


7/11/76 *Latin America*

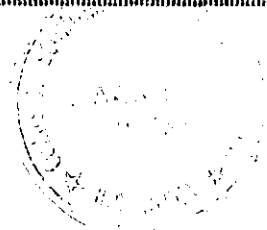
UNITED NATIONS
ECONOMIC
AND
SOCIAL COUNCIL




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CEPAL

Economic Commission for Latin America



CONTENTS OF THE INTERNATIONAL MULTIMODAL
TRANSPORT DOCUMENT

76-11-2373-150

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1. In May 1973, in compliance with the mandate of the Economic and Social Council,^{1/} the Trade and Development Board of UNCTAD established an Intergovernmental Preparatory Group to elaborate a preliminary draft of a convention on international multimodal transport.^{2/} It further requested the UNCTAD secretariat to prepare the studies referred to by ECOSOC,^{3/} in co-ordination with the regional economic commissions.

2. In accordance with the ECOSOC resolution, the United Nations Economic Commission for Latin America (CEPAL) has included in its work programme the carrying out of studies which will serve as a basis for examining the various aspects of a convention on international multimodal transport that will duly consider the interests of the Latin American countries.

3. This note has been prepared in response to the need to furnish information for an analysis of the international multimodal transport document, since the legal provisions of the draft convention should, inter alia, cover the nature of the contract of carriage and, at the same time, the document that would validate it. The information includes provisions relating to the documents used in the different modes of transport, because the relations between the multimodal transport operator (MTO) and the carrier will continue to be governed by the respective conventions and because the multimodal transport document must concord with the unimodal transport documents.

4. In practice, the convention would regulate a new method of contracting transport services, and the contract will establish the relations between a new entity - the MTO - and the shipper. In accordance with the UNCTAD definition, the MTO acts as the principal,

^{1/} See ECOSOC resolution 1734 (LIV).

^{2/} See Trade and Development Board decision 96 (XII). As agreed at the third session of the Intergovernmental Preparatory Group, the term "intermodal transport" has been substituted for "multimodal transport".

^{3/} See paragraph 1 of resolution 1734 (LIV).

not as an agent of the shipper, nor on his behalf or that of the carriers participating in multimodal operations, and assumes responsibility for the fulfilment of the contract.

Definition of the MT document

5. At the First Latin American Regional Preparatory Meeting on the Convention on International Multimodal Transport (Mar del Plata, October 1974), the following definition of the MT document was adopted:

"It is the legal evidence of the contract between the user and the MTO, by means of which the MTO assumes the obligation to transport the cargo or to have it transported, between two countries and by at least two modes of transport, from the place where he receives the cargo to the place agreed upon for the delivery."

6. At the last meeting of the Intergovernmental Preparatory Group (first part of the third session, Geneva, 16 February to 4 March 1976), this point was one of the items for discussion, but was not dealt with for lack of time.

Functions of the MT document

7. The MT document, in addition to the traditional commercial functions of a transport document, i.e.,

- to be evidence of the contract;
- to be evidence of the reception of the goods identified

therein, and

- if negotiable, to serve as evidence of ownership of the goods, should state that the MTO has assumed the obligation to deliver the goods at the place of destination within the period agreed.

8. In maritime transport, for example, the reception of the goods on the ship is implicitly considered to be proof that they will be carried to the port of destination. On the other hand, in multimodal transport, which may be initiated in the interior of a country, it is necessary to state expressly that the MT document is evidence that the MTO has assumed the obligation to deliver the goods at the destination and within the period agreed. This is particularly important in

/connexion with

connexion with banking arrangements, which are frequently subject to the fulfilment of certain conditions with respect to both the period within which the carriage should be performed and the date on which it is initiated.

Contents of the MT document

(i) Latin American proposal

9. Ever since the sub-regional meetings held in Brasilia, Lima and Mexico in 1972, the Latin American countries have been recommending that the multimodal transport document should contain the minimum indispensable data to enable it to perform its triple function of contract of carriage, receipt for the goods, and negotiable document for the transfer of the ownership of the cargo.^{4/}

10. At the First Latin American Regional Preparatory Meeting on the Convention on International Multimodal Transport (Mar del Plata, October 1974), this recommendation was expressed in precise and detailed form when it was stipulated that the following particulars should be included:

- (a) The name and address of the operator, the exporter, the importer or when the MT document is not issued to bearer, the consignee;
- (b) The place and date of issue;
- (c) The place of production, origin, reception and delivery of the goods;
- (d) The nature of the goods, the packing of the goods, the marks and numbers for identification of the goods, legibly marked by the exporter on the packing or, if not packed, on the goods themselves;

^{4/} See Reunión subregional para el área del Istmo Centroamericano y México sobre las consecuencias económicas y jurídicas de la convención TCM y otros asuntos relacionados con el transporte marítimo: conclusiones relativas al proyecto de convención TCM, in document E/AC.6/L.460/Add.4, annex III, p. 3, of 17 July 1972.

- (e) The number of pieces or packages and their gross weight or volume;
- (f) Declaration of the value of the goods if required by the shipper;
- (g) The conditions of the contract of carriage;
- (h) A breakdown, where feasible, of the costs for each mode of transport, points of trans-shipment and terminals;
- (i) The name of the insurer of the goods;
- (j) Any other clauses which the interested parties may agree to.

The document should also contain information that will facilitate the customs formalities.

(ii) Proposals of the Group of 77

11. However, in the first part of the third session of the Intergovernmental Preparatory Group (Geneva, 16 February to 4 March 1976), the Group of 77 proposed for the consideration of the Intergovernmental Preparatory Group a more extensive list of details for inclusion in the MT document, i.e.:

- (a) The identification serial number of the MT document;
- (b) An indication of whether the MT document is negotiable or non-negotiable; an indication of the number of non-negotiable copies;
- (c) The date and place of issue of the MT document;
- (d) The name and address of the MTO, the shipper or the exporter, the importer or the consignee (when the MT document is not issued to bearer);
- (e) The name of the ocean carrier and/or owner and/or charterer; and the name of the ocean vessel and/or substitute vessel (whether or not the vessel is chartered);
- (f) The journey route; the modes of transport employed; the trans-shipment points;
- (g) The general nature of the goods; the packing of the goods; the leading marks and numbers of goods;
- (h) the number of pieces and their gross weight or volume;

/(i) The

- (i) The ex-works or FOB value of the goods, if so desired by the shipper;
- (j) The place of production, delivery and reception of the goods;
- (k) The freight cost for each mode of transport, including an indication of whether freight is paid or payable;
- (l) The currencies in which payments are made;
- (m) The conditions of transport;
- (n) The terms of shipment;
- (o) The terms of insurance (cargo and liability), including the name of the insurer;
- (p) The approximate time period for the delivery of the goods;
- (q) The jurisdiction and arbitration conditions;
- (r) The sites of customs inspection (at inception/terminal points);
- (s) The tariff nomenclature;
- (t) The import/export licence number;
- (u) The number of the commercial invoice;
- (v) Any other clause which the interested parties may agree to and which is not contrary to national legislation.

12. After presenting this list, the spokesman for the Group of 77 added that "certain of these particulars could be dispensed with if that was the consensus". Therefore, careful consideration should be given to the full implications of requiring that all the above data be included in the transport document.

13. If that were the case, some problems such as those indicated below would undoubtedly arise:

- (a) If all the information is not available at the moment when the MTO takes over the goods, the MT document could not be issued. Exporters in the developing countries must wait for the information to reach the MTO before they can have the document to use as a certificate of shipment, and only then can they receive payment for their goods from the banks.

The situation would be even more critical in the case of goods dispatched through a customs depot in the interior of

/the exporting

the exporting country, since it would be almost impossible to know at that moment "the name of the ocean carrier and/or owner and/or charterer, and the name of the ocean vessel and/or substitute vessel (whether or not the vessel is chartered)".

- (b) Moreover, if the document is presented to the banks without containing all the information required by the convention, its validity may be called into question.

14. It should, however, be noted that the developing countries are fully justified in requesting from the MTO the information necessary to meet national requirements, such as information on the flag of the ship actually performing the carriage of their foreign trade, particularly in those countries whose legislation provides for reservation of cargo. Nevertheless, in accordance with a decision adopted at the First Latin American Regional Preparatory Meeting on the Convention of International Multimodal Transport, an alternative to requesting this type of information in the transport document would be to include in the convention clauses of public law clearly stipulating the MTO's obligations vis-à-vis the individual States in terms not only of the information to be provided, but also of the conduct to be observed by the MTO in the performance of his work.

15. In addition, the MTO himself will contract the unimodal transport, which will be covered by the respective shipping documents. Therefore, a large part of the information proposed for inclusion in the MT document will already be contained in those documents, in the commercial invoice or in the insurance certificate, which usually form part of the documentation of any international trade transaction. In many cases there will also be a customs declaration accompanying the goods. Thus, it may be neither advisable nor necessary to request a duplication of the information already available from those other sources.

16. For these reasons and taking into account that it has not been possible so far to make a thorough examination of the bases for requesting all and every one of the data that would be stipulated in the convention as compulsory information in the MT document, it is suggested

/that the

that the following, among other, questions be answered:

- (a) Which of the data required by the developing countries in order to safeguard their interests should be included in the MT document and which should be included in other relevant transport and commercial documents?
- (b) What impediment or objection would there be if such information as may not feasibly be included in the original document at the time of issue is duly noted on a supplementary copy?
- (c) What are the real possibilities of processing and actually using the information compiled?

17. One aspect which should also be kept in mind is the usefulness of including in the convention on multimodal transport a provision establishing that the lack of one or more particulars will not affect the validity of the transport document, in the same way as is laid down in conventions on unimodal transport (see table 1).

18. Table 2 has been prepared in order to complete the information provided and permit comparison with the unimodal transport documents in use. Taking as a point of departure each of the particulars which the Group of 77 has proposed for inclusion in the MT document, this synoptic table includes both a reference to the relevant articles of the conventions on unimodal transport, and information not required in the convention but actually included in the document in use for this mode of transport.

19. The conventions whose provisions on documentation are referred to in table 2 are:

- (a) on maritime transport: International Convention for the Unification of Certain Rules Relating to Bills of Lading (known as The Hague Rules), signed at Brussels in 1924. Draft convention of the United Nations Commission for the Unification of International Trade Law (UNCITRAL), which would modify the 1924 Convention.

Table 1

CLAUSES OF UNIMODAL CONVENTIONS RELATING TO THE TRANSPORT DOCUMENT

The Hague Rules	Draft convention of UNCITRAL	Decision 56 of the Cartagena Agreement	CMR Convention	CIM Convention	Warsaw Convention
<p>1 (b) "The contract of carriage is defined as one which is covered by a bill of lading or any other similar document."</p> <p><u>Source: UNCITRAL, Register of Texts of Conventions and other Instruments Concerning International Trade Law, New York, 1973.</u></p>	<p>1.6 "Bill of lading" means a document which <u>evidences</u> a contract for the carriage of goods by sea and the taking over or loading of the goods by the carrier, and by which the carrier undertakes to deliver the goods against surrender of the document. A provision in the document that the goods are to be delivered to the order of a named person, or to order, or to bearer constitutes such an undertaking."</p> <p>"Article 15. Content of the bill of lading" (15.3) "The absence in The bill of lading of <u>one or more particulars</u> referred to in this article <u>shall not affect the validity of the bill of lading.</u>"</p> <p><u>Source: UNCITRAL, document A/CN.9/105, annex.</u></p>	<p>31. The contract shall be <u>validated</u> by the issue of a bill of lading.</p> <p><u>Note: According to article 31 of annex I, the issue of a bill of lading is compulsory.</u></p> <p><u>Source: Commission of the Board of the Cartagena Agreement (JUNAC), Lima, 1972.</u></p>	<p>4. "The contract ... shall be <u>validated</u> by the making out of a consignment note. The <u>absence, irregularity or loss of the consignment note shall not affect the existence or the validity of the contract of carriage</u> which shall remain subject to the provisions of this Convention."</p> <p><u>Source: United Nations, Treaty Series, vol. 399, No 5742, New York, 1961.</u></p>	<p>8.3 Once the consignment note has been stamped (by the dispatching station) <u>it evidences</u> the contract of carriage.</p> <p><u>Source: OCTI, Berne, 1974.</u></p>	<p>11. "The air consignment note is <u>prima facie evidence</u> of the conclusion of the contract, of the receipt of the goods and of the conditions of carriage."</p> <p>5(2) "The <u>absence, irregularity or loss of this document does not affect the existence or the validity of the contract of carriage</u> which shall ... be none the less governed by the rules of this Convention."</p> <p><u>Source: Warsaw Convention. In: European Transport Law, vol. VII, No 1.</u></p>

Note: The similarities which are of interest have been underlined.

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Table 2
CONTENTS OF THE TRANSPORT DOCUMENT

Proposed by the Group of 77 for multimodal transport	According to documents in use for unimodal transport					
	Bill of lading THE HAGUE RULES	UNCITRAL DRAFT CONVENTION	DECISION 56 OF THE CARTAGENA AGREEMENT	Road consignment note CMR CONVENTION	Rail consignment note CIM CONVENTION	Air consignment note WARSAW CONVENTION
(a) The identification serial number of the MT document	*			* †	*	*
(b) An indication of whether the MT document is negotiable or non-negotiable; an indication of the number of non negotiable copies	*	15.1(h) No of original copies		Non negotiable ¹	Non-negotiable	Non-negotiable
(c) The date and place of issue of the MT document	*	15.1(i)		6.1(a) †	8.1	8(a)
(d) The name and address of the MTO, the shipper or the exporter, the importer or the consignee (when the MT document is not issued to bearer)	* *	15.1(o) 15.1(d)	36(a) 36(b)	6.1(o) † 6.1(b) †	8.1 6.5(g)	* 8(d)
(e) The name of the ocean carrier and/or owner and/or charterer; and the name of the ocean vessel and/or substitute vessel (whether or not the vessel is chartered)	*	15.1(e)	36(d)	6.1(e) †	6.5(b)	8(f) ∅
(f) The journey route, the modes of transport employed, the trans-shipment points	3.7 *	15.2	20 20		6.6(f)	8(p) ∅ 31.2 ∅
(g) The general nature of the goods, the packing of the goods, the leading marks and numbers of the goods	* * 3.3(a)	15.1(a)	36(f) 36(o) 36(e)	6.1(f) † 6.1(o) † 6.1(g) †	* 6.5(o) 6.5(e) 12	* 8(g) 8(h) 8(h)
(h) The number of pieces and their gross weight or volume	3.3(b) 3.3(b)	15.1(a) 15.1(c)	36(e) 36(e) 36(g)	6.1(g) † 6.1(h) †	6.5(e) ∅ 6.5(d)	8(h) 8(i)
(i) The ex-works or FOB value of the goods, if so desired by the shipper				†		
(j) The place of production, delivery (i.e., origin) and reception of the goods (i.e., destination)	3.7 *	15.1(f) 15.1(g)	36(o) 36(g)	6.1(d) † 6.1(d) †	8.1 6.5(a)	8(b) VI(a)* 8(b) VI(a)*
(k) The freight cost for each mode of transport, including an indication of whether freight is paid or payable	*	15.1(k) ∅	36(h)	6.1(i) †	*	8(k) ∅
(l) The currencies in which payments are made	*			* †	*	*
(m) The conditions of transport				*		
(n) The terms of shipment						
(o) The terms of insurance (cargo and liability), including the name of the insurer						
(p) The approximate time period for the delivery of the goods			37(d) ∅ 37(e)	6.2(e) ∅ 6.2(f)		8(p) ∅
(q) The jurisdiction and arbitration conditions						
(r) The sites of customs inspection			37(g)	6.1(j) †	6.6(f)	
(s) The tariff nomenclature				†		
(t) The import/export licence number				†		
(u) The number of the commercial invoice				†		
(v) Any other clause which the interested parties may agree to and which is not contrary to national legislation			38	6.3 †	6.8	*

Source: As for table 1.

* Data included in the documents in use.

∅ No transport document approved.

† In waybill of CORAL S.A.

∅ Optional.

* The Hague Protocol.

- (b) on road transport: Decision 56, of the Commission of the Cartagena Agreement, on international road transport, Lima, August 1972. Convention on the Contract for the International Carriage of Goods by Road (CMR), signed in Geneva, 1956.
- (c) on rail transport: International Convention Concerning the Carriage of Goods by Rail (CIM), signed at Berne, on 7 February 1970.
- (d) on air transport: International Convention for the Unification of Certain Rules Relating to International Air Transport (Warsaw Convention), October 1929. The Hague Protocol, 1955, modifying the Warsaw Convention.

20. Copies of the following documents issued to cover international traffic of goods are attached for illustrative purposes:

- (a) Bill of lading;
- (b) An international consignment note used for road transport by the Brazilian company CORAL S.A.;
- (c) A consignment note used by companies affiliated to the International Road Transport Union (IRU);
- (d) A consignment note used by the Argentine Railways; and
- (e) An air consignment note issued by an airline company affiliated to the International Air Transport Association (IATA).

GRACE LINE

(SPACES IMMEDIATELY BELOW FOR SHIPPERS' MISCELLANEA—NOT PART OF BILL OF LADING)

DELIVERING CARRIER TO STEAMER	IMPORT LICENSE NO.	CAF NUMBER — REFERENCE
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FORWARDING AGENT—REFERENCES—TAC NO.	EXPORT DOC. NO.
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BILL OF LADING

SHIPPER	DELIVERY CONDITIONS
CONSIGNEE	

NOTIFY (If contrary to shipper's order subject to clause 13)	ALSO NOTIFY
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SHIP (See clauses 2 and 22 on the reverse side hereof)	FLAG	NET	PORT OF LOADING
PORT OF DISCHARGE (Where goods are to be delivered to consignee or carrier)		FINAL PORT - DESTINATION (Of the goods - not of the ship)	

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	SHIPPER'S DESCRIPTION OF PACKAGES AND GOODS (SEE CLAUSE 1 ON REVERSE SIDE HEREOF)	GROSS WEIGHT IN KILOS	GROSS WEIGHT IN POUNDS
		ONE TRAILER CONTAINING ONE TRAILER CONTAINING ONE TRAILER CONTAINING		
		ONE TRAILER CONTAINING ONE TRAILER CONTAINING ONE TRAILER CONTAINING		

These commodities licensed by U. S. for ultimate destination, diversion contrary to U. S. Law prohibited. (Leave blank if no such other prohibited classes.)

DECLARED VALUE (See clauses 11 and 16)
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BRASIL: Rio de Janeiro (Sede) - Rua Artur de Alencar, 36 - Tel. 263-2952 (PABX) - São Paulo - Rua Vidal de Negreiros, 100/120 - Tel. 227-0133 (PABX) - Porto Alegre - Av. Maranhão, 825 - Tel. 22-1470 - 22-3550 - Salvador - Pça. Ten. e Argolo, 16 - Tel. 0-2109 - Recife - Av. Mal. Mascarenhas de Moraes, 545 - Tel. 27-4643 - Curitiba - Rua Amm Frach, 30 - Tel. 23-5382 - Belo Horizonte - Barra Mansa - Jaguarão - Pelotas - Uruçubana - ARGENTINA: Buenos Aires - Correo 1670 - 9 - Tel. 41-0061 - Mendoza - Cuyo C. 2, 1401 - Tel. 0-0785 - Casa de Los Libros - URUGUAI: Montevideo - Av. 18 de Julio, 1044 - Ofic. 305 - Tels. 98-6882 - 98-6995 - CHILE: Santiago - Estado, 57 - Ofic. 804 - Tels. 33-5791 / 3-6173 - Los Andes - PERU: Lima - Av. Arana, 2450 - Ofic. 704 - Tel. 40-3315 - PARAGUAI: Asunción - Benjamin Constant, 536 - Tel. 4-8032 - Endereço Telegráfico: CORALTRANS.

Permissões
 Brasil - Certificado n.º 1, de 15/9/67, do Departamento Nacional de Estradas de Rodagem - DNRE
 Argentina - Resolución n.º 15165, de 8/11/65, da Secretaría de Transportes
 Uruguai - Expediente n.º 1418/188, de 14/3/69, da Dirección Nacional de Transporte
 Chile - Certificado n.º 1 de 8/6/71, do Departamento de Transporte Terrestre

CONHECIMENTO DE EMBARQUE INTERNACIONAL N.º 1017 0050.

DE PARA	DE SÃO PAULO - BRASIL/AUTONAGASIA - CHILE PARA SANTIAGO - Via Uruguiana - BRASIL	FRETE AA PAGAR EM DESTINO
Exportador:	IND. MILITARE DE MANTOS BRANCO S.A.	Taxa de Câmbio TOTAL
Endereço:	AV. BRASIL 1360 - STCC.	
Embarcador:	CORAL	
Endereço:		
Importador:	IND. E COMERCIO	Conversão
Endereço:	AV. BRASIL 1360 - STCC - SÃO PAULO - SP.	
Consignatário:	IND. MILITARE DE MANTOS BRANCO S.A.	
Endereço:	AV. BRASIL 1360 - STCC - SÃO PAULO - SP.	
Notificar:	IND. MILITARE S.A. INDUSTRIAL E COMERCIO	
Aduanas	SÃO PAULO/BRASIL/CHILE	
Trânsito	BRASIL/CHILE	

QUANTIDADE DE VOLUMES	MARCAS E NUMEROS	DESCRIÇÃO DAS MERCADORIAS	PESO BRUTO QUILOS	VOLUME m³	VALOR PARA EFEITO FISCAL
		LOMBRE TRILINHA, IMPRIMIDO A BORDO EM LONGARINA, MENOR DE 89,99	89,99		

NO NEGOCIABIL

Fatura Comercial e outros documentos emitidos em conformidade com o conhecimento de embarque n.º 1017 0050.

Emitese o presente Conhecimento em 3 vias originais negociáveis; DESOBRIGAMO-NOS da responsabilidade da carga quando cumprida uma delas.

As mercadorias acima descritas foram recebidas a bordo do caminhão em aparentes boas condições para transporte subordinado aos termos das cláusulas gerais e/ou especiais deste Conhecimento.

Cláusulas especiais

TRANSPORTADORA CORAL S.A.

<p>1 Expéditeur (nom, adresse, pays) Sender (name, address, country)</p>		<p>LETTRE DE VOITURE INTERNATIONALE INTERNATIONAL CONSIGNMENT NOTE</p> <p style="text-align: right;">No 24382</p> <p style="text-align: center;"></p> <p><small>Ce transport est soumis, nonobstant toute clause contraire, à la Convention relative au contrat de transport international de marchandises par route (CMR). This carriage is subject, notwithstanding any clause to the contrary, to the Convention on the Contract for the International Carriage of goods by road (CMR).</small></p>																																																								
		<p>2 Destinataire (nom, adresse, pays) Consignee (name, address, country)</p>		<p>16 Transporteur (nom, adresse, pays) Carrier (name, address, country)</p>																																																						
<p>3 Lieu prévu pour la livraison de la marchandise (lieu, pays) Place of delivery of the goods (place, country)</p>		<p>17 Transporteurs successifs (nom, adresse, pays) Successive carriers (name, address, country)</p>				<p>18 Réserves et observations du transporteur Carrier's reservations and observations</p>																																																				
<p>4 Lieu et date de la prise en charge de la marchandise (lieu, pays, date) Place and date of taking over the goods (place, country, date)</p>		<p>5 Documents annexés Documents attached</p>																																																								
<p>6 Marques et numéros Marks and Nos</p>		<p>7 Nombre des colis Number of packages</p>		<p>8 Mode d'emballage Method of packing</p>		<p>9 Nature de la marchandise Nature of the goods</p>		<p>10 No statistique Statistical number</p>	<p>11 Poids brut, kg Gross weight in kg</p>	<p>12 Cubage m³ Volume in m³</p>																																																
<p>13 Instructions de l'expéditeur Sender's instructions</p>		<p>19 Conventions particulières Special agreements</p>				<table border="1"> <tr> <th colspan="2">20 A payer par / To be paid by:</th> <th>Expéditeur / Sender</th> <th colspan="2">Monnaie/Currency</th> <th colspan="2">Destinataire / Consignee</th> </tr> <tr> <td colspan="2">Prix de transport / Carriage charges:</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Réductions / Deductions:</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Solde / Balance</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Suppléments / Supplement charges:</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">Frais accessoires / Other charges:</td> <td>+</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="2">TOTAL:</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				20 A payer par / To be paid by:		Expéditeur / Sender	Monnaie/Currency		Destinataire / Consignee		Prix de transport / Carriage charges:							Réductions / Deductions:		-					Solde / Balance							Suppléments / Supplement charges:							Frais accessoires / Other charges:		+					TOTAL:						
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<p>22</p>		<p>23</p>				<p>24 Marchandises reçues / Goods received</p> <p style="text-align: right;">Lieu / Place le / on 19</p>																																																				

* En cas de marchandises dangereuses, indiquer, outre la certification appropriée, à la dernière ligne de code, la classe, le danger et le code adhésif, le lettre, le nom et le numéro des marchandises dangereuses, le danger et le numéro de la classe, le numéro et le nom de la lettre, si lettre.

Hoja A Para ser pegada con goma a la guía original Serie D
NOTA DE COMPROBACION DE PESO - TRAFICO LOCAL
 Estación pesadora Richard Fecha 1/12/1973
 (Solo Certificada)

Nº 723430

C. E. 202 - 26 X 45

Gaia No. 14 De Acapala Código A Puerto Fecha 29/11/1973
 Firma del pesador responsable de la veracidad de los datos: [Signature]

VAGONES	DESCRIPCION DE LA CARGA	ADELANTOS EN CADA VAGON		PESO SEGUN GUILA	BRUTO	PESO RECTIFICADO		NETO	Exceso transferido a Vagon N°
		Lona	Cad.			Segr.	Varnes		
1	Cable								
TOTAL						XXX	XX		

Hoja A Para ser pegada con goma a la guía original Serie D
NOTA DE COMPROBACION DE PESO - TRAFICO LOCAL
 Estación pesadora Richard Fecha 1/12/1973
 (Solo Certificada)

Nº 723431

C. E. 202 - 26 X 45

Gaia No. 14 De Acapala Código A Puerto Fecha 29/11/1973
 Firma del pesador responsable de la veracidad de los datos: [Signature]

VAGONES	DESCRIPCION DE LA CARGA	ADELANTOS EN CADA VAGON		PESO SEGUN GUILA	BRUTO	PESO RECTIFICADO		NETO	Exceso transferido a Vagon N°
		Lona	Cad.			Segr.	Varnes		
1	Cable								
TOTAL						XXX	XX		

2	9	1	1
0	0	0	2
7	8	0	3
0	0	0	0
0	9	0	3
7	9	2	3

4 2 0 2
 Via Expres
 Servicio S.A.S.
 1702

de Montevideo (Montevideo-Calle)
 3
 al San Pedro (Montevideo)
 3.12

Montevideo (Calle)
 200 Ruta (Montevideo)

SPRINTERIA GERAL S.A.
 60.0 12 373 0310

DESCRIPCION	FECHA	VALOR	MONEDA	ESTADO	OTROS
Monto Ruido	60.0	12	373	0310	
Monto Ruido				37	
Monto Ruido				3.23	
Monto Ruido	23.473				

ELITE APAGAR

7000 de credito / 6 de 23 2121 2121 1770233
 y Montevideo 10 12702/103

7000 de credito / 6 de 23 2121 2121 1770233
 y Montevideo 10 12702/103

15. 12/3

ELITE APAGAR

7000 de credito / 6 de 23 2121 2121 1770233
 y Montevideo 10 12702/103

7000 de credito / 6 de 23 2121 2121 1770233
 y Montevideo 10 12702/103

15. 12/3

220-6028-9876

220-6028 9876

Export of Departure	Exec./non-date Day/Month/Year	TC	CHGS Charges	Cur Code	for carrier use only
MUC					Flight/Day

Airport of departure (address of first carrier) and requested routing: **Munich**
 Airport of Destination: **Santiago de Chile** Flight/Day: **LH 501/30**

1 **To** by first carrier **MUC** **to** by **to** by **to** by **to** by

2 Consignee's account number Consignee's name and address

Not negotiable
Air Waybill*
 (Air Consignment note)
 Issued by
 Deutsche Lufthansa AG
 D-6 Köln 21, Van-Gablenz-Strasse 2-6
 Member of International
 Air Transport Association



3 **BCLA, United Nations**
Avda. Dag Hammarskjold
Santiago, Chile
P.O. 6-20-2896
(Rec. P.A./BCLA/BAH/76-74)

If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in such cases limits the liability of carriers in respect of loss of or damage to cargo. Agreed stopping places are those places (other than the places of departure and destination) shown under requested routing and/or those places shown in carriers' timetables as scheduled stopping places for the route. Address of first carrier is the airport of departure. See Conditions on reverse hereof.

4 **United Nations**
Processing Unit
Room 2152
New York, N.Y. 10017

The shipper warrants that the particulars on the face hereof are correct, and, in accordance with the Conditions on reverse hereof, accepts the carrier's liability as limited as stated in 4(c) on the reverse hereof and agrees such value unless a higher value for carriage is declared on the face hereof subject to an additional charge and that insofar as any part of the consignment contains restricted articles, such part is properly described by name and is in proper condition for carriage by air according to the International Air Transport Association's Restricted Articles Regulations.

5 **Issuing carrier's agent, account no** **Issuing carrier's agent, name and city**
7302 **Schenker & Co. MUC Sohl**
 Agent's IATA-Code **23-1 1450**

Signature of shipper or his agent
 Carrier certifies goods described below were received for carriage subject to the Conditions on reverse hereof, the goods then being in apparent good order and condition except as noted hereon.
Oct. 29th, 1976 **Munich, Rhein**
 Executed on (Date) at (Place)

6 **Declared value for carriage** **Declared value for customs**
1000 **1000**

Signature of issuing carrier or its agent
 Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.
 Amount of insurance **Insurance if shipper requests insurance in accordance with conditions on reverse hereof, indicate amount to be insured if figure in box marked 'amount of insurance'.**

No. of packages PCP	Actual gross weight kg	Rate class Commodity item no.	Chargeable weight	Rate/Charge	Total	Nature and quantity of goods (incl. dimensions or volume)
1	0,1				94,71	electricals

7	Prepaid weight charge	Prepaid valuation charge	Due carrier	Total other prepaid charges	Due agent	Total prepaid	For carrier's use only at destination
	94,71					94,71	
R	Other charges (except weight charge and valuation charge)						Collect charges in destination currency
S	Insurance premium						CUID amount
T							Total charges

8	Collect weight charge	Collect valuation charge	Due carrier	Total other collect charges	Due agent	COO amount	Total collect
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9 **1 envelope marked 260/05351 BCLA, United Nations, Avda. Dag Hammarskjold**
Santiago, Chile, P.O. 6-20-2896, (Rec. P.A./BCLA/BAH/76-74) UN 341-10-78
6-20-2896
 Handling information **copy in dispatch note attached**

RECEIVED
29. OCT. 1976
25. OCT. 1976

*Lufthansa (nicht negotiable) - die vom Versender übergebene Fracht-
 briefe sind nicht zu verwenden. In der Deutschen Sprache