

Hitchmail Highway Driver Agreement

Driver contact information

First Name	Last Name	
Address		
City	Province	Postal Code
Cell number	Driver's license number	

Email addresses

Communication email	Etransfer email
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This agreement is between **Hitchmail Inc.** and (Driver's name): _____, Hereby referred to as "**The Carrier**". "The Carrier" will be providing the specific service of "Highway Driver" which refers to a person who is paid by Hitchmail, as a private contractor, to tow trailers or transport totes using their own personal vehicle. Most of these trips are done between cities or between multiple terminals in large cities.

The carrier acknowledges that by participating in the Hitchmail system they will be required to transport totes and or trailers containing items owned by a third party. The carrier is expected to take all reasonable precautions to ensure that the contents are not lost, damaged or stolen.

Vehicle security

Totes must be transported inside of a locked vehicle at all times. It is only permitted that totes be transported in a truck box if it has some sort of lockable covering device such as a tonneau cover or truck cap requiring a key or combination lock to gain access. The truck end-gate must either have it's own lock or not be able to open unless the cap or tonneau cover is also unlocked. There must not be any broken windows or latches on the vehicle or covering device that would allow access through any other means. The vehicle containing totes must not be left unattended even if it is locked. The definition of "unattended" is to let the vehicle out of visual sight of the Carrier or to have it in sight but be more than 50 meters from it.

The same rules for leaving the vehicle "unattended", apply when pulling Hitchmail trailers. The vehicle pulling the trailer must never be left unattended and must be locked at all times to prevent theft of both the vehicle and trailer. The Carrier must never be farther than 50 meters from the trailer and never lose sight of it. The trailer must never be left unhooked unless the driver is standing within 10 meters of it and can see it at all times. A loaded trailer must never be parked overnight unless the Carrier is sleeping in the towing vehicle **and** has used a chain and padlock to securely attach the trailer to the vehicle or a hitch pin lock that keeps both the vehicle and trailer locked together. The only possible exception to the above rules is that the trailer may be left unattended if it is placed inside of a locked building such as a shop or garage but this is only with pre-approval from Stefan Trischuk or his authorized representative.

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Security seals

Each trailer and tote is protected from tampering by numbered security seals. Each trailer has one seal and each tote has two. The Carrier agrees to not remove these seals and will also notify HitchMail immediately if one becomes broken. If a Carrier returns a tote or trailer with a broken seal they will be required to wait while the contents are checked. The Carrier agrees that they will check the condition of the seals before taking possession of a tote or trailer and will reject it if the seal is damaged or missing. This is meant to protect the Carrier and is very important because, if a Carrier makes the mistake of accepting a trailer or tote with a broken seal, they will be held responsible if items are missing from inside. **The rule of thumb is: Never accept a broken seal and if you come across one, report immediately to 1-855-622-6245**

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Service expectation.

The carrier is allowed to take whatever route they desire but Hitchmail requires that the driver covers a minimum distance of 100kms every 2 hours (based on the most direct route indicated by google maps) and averaged for the whole trip.

Hitchmail has GPS trackers on each trailer and in each tote for security and coordination purposes. The Carrier gives Hitchmail permission to use these GPS trackers to monitor the location and speed of the trailer or totes that he/she is transporting. The driver must not tamper or remove these devices for any reason.

Value of trailers and totes

If a tote or trailer goes missing while in possession of the carrier, they will be held liable for these items based on the following values. Each empty tote has an empty value of \$20 and a loaded value of \$200. Each empty trailer has an empty value of \$4000 and a loaded value of up to \$15,000. Many vehicle insurance policies will cover damage to a "trailer in tow" but it is the responsibility of the Carrier to verify their insurance.

Insurance

The driver agrees that their vehicle is in good operating condition and that they either own it or have permission from the owner to use it. They also agree to obey all traffic laws including distracted driving laws and carry the proper insurance for the use and jurisdiction where the vehicle is being operated. Hitchmail recommends courier or commercial insurance but leaves this up to the Carrier.

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Possession

The driver is considered to have taken possession of the trailer or totes when they remove it from the storage unit compound. If there is a visible problem with the trailer, totes or seals, the driver must not take possession but instead take a picture then immediately close the storage unit door and re-install the lock. The driver must also notify Hitchmail that the load has been rejected and the reason why. It may also be helpful to send a picture of the issue to service@hitchmail.com.

Before a Carrier accepts possession of a **trailer** and removes it from the origin storage compound, they must take pictures of all 4 sides and send these pictures to service@hitchmail.com. Each Hitchmail storage unit contains a sign indicating the city/unit number and at least one of these pictures must clearly show the sign proving where the trailer is being picked up from. When the Carrier completes a trip (by dropping off the trailer at the destination storage unit), they must send another 4 pictures to the same email address, showing the destination sign in the background and proving that the trailer has not sustained any damage during transit. These pictures are important because they prove completion of the trip and also protect the Carrier from false damage claims of other drivers.

Before a Carrier takes possession of **totes**, they must take a picture of the inside of the storage unit showing the totes and unit sign then send to the same address as above. When they drop off the totes at the destination unit, they must once again send a picture of the inside of the storage unit showing the totes and sign to prove that the totes have been dropped off.

Lifting Safety

The Carrier agrees that they do not have any injuries that prevent the lifting of up to 40lb. The driver also agrees to lift one tote at a time and use proper lifting techniques to minimize physical strain. These proper techniques include, lifting with the legs while keeping a straight back and not twisting while lifting. The Carrier agrees that if an item is too heavy, they will get help or reject it. If an injury takes place while engaging in a Hitchmail related activity, The Carrier releases Hitchmail from any and all liability and this extends to Hitchmail employees, managers, shareholders and the founder.

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Trailer safety

Towing a Hitchmail trailer often requires backing it into very small storage units with less than a foot of space on either side. The Carrier agrees that they have driven with a trailer in the past and possess the skills required to back a short wheelbase trailer into tight areas. The Carrier also agrees that they will get out of the vehicle and look at the position of the trailer as many times as is needed while backing up to insure that no damage takes place to the trailer or storage unit.

When hooking and unhooking the trailer from the towing vehicle, the Carrier agrees to use the front hitch jack and not attempt to lift the trailer hitch by hand.

Before the driver moves the trailer after being stopped, they agree to do a full 360 degree walk around of the vehicle and trailer. The only time that this inspection does not apply is at a stop sign or stop light. The Carrier also agrees that they have a functional 4 prong trailer light attachment on their vehicle and will only tow the trailer if the trailer lights are first checked and working correctly.

The driver is not allowed to let anyone else drive their vehicle while hauling Hitchmail totes or pulling a Hitchmail trailer unless that extra driver has signed this form and received written approval from a Hitchmail representative with the authority for driver vetting.

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Tote safety

Having the totes in the interior poses an extra hazard to the occupants because the totes can move during a traffic collision. This is why the totes must be either placed in the trunk or properly secured in the interior so that they cannot move. The Carrier agrees that it is their responsibility to transport the totes in a way that will not pose a hazard in case of a traffic collision.

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Payment

Payment will be via etransfer at the rates of \$0.20/km for trailers and \$0.02/km per each tote calculated by the shortest Google maps route.

I (Print Name) _____ have read this document in full and agree to the terms. The Carrier releases Hitchmail from any and all liability and this extends to Hitchmail employees, managers, shareholders and the founder.

Carrier signature _____

Date _____