
There is no particular form printed for an "order" bill of lading in marine transport. If the goods are to be consigned to order, the word "order" is simply typed in as a prefix to the name of the consignee in the proper place.

The form of the bill of lading is self-explanatory. Provision is made for the name of the shipper, the port of loading, the name of the vessel, the consignee and the address for notification, the port of discharge and whether the freight is to be prepaid or collect.

i. Important Features. Three very important features of the ocean bill of lading must be noted:

1. **Lead marks** (sometimes designated "marks and numbers"): To appreciate the importance of marking cargo, remember that your cases may be mixed in the ship's hold and in the shed with cases from another hundred shippers, each of which may be very similar to yours. Cases, chests, bales, bundles, crates or pieces, whatever you are shipping, must be clearly marked so that they can be sorted out at destination. Legible identification marks should be stencilled on at least one side and one end of packages where they can be read when packages are stacked. Marks should show port of discharge and some identifying code for the receiver. These lead marks would appear on the bill of lading.

2. **Weights and measurements:** If possible, weights and measurements should both be marked on each of the individual packages, and the total weight and measurement of the complete shipment should be shown on the bill of lading. The consignee may require both figures when arranging handling from the port of discharge; both are necessary when the vessel's agent is planning the stowage of the ship.

3. **Number of originals:** An ocean bill of lading is generally made with two or more originals.

Usually above the signature on each bill of lading, there appears an indication of how many copies were signed. The surrender of any one signed original to the carrier will release the goods to the bearer of the signed document. It is important, therefore, that the importing buyer obtain from the shipper the full set of bills of lading.

c. Rail and Truck Bills of Lading

Rail and truck bills of lading are issued with only one original. In addition to the order bill of lading, both modes issue "straight" bills of lading. A straight bill of lading (see Figure 8) is a non-negotiable document in which the consignee is named. Goods are delivered on arrival without surrender of the bill of lading.

A rail bill of lading, whether negotiable or not, is a contract for carriage between the shipper and the carrier. The bill of lading consists of three parts: the original, the shipping order and the memorandum. All three parts are signed by the shipper; the carrier signs only the original and the memorandum.

The original copy is the only part of the document that has value in any dispute between the shipper or owner of the goods and the carrier. The shipping order is retained by the carrier as authority for the services it agreed to perform. The original, as well as the memorandum, is returned to the shipper.

After years of negotiations, the Canadian trucking industry developed a Canadian Uniform Highway Bill of Lading (Figure 9). Although each trucking company issues its own form of bill of lading, most follow the format devised for national application.

All three modes, marine, rail and trucking, can issue a "short form of straight bill of lading." This short form gives only the most important terms and conditions of carriage. However, it states that all the terms and conditions found in the regular form of bill of lading apply, whether stated or not.

d. Intermodal Bills of Lading

Under an intermodal movement arranged by the shipper with several carriers, each carrier issues a bill of lading for its segment of transportation. Each party is responsible for only its leg of the journey, and the terms and conditions appearing on its bill of lading, including limits of liability, are applicable only to that segment.

In a multimodal transport movement, arranged by an intermediary, a combined transport document can apply. This document is issued by a "combined transport operator." All parties to the multimodal movement would agree to the terms and conditions set out in the combined transport document. The "combined transport operator," whether a freight forwarder or a carrier, when acting as principal, would assume full responsibility for the shipment, including liability for loss or damage.