

STANDARD FORM FOR PRESENTATION OR LOSS AND CLAIM DAMAGE

(Read Instructions on Page 3 Before Filling in this Form)

To: (Name of Carrier) _____ (Date) _____

(Street Address) _____ (Claimant's Number) _____

(City, State Zip) _____ (Carrier's Number) _____

This claim for \$ _____ is made against your company for Damage Loss
in connection with the following shipment. Check One

_____ (Shipper's Name)	_____ (Consignee's Name)
_____ (Point Shipped From)	_____ (Final Destination)
_____ (Name of Carrier Issuing Bill of Lading)	_____ (Name of Delivering Carrier)
_____ (Date of Bill of Lading)	_____ (Date of Delivery)
_____ (Routing of Shipment)	_____ (Delivering Carrier's Freight Bill No.)

If shipment re-consigned en route, state particulars:

If shipment moved from warehousing or distribution point, indicate name of the initial shipper and point of origin, and, if known, name of price carrier or carriers and prior billing reference.

DETAILED STATEMENT SHOWING HOW AMOUNT CLAIMED IS DETERMINED				
Number and description of articles, nature and extent of loss or damage, Invoice price of articles, amount of claim, etc.				
ALL DISCOUNT and ALLOWANCE MUST BE SHOWN				
Quantity	Description of articles and damage	Invoice Price	Discount	Amount Claimed

The following documents are submitted in support of this claim:

<input type="checkbox"/> Original Bill of Lading <input type="checkbox"/> Original paid freight bill or other carrier document-bearing notation of loss or damage if not shown on freight bill. <input type="checkbox"/> Carrier Inspection Report Form (Concealed loss or damage)	<input type="checkbox"/> Consignee concealed loss or damage form. <input type="checkbox"/> Original invoice or Certified Copy <input type="checkbox"/> Shipper's Concealed Loss or Damage Form <input type="checkbox"/> Other particulars obtainable in proof of loss or damage claims
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(Note: The absence of any document called for in connection with this claim must be explained. When impossible for claimant to produce original bill of lading or paid freight bill, a bond of indemnity may be given to protect carrier against duplicate claim supported by original documents.)

Remarks: _____

The foregoing statement of facts is hereby certified as correct.

(Consignee's Name)

Saleman's Signature

Claimant's Name

Address

Claimant's Signature

Date:

PRINT: Claimant's Name:

NOTICE TO CLAIMANTS

Claimants are required to make use of this form for filing claims with carriers. Claims may be filed with the carrier's agent either at the point of origin or destination of shipment or direct with the Claim Department of the carrier, and will be considered properly presented only when the information and documents called for on pages 1 and 2 of this form, as far as possible, have been supplied.

Before presenting a claim on account of loss or damage, the following important information respecting claims should be given careful consideration.

1. The terms under which property is accepted and transported by a carrier are stated on the bill of lading issued by the carrier; also in tariffs and classifications issued or subscribed to by the carrier. Persons intending to file claims should before doing so, examine the terms and conditions under which the property was accepted and transported.
2. Carriers and their agents are bound by the provisions of law and any deviation therefrom by the payment of claims before the facts and measure of legal liability are established will render them, as well as the claimant, liable to the fines and penalties by law.
3. In order that carrier may have an opportunity to inspect goods and thereby properly verify claims, any loss or damage discovered after delivery should be reported to the agent of the delivering line, as far as possible, immediately upon discovery, or within forty-eight hours after receipt of goods by consignee. Concealed loss and damage claims should be supported by an "Inspection Report Form" covering the joint inspection of the loss and damage by consignee and carrier's representative. Disposition of "Concealed Loss or Damage Form" and "Shippers Concealed Loss or Damage Form" as supporting documents when claim is filed.
4. It is common practice for manufacturers and others to ship large quantities to key points for warehousing and later distribution to surrounding areas. In many instances, the original container is not opened and the contents examined before re-shipment to final destination. When this practice is followed, it is possible to determine after delivery to final destination whether loss or damage of a concealed nature occurred before or after re-shipping. Motor carriers will settle claims of this nature on the basis of mileage prorated from first shipping point to final destination and cooperate and assist claimant in collecting balance of such claims from carriers performing the prior transportation. Consignees can usually expedite settlement by securing initial shipper's and warehouse's cooperation in supplying necessary billing and reference so that shipment can be identified in handling with carriers rendering transportation to the distribution point.
5. Under the provisions of Part II of Interstate Act, it is unlawful for a carrier to charge or demand or collect or receive, any greater or less or different compensation for the transportation of property than any portion of the rates and charges so specified through the payment of fraudulent, fictitious or excessive claims for loss or damage to merchandise transported as is to a direct concession or departure from the published rates and charges.

In this connection, attention is also called to the following important quotation from Section 222(c) of Part II of the Interstate Commerce Act:

NOTICE TO CLAIMANTS

"Any person whether carrier, shipper, consignee, or broker, or any officers, employee, agent, or representative thereof, who shall knowingly offer, grant, or give, or solicit, accept, or receive any rebate, concession or discrimination in violation of any provision of this part, or by any other means of any false statement or representation, or by the use of any false or fictitious bill, bill of lading, receipt, voucher, roll, account, claim, certificate, affidavit, deposition, lease, or bill of sale, or by any other means or device, shall knowingly and willfully assist, suffer or permit any person or persons, natural or artificial, to obtain transportation of passengers or property subject to this part less than the applicable rate, fare, or charge, or who shall knowingly and willfully by any such means or otherwise fraudulently seek to evade or defeat regulation as in this part provided for motor carriers or brokers, shall be deemed guilty of a misdemeanor and upon conviction thereof be fined not more than \$500 for the first offence and not more than \$2,000 for any subsequent offence."