

Standard Conditions governing Multimodal Transport Documents issued in accordance with Multimodal Transportation of Goods Act, 1993

1. Definitions:-
 - (a) "Carrier" means a person who is engaged in the business of transporting, for hire, goods by road, rail, inland waterways or sea;
 - (b) "Consignee" means the person named as consignee in the multimodal transport contract;
 - (c) "Consignment" means the goods entrusted to a multimodal transport operator for Multimodal transportation;
 - (d) "Consignor" means the person named as consignor in the multimodal transport contract as consignor, by whom or on whose behalf, the goods covered by such contract are entrusted to a multimodal transport operator for multimodal transportation;
 - (e) "Delivery" means -
 - (i) In the case of a negotiable multimodal transport document, delivering of the consignment to, or placing the consignment at the disposal of, the consignee or any other person entitled to receive it;
 - (ii) In the case of a non-negotiable multimodal transport document, delivering of the consignment to, or placing the consignment at the disposal of, the consignee or any other person authorized by the consignee to accept delivery of the consignment on his behalf;
 - (f) "Endorsement" means the signing by the consignee, or the endorsee after adding a direction on a negotiable multimodal transport document, to pass the property in the goods mentioned in such document to a specified person;
 - (g) "Goods" includes -
 - (i) containers, pallets or similar articles of transport used to consolidate goods; and
 - (ii) animals; (h) "Modes of carriage of goods by road, rail, inland waterways or sea:"
 - (i) "Multimodal transportation" means carriage of goods, by two or more modes of transport, from the place of acceptance of the goods in India to a place of delivery of the goods outside India;
 - (j) "Multimodal transport contract" means a contract entered into by the consignor and the multimodal transport operator for multimodal transportation;
 - (k) "Multimodal transport operator" means any person who - (i) concludes a multimodal transport contract on his own behalf or through another person acting on his behalf; (ii) acts as principal and not an agent, either of the consignor or of the carrier participating in the multimodal transportation, and who assumes responsibility for the performance of the said contract; and (iii) is registered under sub-section (3) of section 4 of the Act.
 - (l) "Negotiable multimodal transport document" means a multimodal transport document which is -
 - (i) Made out to order or to bearer ; or
 - (ii) Made out to order and is transferable by endorsement ; or
 - (iii) Made out to bearer and is transferable without endorsement.
 - (m) "Non-negotiable multimodal transport document" means a multimodal transport document, which indicates only one named consignee;
 2. Applicability :- The provision set out and referred to in this multimodal transport document shall apply, if the transport as described on the face of the document is by two or more modes of transport from the place of acceptance of the goods in India to a place of delivery of the goods outside India.
 3. Effect of issuance of Multimodal Transport Document :-
 - (1) The issuance of the Multimodal Transport Document confers and imposes, on all parties having or acquiring hereafter an interest, the rights/obligations and defences set out in the conditions mentioned in this document.
 - (2) By the issuance of the Multimodal Transport Document the Multimodal Transport Operator - (a) Undertakes to perform, and/or in his own name to procure performance of, the Multimodal transport including all services which are necessary to such transport, from the time of taking the goods in charge to the time of delivery, and accepts responsibility for such transport and such services to the extent set out in these conditions; (b) accepts responsibility for the acts and omissions of his agents or servants, when such agents or servants are acting within the scope of their employment, as if such acts and omissions were own; (c) accepts responsibility for the acts and omissions of any other person, whose services he uses, for the performance of the contract evidenced by this Multimodal Transport Document; (d) undertakes to perform, or to procure performance of, all acts necessary to ensure delivery; (e) assumes liability, to the extent set out in these conditions, of loss of or damage to the goods, occurring between the time of taking them into his charge and the time of delivery, and undertakes to pay compensation as set out in these conditions in respect of such loss or damage;
 - (f) assumes liability, to the extent set out in these conditions, for delay in delivery of the goods and undertakes to pay compensation as set out in these conditions.
 4. Negotiability and Titles to the Goods :- By accepting the Multimodal Transportation Document, the consignor and his transferees agree with the Multimodal Transport Operator that, unless it is marked "non-negotiable", it shall constitute title to the goods and the holder, by endorsement of this Multimodal Transport Document, shall be entitled to receive or to transfer the goods mentioned in this Multimodal Transport Document.
 5. Reservations :- By accepting the Multimodal Transport Document, the consignor and his transferees agree with the Multimodal Transport Operator that, unless it is marked "non-negotiable", it shall constitute title to the goods and the holder, by endorsement of this Multimodal Transport Document, shall be entitled to receive or to transfer the goods mentioned in this Multimodal Transport Document.
 6. Reservations :- If the Multimodal Transport Document contains particulars concerning the general nature, leading marks, number of packages and the quantity of the goods which, the Multimodal Transport Operator or a person acting on his behalf knows, or has reasonable grounds to suspect, do not accurately represent the goods actually taken in charge, or if he has no reasonable means of checking such particulars, the Multimodal Transport Operator or a person acting on his behalf shall insert in the Multimodal Transport Document a reservation specifying these inaccuracies, grounds of suspicion or the absence of reasonable means of checking. If the Multimodal Transport Operator or a person acting on his behalf fails to note on the Multimodal Transport Document the apparent condition of the goods, he is deemed to have noted on the Multimodal Transport Document that the goods were in apparent good condition.
 7. Evidentiary effect of the Multimodal Transport Document :-
 - (1) The Multimodal Transport Document shall be, prima facie, evidence of the taking in charge, by the Multimodal Transport Operator, of the goods as described therein; and
 - (2) Proof to the contrary by the Multimodal Transport Operator shall not be admissible if the Multimodal Transport Document is issued in negotiable form and has been transferred to third party, including a consignee, who has acted in good faith in reliance on the description of the goods in the Multimodal Transport Document.
 8. Guarantee by the consignor :- (1) The consignor shall be deemed to have guaranteed, to the Multimodal Transport Operator, the accuracy at the time the goods were taken in charge by the Multimodal Transport Operator, of particulars relating to the general nature of the goods, their marks, number, weight and quantity and, if applicable, to the dangerous character of the goods, as furnished by him for insertion in the Multimodal Transport Document.
 - (2) The consignor shall indemnify, the Multimodal Transport Operator, against loss resulting from inaccuracies or inadequacies of the particulars furnished by him for insertion in the Multimodal Transport Document.
 9. The right of the Multimodal Transport operator to such indemnity shall in no way limit his liability under the Multimodal Transport Contract to any person other than the consignor.
 10. Dangerous Goods :-
 - (1) The consignor shall make or label dangerous goods in a suitable manner as " dangerous goods"
 - (2) Where the consignor hands over dangerous goods to the Multimodal Transport Operator or any person acting on his behalf, the consignor shall inform him of the dangerous character of the goods and, if necessary, the precautions to be taken. If the consignor fails to do so and the Multimodal Transport Operator does not otherwise have knowledge of their dangerous character then:
 - (a) The consignor shall be liable, to the Multimodal Transport Operator, for all loss resulting from the shipment of such goods; and
 - (b) The goods may at any time be unloaded, destroyed or rendered innocuous, as the circumstances may require, without payment of compensation, except where obligation to contribute in general average or where the Multimodal Transport Operator is liable, in accordance with the provisions of relevant conditions.
 - (3) The above provisions may not be invoked by any person if during the Multimodal Transport he has taken the goods in his charge with knowledge of their dangerous character.
 - (4) If, in cases where the provisions (2) (b) referred to above do not apply or may not be invoked, dangerous goods become an actual danger to life or property they may be unloaded, destroyed or rendered innocuous, as the circumstances may require, without payment of compensation, except where obligation to contribute in general average or where the Multimodal Transport Operator is liable, in accordance with the provisions of relevant conditions.
 9. Period of responsibility :- (1) The responsibility of the Multimodal Transport Operator for the goods covers the period from the time he takes the goods in his charge to the time of their delivery. For the purpose of this responsibility, the Multimodal Transport Operator is deemed to be in charge of the goods -
 - (a) from the time he has taken over the goods from: (i) the consignor or a person acting on his behalf; or
 - (ii) an authority or other third party to whom, pursuant to law or regulations applicable at the place of taking charge, the goods must be handed over for transport;
 - (b) until the time he has delivered the goods:
 - (i) by handing them over to the consignor; or
 - (ii) by placing them at the disposal of the consignee, in accordance with the Multimodal Transport Contract or with the law or with the usage of the particular trade applicable at the place of delivery; or
 - (iii) by handing over the goods to an authority or other third party to whom, pursuant to law or recognitions applicable at the place of delivery, the goods must be handed over.
 - (2) Reference to the Multimodal Transport Operator in this regard shall include his servants or agents or any other person whose services he makes use of for performance of the Multimodal Transport Contract, and reference to the consignor or consignee shall include their servants or agents.
10. Basis of Liability :-
 - (1) The Multimodal Transport Operator shall be liable, for loss resulting from loss of or damage to the goods, delay in delivery and any consequential loss or damage arising from such delay, if the occurrence which caused such loss, damage or delay in delivery, took place while the goods were in his charge, unless the Multimodal Transport Operator proves that he, his servants or agents, or any other person whose services he uses for the performance of the contract evidenced by this Multimodal Transport Document, took all measures that could reasonably be required to avoid the occurrence and its consequences. (2) Where fault or neglect on the part of Multimodal Transport Operator, his servants or agents, or any other person whose services he uses for the performance of the contract evidenced by this Multimodal Transport Document, combines with another cause to produce loss or damage or delay in delivery, the Multimodal Transport Operator shall be liable only to the extent that the loss, damage or delay in delivery which is attributable to such fault or neglect, proximately caused the Multimodal Transport Operator proves the part of the loss, damage or delay in delivery not attributable thereto. (3) Delay in delivery occurs when the goods have not been delivered within the time expressly agreed upon or in the absence of such agreement, within reasonable time required by a diligent Multimodal Transport Operator, having regard to the circumstances of the case to effect the delivery of goods. (4) If the goods have not been delivered within ninety consecutive days following the date of delivery expressly agreed upon, the claimant may treat the goods as lost.
 - (1) Liability for loss or damage when the stage of Transport where the loss or damage occurred is not known :- The Multimodal Transport Operator is liable to pay compensation in respect of loss of or damage to the goods, occurring between the time of taking them into his charge and the time of delivery, and the stage of Transport where the loss or damage occurred is not known:
 - (a) Such compensation shall be calculated by reference to the value of such goods at the place and time they are delivered to the consignee or at the place and time when, in accordance with the contract of the Multimodal Transport, they should have been so delivered. (b) The value of goods shall be determined according to the current commodity exchange price or, if there is not such price, according to the current market price, or if there is no commodity exchange price or current market price, by reference to the normal value of goods of the same kind and quality. However, the Multimodal Transport Operator shall not, in any case, be liable for an amount greater than the actual loss to the person entitled to make the claim. (2) Where a multimodal transport operator becomes liable for any loss of, or damage to, any consignment, the nature and value whereof have not been declared by the consignor before such consignment is taken in charge by the multimodal transport operator and the stage of transport at which such loss or damage occurred is not known, then the liability of the multimodal transport operator to pay compensation shall not exceed two Special Drawing Rights per kilogram of the gross weight of the consignment lost or damaged or 666.67 Special Drawing Rights per package or unit lost or damaged, whichever is higher. (3) Notwithstanding anything contained above if the multimodal transportation does not, according to the multimodal transport contract, include carriage of goods by sea or by inland waterways, the liability of the multimodal transport operator shall be limited to an amount not exceeding 8.33 Special Drawing Rights per kilogram of the gross weight of the goods lost or damaged.
12. Liability of loss or damage, when the stage of the transport where the loss or damage occurred is known :-
 - (1) When the multimodal transport operator is liable to pay compensation in respect of loss or damage to the goods, occurring between
(a) the time of taking them into his charge and the time of delivery, and the stage of the transport where such loss or damage occurred is known, the liability of the Multimodal Transport Operator in respect of such loss or damage shall be determined by the applicable Indian
(2) Law if the loss or damage occurs in India, or by the provisions of the applicable law of the country where the loss or damage occurred,
(3) as the case may be. Provisions of the Indian Law or the applicable law outside India - (a) cannot be departed from by private contract
(4) if to the detriment of the claimant, and
(b) would have applied if the claimant had made a separate and direct contract with the Multimodal Transport Operator in respect of the particular stage of transport where the loss or damage occurred.
(6) Without prejudice to the provisions contained in Para 3 (2) (b) and (c) mentioned in this document when, under the provision of 7 condition (1) mentioned above, the liability of the Multimodal Transport Operator shall be determined by the provisions of the Law (8) referred to in condition (1) above, the liability shall be determined as though the Multimodal Transport Operator was a carrier referred to in such law. However, the Multimodal Transport Operator shall not be exonerated from liability, where the loss or damage is caused or contributed to by the acts or omissions of the Multimodal Transport Operator in his capacity as such, or his servants or agents when acting in such capacity and not in the performance of the carriage.
13. Defence and limits for the Multimodal Transport Operator and his servants :-
 - (1) The defences and limits of liability provided for in this Multimodal Transport Document shall apply, in action against the Multimodal Transport Operator, in respect of loss or damage to goods; delay in delivery and any consequential loss or damage arising from such delay.
(2) If any action in respect of loss resulting from loss of, or damage to, the goods or from delay in delivery is brought against the servant
(3) or agent of the Multimodal Transport Operator, if such servant or agent proves that he acted within the scope of his employment, or against any other person of whose service he makes use for the performance of the Multimodal Transport Contract, if such other person proves that he acted within the performance of the contract, the servant or agent or such other person shall be entitled to avail himself
(4) of the defences and limits of liability which the Multimodal Transport Operator is entitled to invoke under this Multimodal Transport Document.
(5) Except as provided for liability for delay, as mentioned below, the aggregate of the amounts receivable, from the Multimodal Transport Operator and from a servant or agent or any other person of whose services he makes use of, for the performance of the Multimodal Transport Contract shall not exceed the limits of liability provided for in this Multimodal Transport Document.
14. Liability or delay :- The liability of the Multimodal Transport Operator, for loss resulting from delay in delivery as per condition 10 above, shall be limited to an amount equivalent to the freight payable for the goods delayed, but not exceeding the total freight payable under the Multimodal Transport Contract.
15. Loss of the right to limit liability :- (1) The limits of liability established in conditions 11, 12 and 14 above, shall not apply if it is proved that the loss, damage or delay in delivery resulted from an act or omission of the Multimodal Transport Operator (or his servants or agents or any other person of whose services he makes use for the performance of Multimodal Transport Contract), done, with the intent to cause such loss, damage or delay in delivery, or recklessly and with knowledge that such loss, damage or delay would probably result.
(2) Notwithstanding the provisions 13(2) above, if it is proved that the loss, damage or delay in delivery, resulted from an act or omission
(3) of a servant or agent (or any person of whose services the Multimodal Transport Operator makes use, for the performance of the Multimodal Transport Contract), done, with the intent to cause loss, damage or delay in delivery, or recklessly and with knowledge that
(4) such loss, damage or delay in delivery would probably result, the servant or agent shall not be entitled to the benefit of limitation of liability provided for in these conditions
(5) either for inspecting and tallying the goods. (5) If any of the notice periods provided for in condition (2) and (4) referred to above, terminates on a public holiday at the place of delivery, such periods shall be extended upto the next working day.
(6) Notice given to a person acting on behalf of the Multimodal Transport Operator including any person of whose services he makes use at the place of delivery, shall be deemed to have given to the Multimodal Transport Operator.
18. Freight and charges :- (1) Freight shall be deemed earned, on receipt of goods by Multimodal Transport Operator and shall be paid for, in any event. (2) For the purpose of verifying the freight basis, the Multimodal Transport Operator reserves the right, to have the contents of the containers, trailers or similar articles of transport inspected, in order to ascertain the weight, measurement, value or nature of the goods.
(3) All dues, taxes and the charges levied on the goods and other expenses in connection therewith, shall be paid by the consignor or the consignee or the holder of MTD or the owner of the goods.
(4) Containers etc. :- (1) Goods may be stowed by the Multimodal Transport Operator by means of containers, trailers, transportable tanks, flats, pallets or similar articles of transport used to consolidate goods and these articles of transport may be stowed under or on deck. (2) If a container has not been filled, packed or stowed by the Multimodal Transport Operator, the Multimodal Transport Operator shall not be liable for any loss of, or damage to, its contents and the consignor shall cover any loss of expense incurred by the Multimodal Transport Operator, if such loss, damage or expense has been caused by:
(a) the negligent filling, packing or stowing of the containers; or (b) the contents being unsuitable for carriage in container; or (c) the unsuitability or defective condition of the container, unless the container has been supplied by the Multimodal Transport Operator and the unsuitable or defective condition would not have been apparent upon reasonable inspection at, or prior to, the time when the container was filled, packed and stowed. The provisions of this condition also apply with respect to trailers, transportable tanks, flats and pallets, which have not been filled, packed or stowed by the Multimodal Transport Operator. (3) The Multimodal Transport Operator does not accept liability for the functioning of reefer equipment or trailers supplied by the consignor. (4) If, by order of the authorities of any place, the goods have to be unpacked from their containers to be inspected, the Multimodal Transport Operator shall not be liable for the loss or damage incurred during unpacking, inspection or re-packing. The Multimodal Transport Operator shall be entitled to recover the cost of unpacking, inspection and repacking from the consignor / consignee. 20. Hindrances etc. affecting performance :- The Multimodal Transport Operator shall use reasonable endeavors to complete the transport and to deliver the goods at the place designated for delivery.
21. Lien :- The Multimodal Transport Operator shall have a lien on the goods, for any amount due, under this Multimodal Transport Contract and for the costs of recovering the same, and may enforce such lien in any reasonable manner.
22. Limitation of action :- Any action relating to Multimodal Transport under these conditions, shall be timebarred if judicial proceedings have not been instituted within a period of nine months after: (1) the date of delivery of the goods, or (2) the date when the goods should have been delivered, or (3) the date, on and from which, the party entitled to receive has the right to treat the goods as lost.
23. Jurisdiction :- (1) In judicial proceedings relating to the contract for Multimodal Transport Document under these conditions, the plaintiff, at his option, may institute an action in court, which, according to the law of the country where the court is situated, is competent, and within the jurisdiction of which is situated one of the following places: (a) the principal place of business, or, in the absence thereof, the habitual residence of the defendant; or
(b) the place where the Multimodal Transport Contract was made, provided that the defendant has there a place of business, branch or agency at such place; or (c) the place of taking charge of the goods for Multimodal Transportation or the place of delivery there of; or (d) any other place specified for that purpose in the Multimodal Transport Contract and evidenced in the Multimodal Transport Document.
24. General Average :- The consignor or consignee, the holder of the Multimodal Transport Document, the receiver and the owner of the goods, shall indemnify Multimodal Transport Operator in respect of any claims of the general average nature, which may be made against him and shall provide such security as may be required by the Multimodal Transport Operator in this connection
25. Arbitration :- Arbitration. This Bill of lading is intended according to the laws of Indian and and any dispute or difference arising under, and/or in connection with and/or relating to this agreement, which cannot be settled amicably between the parties shall be determined by arbitration and shall be governed by Arbitration if of Indian. Each party shall appoint one arbitrator with power to jointly appoint an umpire. Proceedings will take place in Mumbai, Indian 26. Exceptions Clause :- MTO shall be liable for any loss, damage, delay or failure in performance hereunder arising or resulting from the happening and/or threat and/or aftereffect of one or more of the following: a) act of God, act of war, force majeure, quarantine restrictions, embargo, acts of public enemies, pirates or assailing thieves, arrest or restrictions, of princes, rulers or people, seizure under legal process, act of omission of shipper, his agent or general riots or civil commotion, act, neglect, or default of the master, pilots, mariners or other servant of MTO in the navigation or management of the Vessel; b) battery; ice, fire, unless caused by the actual fault or privity of the MTO; explosion, collision, stranding, perils, dangers and accidents of the sea or other navigable waters; wastage in bulk or weight or any other loss or damage arising from inherent defect, quality or vice of the goods; insufficiency of packing; insufficiency or inadequacy of marks; any other similar or dissimilar cause beyond the control of MTO.
27. Agency and surrogating whenever the MTO undertakes to accomplish any act, operation or service not initially agreed or mentioned on this Bill of Lading, he shall act as Merchant's agent and shall be under no liability whatsoever for any loss or damage to the Good or any direct, indirect or consequential loss arising out of or resulting from such act, operation or service. When any claims are paid by the MTO to the Merchant, the MTO shall be automatically surrogated to all rights of the Merchant against all other third party, including Underlying Carriers and sub contractors, on account of such loss or damage
28. EMBARGO COUNTRIES :- Not with standing anything to the country contained in any other document or agreement Merchant hereby irrevocable agree to indemnify the carrier for any and all consequences for carriage/transportation of the said cargo to or from or transhipped through an embargo regulated and or sanctioned and or a restricted chantry by the UN, US, EU, UK, OFAC or any other similar restrictions by any authority or agency or body having similar powers for restriction, non or even in the future