a shipment handled by two or more carriers, the originating carrier and the delivering carrier, in addition to any other liability under these Conditions, are, if the Property being transported is lost or damaged while in the custody of any other carrier to whom this Property is or has been delivered, jointly and severally liable with that other carrier for that loss or damage.

(c) The originating carrier or the delivering carrier, as the case may be, is entitled to recover from any other carrier to whom the Property is or has been delivered, the amount of the loss or damage that the originating carrier or delivering carrier, as the case may be, may be required to pay under these Conditions resulting from loss or damage to the Property while in the custody of such other carrier.

(d) Nothing in paragraph (b) or (c) deprives a Shipper or consignee of any remedy or right of action that the Shipper or consignee may have against any carrier.

(e) The carrier is not liable for:

(i) loss or damage to any of the Property described in the bill of lading because of an Act of God, public enemies, riots, strikes, or a defect or inherent vice in the Property being transported; or

(ii) loss or damages resulting the act or default of the Shipper, the Owner of the Property, or the consignee, the authority of law, quarantine or differences in weights of grain, seed, or other commodities caused by natural shrinkage.

(f) The carrier is not bound to transport the Property referred to in the bill of lading by any particular vehicle or in time for any particular market or otherwise than with due dispatch unless by agreement specifically endorsed on the bill of lading and signed by the parties to it.

(g) In case of physical necessity, the carrier has the right to forward the Property by any conveyance or route between the point of shipment and point of destination, but the liability of the carrier remains the same as though the entire carriage were by highway.

(h) If Property is stopped and held in transit at the request of a party entitled to make such a request, the Property is held at the risk of that party.

(i) Subject to paragraph (j), the amount of any loss or damage for which the carrier is liable, whether or not such loss or damage results from negligence, is to be computed on the basis of the value of the Property at the place and time if shipment (including the freight and other related charges if paid) unless a lower value has been represented in writing by the Shipper or has been agreed on between the parties to the bill of lading, or is determined by the classification or tariff on which the rates is based, in any of which events such lower value is the amount that governs the computation of the maximum liability of the carrier.

(j) The amount of any loss or damage computed under paragraph (i) must not exceed \$2 per pound (\$4.41 per kilogram), computed on the total weight of the shipment, unless a higher value is declared on the face of the bill of lading by the Shipper.

(k) If it is agreed between the Parties that Property is to be carried at the risk of the Shipper, that agreement covers only those risks that are necessarily incidental to transportation and does not relieve the carrier from liability for any loss or damage that may result from any negligent act or omission of the

carrier or the carrier's agents or employees, and the burden of proving freedom from that negligence or omission is on the carrier.

(l) The carrier is not liable for loss or damage, to any of the Property transported under the bill of lading unless notice of the loss or damage, setting out particulars of the origin, destination, and date of shipment of the property and the estimated amount claimed in respect of such loss or damage is given in writing to the originating carrier (or the delivering carrier) within 60 days after the delivery of the Property, or, in the case of failure to make delivery, within nine months after the date of shipment of the Property.

(m) The final statement of the claims must be filed within nine months after the date of shipment, together with a copy of the paid freight bill.

(n) A carrier is not bound to carry any documents, specie, or any articles of extraordinary value unless by special agreement to do so. If such Property is carried without a special agreement and the nature of the Property is not (disclosed) on the bill of lading, the carrier is not liable for any loss or damage in excess of the maximum liability stipulated in paragraph (j).

(o) If required by the carrier, the freight and all other lawful charges accruing on the Property must be paid before delivery, and if on inspection it is ascertained that the Property shipped is not as described in the bill of lading, the freight charges must be paid on the Property actually shipped, with any additional charges lawfully payable on this Property.

(p) Should the shipper fail to indicate on the bill of lading that a shipment is to be transported prepaid, or should the Shipper fail to indicate the basis on which the shipment is to be transported the carrier is entitled to transport the shipment on a freight-collect basis.

(q) Every person, whether as principal or agent, shipping explosives or dangerous goods without previous full disclosure to the carrier or its agent of the nature of such goods is liable for all loss or damage caused by those explosives or dangerous goods and such goods may be warehoused at the Shipper's risk and expense.

(r) If, through no fault of the carrier, the Property cannot be delivered, the carrier after having given notice to the Company, Shipper, and consignee that delivery has not been made, and after requesting disposal instructions, may, pending receipt of such disposal instructions, store the Property in the warehouse of the carrier subject to a reasonable charge for storage, or after notifying the Shipper of the carrier's intention, may cause the Property to be removed to and stored in a public or licensed warehouse at the expense of the Shipper 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.

(s) If notice has been given by the carrier under paragraph (r) and no disposal instructions have been received within 10 days after the date of that notice, the carrier may return to the Shipper at the Shipper's expense all undelivered shipments with respect to which the notice has been given.

(t) Subject to paragraph (u), any alteration, addition, or erasure in the bill of lading must be signed or initialled by the Shipper or the Shipper's agent and the originating carrier or that carrier's agent, and unless so acknowledged is without effect, and the bill of lading is enforceable according to its original tenor.

(u) It is the responsibility of the Shipper to show correct shipping weights of the

shipment on the bill of lading if completed by the Shipper. Despite paragraph (t) failure to do this makes the bill of lading subject to correction in this respect by the carrier.

To the extent that the uniform bill of lading terms and conditions set out above are in conflict with the bill of lading terms and conditions prescribed by the province or territory in which the carriage originated, the terms and conditions of the bill of lading prescribed by the province or territory in which the carriage originated shall be controlling.

#### **7. Set Off and Counterclaim**

The Shipper shall pay to the Company in cash, or otherwise agreed, all sums immediately when due without reduction or deferment on account of any claim, counterclaim, or set off.

#### **8. Additional Insurance**

(a) If, in the opinion of the Shipper, more or additional insurance over and above that normally maintained by the carrier and Company, is required or desirable in respect of protecting against loss of the Property, the Shipper must give the Company written instructions separate from the bill of lading to arrange this insurance on the Property within a reasonable time before pickup for transport.

(b) The Company may carry out these instructions by purchasing an insurance policy on behalf of the Shipper declaring the value of the Property. The Company is not liable if the Shipper fails to recover a loss in whole or in part from the insurer under the policy, even though the premium charges by the insurer are different from the Company's charges to the Shipper.

(c) If the coverage available under the insurance policy is not satisfactory to the Shipper, the Company will recommend the Shipper consult an insurance broker. After making this recommendation, the Company has no further duty regarding insurance, and no liability for loss or damage to the Property during transport or storage that could have been covered by the insurance, whether such loss or damage has been caused by or contributed to by its negligence or breach of these conditions.

#### **9. Surety Bond**

The Company shall maintain a surety bond or trust fund agreement as required by the Federal Motor Carrier Safety Administration in the amount of **\$10,000** and furnish Shipper with proof upon request.

#### **10. Dangerous Goods**

Shipper and the Company shall comply with all applicable laws and regulations relating to the transportation of Dangerous Goods in Canada or hazardous materials in USA as defined in *49 CFR §172.800 and §173 et seq.* to the extent that any shipments constitute hazardous materials.

(a) The Shipper agrees not to tender any Property for transportation that is of a dangerous, flammable, radioactive, hazardous, or damaging nature without giving full particulars to the Company. The Shipper agrees to mark the Property and the outside of any packaging or containers to comply with applicable laws and regulations regarding transportation. If the shipment originates in Canada, the Shipper warrants that all aspects comply with federal and provincial government transportation of dangerous goods legislation.

(b) If it fails to comply with provisions in 10(a) above, the Shipper shall indemnify the Company against all loss, damage, or expense arising from the shipment.

(c) If the Company believes the Property may become hazardous while in its possession, it may be destroyed or rendered harmless without liability on the part of the Company.

### **11. Indemnification**

In the event of a cargo loss, damage or shortage claim, Shipper agrees to notify the Company immediately by phone and to subsequently submit to the Company a completed Standard Form for Loss & Damage Claims (available on the Company's website and at the Company's office), fully supported by all relevant documentation as described in the Standard Form for Loss & Damage Claims. Damage or shortage must be explicitly noted on the carrier's receipt copy of the bill of lading or pro-bill at the time of delivery.

Claims must be filed promptly and are subject to legal time limits from the date of delivery. A claim for damage, loss or shortage must be filed within 45 days after the delivery of the Property, or, in the case of failure to make delivery, within 9 months after the date of shipment of the Property. When damage is concealed, notice must be given within 24 hours of receipt of shipment.

The Company assumes no liability for cargo loss, damage, or shortage. However, the Company agrees to work with the Shipper or Owner to submit, negotiate and settle cargo claims with the responsible carrier when requested and to keep Shipper advised of the status of all such claims. Nothing herein shall be construed to restrict any right or cause of action Shipper may have against any carrier involved with the transportation of the Property. Subject to insurance limits, the Company and Shipper shall defend, indemnify and hold each other harmless against any claims, actions or damages, including, but not limited to, cargo loss or damage and payment of rates and/or accessorial charges to carriers, arising out of their respective performances under these Standard Trading Conditions, provided, however, the indemnified party shall not offer settlement in any such claim without the agreement of the indemnifying party which agreement shall not be unreasonably withheld. If the indemnified party offers or agrees to a settlement for such a claim without the written agreement of the indemnifying party, the indemnifying party shall be relieved of its indemnification obligation. Neither party shall be liable to the other party for any claims, actions, or damages due to the negligence of the other party. The obligation to defend shall include all costs of defense as they accrue.

### **12. Severance/Survival**

In the event that any portion of these Standard Trading Conditions results in a violation of any law, or any provision is determined by a court of competent jurisdiction to be invalid or unenforceable, the Parties agree that such portion or provision shall be severable and that the remaining provisions of these Conditions shall continue in full force and effect. The representations and obligations of the Parties shall survive the termination of these Standard Trading Conditions for any reasons.

### **13. Right of Detention and Lien**

All goods and documents relating to the Property shall be subject to a particular and general lien, and general right of detention for monies owing either in respect of such Property, or for any particular or general balance of other monies owed to the Company, whether then due or not, by the Shipper, consignee, or Owner of the Property. If these monies remain unpaid for 30 days after the Company sends notice of the exercise of its rights to these persons by any means of communication reasonable in the circumstances, the Property

may be sold by private contract or otherwise at the sole discretion of the Company, with the cost of the sale at the expense of the Owner, and with the net proceeds applied on account of the monies owing. The Company will not be liable for any deficiencies or reduction in value received on the sale of the Property nor, will the Customer be relieved from the liability other than to the extent of the net proceeds realized from the sale, merely because the Property has been sold.

#### **14. Time Bar**

The Company shall, unless otherwise expressly agreed, be discharged of all liability under these Standard Trading Conditions unless suit is brought within nine months from:

- (a) the date of delivery of the Property for claims to damage to the Property, or
- (b) the date when the Property should have been delivered for claims for delay in delivery or loss of the Property.

With respect to loss or damage other than loss or damage to the Property, the nine-month period shall be counted from the time when the alleged act or omission of the Company giving rise to the claim occurred.

In no circumstances whatsoever shall the Company be liable to the Shipper or Owner for delay or for any indirect or special or consequential loss or damage incurred by the Shipper or the Owner.

#### **15. Independent Contractor**

It is understood between the Company and Shipper that the Company is not an agent for the carrier or Shipper, and shall remain at all times an independent contractor. Shipper does not exercise or retain any control or supervision over the Company, its operations, employees, or carriers.

#### **16. Non-waiver**

Failure of either party to insist upon performance of any of these Standard Trading Conditions, or to exercise any right or privilege herein, or the waiver of any breach of any of the Standard Trading Conditions, shall not be construed as thereafter waiving any such terms, conditions, provisions, rights or privileges, but the same shall continue and remain in full force and effect as if no forbearance or waiver had occurred.

#### **17. Force Majeure**

Neither party shall be liable to the other for failure to perform any of its obligations under these Standard Trading Conditions during any time in which such performance is prevented by fire, flood, or other natural disaster, war, embargo, riot, civil disobedience, or the intervention of any government authority, or any other cause outside of the reasonable control of the Shipper or the Company, provided that the party so prevented uses its best efforts to perform under these Standard Trading Conditions and provided further, that such party provide reasonable notice to the other party of such inability to perform.

#### **18. Governing Law and Jurisdiction**

All questions concerning the construction, interpretation, validity and enforceability of these Standard Trading Conditions and all related matters will be governed by, and construed in accordance with, the laws of British Columbia, Canada, and the federal laws of Canada applicable therein. Any dispute arising from, connected with or relating to this agreement, or any related matters, must be resolved before the Courts of British Columbia sitting in the City of Vancouver and the Parties and each of them hereby irrevocably submit and attorn to the original and exclusive jurisdiction of these Courts in respect of any dispute or matter related to these Standard Trading





Conditions.

The Parties agree that where they have used electronic communications to transact in whole or in part any business, such communications will be given legal effect in accordance with the provisions (so far as they may be applicable) of the *Uniform Electronic Commerce Act* as approved by the Uniform Law Conference of Canada.

**Radius Logistics**

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