

ALLEMAGNE, BELGIQUE,
CHILI, ESPAGNE, ESTONIE,
etc.

Convention internationale pour l'unification de certaines règles en matière de connaissement, avec protocole de signature, signés à Bruxelles, le 25 août 1924, procès-verbal de signature et note y annexée, et procès-verbal relatif au dépôt des ratifications, signé à Bruxelles, le 2 juin 1930.

GERMANY, BELGIUM,
CHILE, SPAIN, ESTONIA, etc.

International Convention for the Unification of certain Rules relating to Bills of Lading, with Protocol of Signature, signed at Brussels, August 25, 1924, Procès-Verbal of Signature and Note annexed thereto and Procès-Verbal regarding the Deposit of Ratifications, signed at Brussels, June 2, 1930.

¹ TRADUCTION. — TRANSLATION.No. 2764. — INTERNATIONAL CONVENTION ² FOR THE UNIFICATION OF CERTAIN RULES RELATING TO BILLS OF LADING. SIGNED AT BRUSSELS, AUGUST 25, 1924.

French and English official texts communicated by the Belgian Minister for Foreign Affairs. The registration of this Convention took place July 25, 1931.

THE PRESIDENT OF THE GERMAN REPUBLIC, THE PRESIDENT OF THE ARGENTINE REPUBLIC, HIS MAJESTY THE KING OF THE BELGIANS, THE PRESIDENT OF THE REPUBLIC OF CHILE, THE PRESIDENT OF THE REPUBLIC OF CUBA, HIS MAJESTY THE KING OF DENMARK AND ICELAND, HIS MAJESTY THE KING OF SPAIN, THE CHIEF OF THE ESTONIAN STATE, THE PRESIDENT OF THE UNITED STATES OF AMERICA, THE PRESIDENT OF THE REPUBLIC OF FINLAND, THE PRESIDENT OF THE FRENCH REPUBLIC, HIS MAJESTY THE KING OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND AND OF THE BRITISH POSSESSIONS BEYOND THE SEAS, EMPEROR OF INDIA, THE REGENT OF THE KINGDOM OF HUNGARY, HIS MAJESTY THE KING OF ITALY, HIS MAJESTY THE EMPEROR OF JAPAN, THE PRESIDENT OF THE REPUBLIC OF LATVIA, THE PRESIDENT OF THE REPUBLIC OF MEXICO, HIS MAJESTY THE KING OF NORWAY, HER MAJESTY THE QUEEN OF THE NETHERLANDS, THE PRESIDENT OF THE REPUBLIC OF PERU, THE PRESIDENT OF THE REPUBLIC OF POLAND, THE PRESIDENT OF THE PORTUGUESE REPUBLIC, HIS MAJESTY THE KING OF RUMANIA, HIS MAJESTY THE KING OF THE SERBS, CROATS AND SLOVENES, HIS MAJESTY THE KING OF SWEDEN and THE PRESIDENT OF THE REPUBLIC OF URUGUAY.

¹ Traduction extraite du « Treaty Information Bulletin » N^o 17, 1931, du « Department of State » des Etats-Unis d'Amérique.

¹ Translation taken from the Treaty Information Bulletin No. 17, 1931, of the Department of State of the United States of America.

² Deposit of ratifications :

Belgium
Great Britain and Northern Ireland
Spain
Hungary

Brussels, June 2, 1930

Accessions :

Bahamas
Barbados
Bermuda
British Guiana
British Honduras
Ceylon
Cyprus
Falkland Islands and Dependencies
Fiji
Gambia
Gibraltar
Gold Coast
Hong-Kong

Effective as from
June 2, 1931

Having recognized the utility of laying down in common accord certain uniform rules relating to bills of lading have decided to conclude a Convention to that effect and have designated as their Plenipotentiaries, namely :

THE PRESIDENT OF THE GERMAN REPUBLIC :

His Excellency Mr. VON KELLER, Minister of Germany at Brussels ;

THE PRESIDENT OF THE ARGENTINE REPUBLIC :

HIS MAJESTY THE KING OF THE BELGIANS :

Mr. L. FRANCK, Minister of Colonies, President of the International Maritime Committee ;

Mr. A. LE JEUNE, Senator, Vice President of the International Maritime Committee ;

Mr. F. SOHR, Doctor of Laws, Secretary-General of the International Maritime Committee ;
Professor at the University of Brussels ;

THE PRESIDENT OF THE REPUBLIC OF CHILE :

H. E. Mr. Armando QUEZADA, Minister of Chile at Brussels ;

THE PRESIDENT OF THE REPUBLIC OF CUBA :

Jamaica (including Turks and Caicos Islands and Cayman Islands)

Kenya (Colony and Protectorate)

Leward Islands :

Antigua

Dominica

Montserrat

St. Christopher and Nevis

Virgin Islands

Malay States :

(a) Federated Malay States :

Negri Sembilan

Pahang

Perak

Selangor

(b) Non-Federated Malay State.:

Johore

Mauritius

Nigeria

(a) Colony

(b) Cameroons under British mandate

North Borneo

Palestine

Seychelles

Sierra Leone

Somaliland Protectorate

Straits Settlements

Tanganyika Territory

Trinidad and Tobago

Western Pacific Islands :

British Solomon Islands Protectorate

Gilbert and Ellice Islands Colony

Tonga

Windward Islands :

Grenada

St. Lucia

St. Vincent

Zabzibar

The Convention and Protocol came into force June 2, 1931.

Effective as from
June 2, 1931

HIS MAJESTY THE KING OF DENMARK AND ICELAND :

HIS MAJESTY THE KING OF SPAIN :

His Excellency the Marquis OF VILLALOBAR AND GUIMAREY, Ambassador of Spain at Brussels ;

CHIEF OF THE ESTONIAN STATE :

His Excellency Mr. PUSTA, Minister of Estonia at Brussels ;

THE PRESIDENT OF THE UNITED STATES OF AMERICA :

His Excellency Mr. William PHILLIPS, Ambassador of the United States at Brussels ;

THE PRESIDENT OF THE REPUBLIC OF FINLAND :

THE PRESIDENT OF THE FRENCH REPUBLIC :

His Excellency Mr. M. HERBETTE, Ambassador of France at Brussels ;

HIS MAJESTY THE KING OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND AND OF THE BRITISH POSSESSIONS BEYOND THE SEAS, EMPEROR OF INDIA :

His Excellency the Right Honorable Sir George GRAHAME, G.C.V.O., K.C.M.G., Ambassador of His Britannic Majesty at Brussels ;

THE REGENT OF THE KINGDOM OF HUNGARY :

Count Olivier WORACZICZKY, Baron OF PABIENITZ, Chargé d'Affaires of Hungary at Brussels ;

HIS MAJESTY THE KING OF ITALY :

Mr. J. DANE0, Chargé d'Affaires *ad interim* of Italy at Brussels ;

HIS MAJESTY THE EMPEROR OF JAPAN :

His Excellency Mr. M. ADATÇI, Ambassador of Japan at Brussels.

THE PRESIDENT OF THE REPUBLIC OF LATVIA :

THE PRESIDENT OF THE REPUBLIC OF MEXICO :

HIS MAJESTY THE KING OF NORWAY :

HER MAJESTY THE QUEEN OF THE NETHERLANDS :

THE PRESIDENT OF THE REPUBLIC OF PERU :

THE PRESIDENT OF THE REPUBLIC OF POLAND :

His Excellency Count Jean SZEMBEK, Minister of Poland at Brussels ;

THE PRESIDENT OF THE PORTUGUESE REPUBLIC :

HIS MAJESTY THE KING OF RUMANIA :

His Excellency Mr. Henry CATARGI, Minister of Rumania at Brussels ;

HIS MAJESTY THE KING OF THE SERBS, CROATS AND SLOVENES :

Messrs. STRAZNICKY and VERONA.

HIS MAJESTY THE KING OF SWEDEN :

THE PRESIDENT OF THE REPUBLIC OF URUGUAY :

Who, duly authorized therefor, have agreed on the following :

Article 1.

In this convention the following words are employed with the meanings set out below :

(a) "Carrier" includes the owner of the vessel or the charterer who enters into a contract of carriage with a shipper.

(b) "Contract of carriage" applies only to contracts of carriage covered by a bill of lading or any similar document of title, in so far as such document relates to the carriage of goods by sea ; it also applies to any bill of lading or any similar document as aforesaid issued under or pursuant to a charter party from the moment at which such instrument regulates the relations between a carrier and a holder of the same.

(c) "Goods" includes goods, wares, merchandise, and articles of every kind whatsoever except live animals and cargo which by the contract of carriage is stated as being carried on deck and is so carried.

(d) "Ship" means any vessel used for the carriage of goods by sea.

(e) "Carriage of goods" covers the period from the time when the goods are loaded on to the time they are discharged from the ship.

Article 2.

Subject to the provisions of Article 6, under every contract of carriage of goods by sea the carrier, in relation to the loading, handling, stowage, carriage, custody, care, and discharge of such goods shall be subject to the responsibilities and liabilities, and entitled to the rights and immunities hereinafter set forth.

Article 3.

1. The carrier shall be bound before and at the beginning of the voyage to exercise due diligence to :

- (a) Make the ship seaworthy ;
- (b) Properly man, equip, and supply the ship ;
- (c) Make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage, and preservation.

2. Subject to the provisions of Article 4, the carrier shall properly and carefully load, handle, stow, carry, keep, care for, and discharge the goods carried.

3. After receiving the goods into his charge, the carrier or the master or agent of the carrier shall, on demand of the shipper, issue to the shipper a bill of lading showing among other things :

(a) The leading marks necessary for identification of the goods as the same are furnished in writing by the shipper before the loading of such goods starts, provided such marks are stamped or otherwise shown clearly upon the goods if uncovered, or on the cases or coverings in which such goods are contained, in such a manner as should ordinarily remain legible until the end of the voyage ;

(b) Either the number of packages or pieces, or the quantity, or weight, as the case may be, as furnished in writing by the shipper ;

(c) The apparent order and condition of the goods.

Provided that no carrier, master, or agent of the carrier shall be bound to state or show in the bill of lading any marks, number, quantity, or weight which he has reasonable grounds for suspecting not accurately to represent the goods actually received or which he has had no reasonable means of checking.

4. Such a bill of lading shall be *prima facie* evidence of the receipt by the carrier of the goods as therein described in accordance with paragraph 3 (a), (b) and (c).

5. The shipper shall be deemed to have guaranteed to the carrier the accuracy at the time of shipment of the marks, number, quantity, and weight, as furnished by him, and the shipper shall indemnify the carrier against all loss, damages, and expenses arising or resulting from inaccuracies in such particulars. The right of the carrier to such indemnity shall in no way limit his responsibility and liability under the contract of carriage to any person other than the shipper.

6. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, such removal shall be *prima facie* evidence of the delivery by the carrier of the goods as described in the bill of lading.

If the loss or damage is not apparent, the notice must be given within three days of the delivery.

The notice in writing need not be given if the state of the goods has at the time of their receipt been the subject of joint survey or inspection.

In any event the carrier and the ship shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered.

In the case of any actual or apprehended loss or damage the carrier and the receiver shall give all reasonable facilities to each other for inspecting and tallying the goods.

7. After the goods are loaded, the bill of lading to be issued by the carrier, master, or agent of the carrier to the shipper shall, if the shipper so demands, be a "shipped" bill of lading, provided that if the shipper shall have previously taken up any document of title to such goods, he shall surrender the same as against the issue of the "shipped" bill of lading. At the option of the carrier such document of title may be noted at the port of shipment by the carrier, master, or agent with the name or names of the ship or ships upon which the goods have been shipped and the date or dates of shipment, and when so noted, if it shows the particulars mentioned in paragraph 3 of Article 3, it shall for the purpose of this article be deemed to constitute a "shipped" bill of lading.

8. Any clause, covenant, or agreement in a contract of carriage relieving the carrier or the ship from liability for loss or damage to or in connection with goods arising from negligence, fault, or failure in the duties and obligations provided in this article, or lessening such liability otherwise than as provided in this convention, shall be null and void and of no effect. A benefit of insurance in favor of the carrier or similar clause shall be deemed to be a clause relieving the carrier from liability.

Article 4.

1. Neither the carrier nor the ship shall be liable for loss or damage arising or resulting from unseaworthiness unless caused by want of due diligence on the part of the carrier to make the ship seaworthy and to secure that the ship is properly manned, equipped, and supplied and to make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried fit and safe for their reception, carriage, and preservation in accordance with the provisions of paragraph 1 of article 3. Whenever loss or damage has resulted from unseaworthiness, the burden

of proving the exercise of due diligence shall be on the carrier or other person claiming exemption under this article.

2. Neither the carrier nor the ship shall be responsible for loss or damage arising or resulting from :

- (a) Act, neglect, or default of the master, mariner, pilot, or the servants of the carrier in the navigation or in the management of the ship.
- (b) Fire, unless caused by the actual fault or privity of the carrier.
- (c) Perils, dangers, and accidents of the sea or other navigable waters.
- (d) Act of God.
- (e) Act of war.
- (f) Act of public enemies.
- (g) Arrest or restraint of princes, rulers, or people or seizure under legal process.
- (h) Quarantine restrictions.
- (i) Act or omission of the shipper or owner of the goods, his agent, or representative.
- (j) Strikes or lock-outs or stoppage or restraint of labor from whatever cause, whether partial or general.
- (k) Riots and civil commotions.
- (l) Saving or attempting to save life or property at sea.
- (m) Wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods.
- (n) Insufficiency of packing.
- (o) Insufficiency or inadequacy of marks.
- (p) Latent defects not discoverable by due diligence.
- (q) Any other cause arising without the actual fault or privity of the carrier, or without the fault or neglect of the agents or servants of the carrier, but the burden of proof shall be on the person claiming the benefit of this exception to show that neither the actual fault or privity of the carrier nor the fault or neglect of the agents or servants of the carrier contributed to the loss or damage.

3. The shipper shall not be responsible for loss or damage sustained by the carrier or the ship arising or resulting from any cause without the act, fault, or neglect of the shipper, his agents, or his servants.

4. Any deviation in saving or attempting to save life or property at sea or any reasonable deviation shall not be deemed to be an infringement or breach of this convention or of the contract of carriage, and the carrier shall not be liable for any loss or damage resulting therefrom.

5. Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with goods in an amount exceeding 100 pounds sterling per package or unit or the equivalent of that sum in other currency unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading.

This declaration if embodied in the bill of lading shall be *prima facie* evidence but shall not be binding or conclusive on the carrier.

By agreement between the carrier, master, or agent of the carrier and the shipper another maximum amount than that mentioned in this paragraph may be fixed, provided that such maximum shall not be less than the figure above named.

Neither the carrier nor the ship shall be responsible in any event for loss or damage to, or in connection with, goods if the nature or value thereof has been knowingly mis-stated by the shipper in the bill of lading.

6. Goods of an inflammable, explosive, or dangerous nature to the shipment whereof the carrier, master, or agent of the carrier has not consented with knowledge of their nature and character may at any time before discharge be landed at any place or destroyed or rendered innocuous by

the carrier without compensation, and the shipper of such goods shall be liable for all damages and expenses directly or indirectly arising out of or resulting from such shipment. If any such goods shipped with such knowledge and consent shall become a danger to the ship or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous by the carrier without liability on the part of the carrier except to general average, if any.

Article 5.

A carrier shall be at liberty to surrender in whole or in part all or any of his rights and immunities, or to increase any of his responsibilities and liabilities under this convention provided such surrender or increase shall be embodied in the bill of lading issued to the shipper.

The provisions of this convention shall not be applicable to charter parties, but if bills of lading are issued in the case of a ship under a charter-party they shall comply with the terms of this convention. Nothing in these rules shall be held to prevent the insertion in a bill of lading of any lawful provision regarding general average.

Article 6.

Notwithstanding the provisions of the preceding articles, a carrier, master, or agent of the carrier and a shipper shall in regard to any particular goods be at liberty to enter into any agreement in any terms as to the responsibility and liability of the carrier for such goods, and as to the rights and immunities of the carrier in respect of such goods, or concerning his obligation as to seaworthiness so far as this stipulation is not contrary to public policy, or concerning the care or diligence of his servants or agents in regard to the loading, handling, stowage, carriage, custody, care, and discharge of the goods carried by sea, provided that in this case no bill of lading has been or shall be issued and that the terms agreed shall be embodied in a receipt which shall be a non-negotiable document and shall be marked as such.

Any agreement so entered into shall have full legal effect :

Provided that this article shall not apply to ordinary commercial shipments made in the ordinary course of trade, but only to other shipments where the character or condition of the property to be carried or the circumstances, terms, and conditions under which the carriage is to be performed are such as reasonably to justify a special agreement.

Article 7.

Nothing herein contained shall prevent a carrier or a shipper from entering into any agreement stipulation, condition, reservation, or exemption as to the responsibility and liability of the carrier or the ship for the loss or damage to, or in connection with, the custody and care and handling of goods prior to the loading on, and subsequent to the discharge from, the ship on which the goods are carried by sea.

Article 8.

The provisions of this convention shall not affect the rights and obligations of the carrier under any statute for the time being in force relating to the limitation of the liability of owners of seagoing vessels.

Article 9.

The monetary units mentioned in this convention are to be taken to be gold value.

Those contracting states in which the pound sterling is not a monetary unit reserve to themselves the right of translating the sums indicated in this convention in terms of pound sterling into terms of their own monetary system in round figures.

The national laws may reserve to the debtor the right of discharging his debt in national currency according to the rate of exchange prevailing on the day of the arrival of the ship at the port of discharge of the goods concerned.

Article 10.

The provisions of this convention shall apply to all bills of lading issued in any of the contracting States.

Article 11.

After an interval of not more than two years from the day on which the convention is signed, the Belgian Government shall place itself in communication with the governments of the high contracting parties which have declared themselves prepared to ratify the convention, with a view to deciding whether it shall be put into force. The ratifications shall be deposited at Brussels at a date to be fixed by agreement among the said governments. The first deposit of ratifications shall be recorded in a *procès-verbal* signed by the representatives of the powers which take part therein and by the Belgian Minister for Foreign Affairs.

The subsequent deposits of ratifications shall be made by means of a written notification, addressed to the Belgian Government and accompanied by the instrument of ratification.

A duly certified copy of the *procès-verbal* relating to the first deposit of ratifications, of the notifications referred to in the previous paragraph, and also of the instruments of ratification accompanying them, shall be immediately sent by the Belgian Government through the diplomatic channel to the powers who have signed this convention or who have acceded to it. In the cases contemplated in the preceding paragraph the said Government shall inform them at the same time of the date on which it received the notification.

Article 12.

Non-signatory States may accede to the present convention whether or not they have been represented at the International Conference at Brussels.

A State which desires to accede shall notify its intention in writing to the Belgian Government, forwarding to it the document of accession, which shall be deposited in the archives of the said Government.

The Belgian Government shall immediately forward to all the States which have signed or acceded to the convention a duly certified copy of the notification and of the act of accession, mentioning the date on which it received the notification.

Article 13.

The high contracting parties may at the time of signature, ratification, or accession declare that their acceptance of the present convention does not include any or all of the self-governing dominions, or of the colonies, overseas possessions, protectorates, or territories under their sovereignty or authority, and they may subsequently accede separately on behalf of any self-governing dominion, colony, overseas possession, protectorate, or territory excluded in their declaration. They may also denounce the convention separately in accordance with its provisions in respect of any self-

governing dominion, or any colony, overseas possession, protectorate, or territory under their sovereignty or authority.

Article 14.

The present convention shall take effect, in the case of the States which have taken part in the first deposit of ratifications, one year after the date of the *procès-verbal* recording such deposit. As respects the States which ratify subsequently or which accede, and also in cases in which the convention is subsequently put into effect in accordance with Article 13, it shall take effect six months after the notifications specified in paragraph 2 of article 11, and paragraph 2 of Article 12, have been received by the Belgian Government.

Article 15.

In the event of one of the contracting States wishing to denounce the present convention, the denunciation shall be notified in writing to the Belgian Government, which shall immediately communicate a duly certified copy of the notification to all the other States informing them of the date on which it was received.

The denunciation shall only operate in respect of the State which made the notification, and on the expiry of one year after the notification has reached the Belgian Government.

Article 16.

Any one of the contracting States shall have the right to call for a fresh conference with a view to considering possible amendments.

A State which would exercise this right should notify its intention to the other States through the Belgian Government, which would make arrangements for convening the conference.

Done at Brussels, in a single copy, August 25, 1924.

For Germany :
(Signed) KELLER.

For the Argentine Republic :

For Belgium :
(Signed) Louis FRANCK.
(Signed) Albert LE JEUNE.
(Signed) SOHR.

For Chile :
(Signed) Armando QUEZADA.

For the Republic of Cuba :

For Denmark :

- For Spain :*
(Signed) The Marquis OF VILLALOBAR.
- For Estonia :*
(Signed) PUSTA.
- For the United States of America :*
(Signed) William PHILLIPS.
- For Finland :*
- For France :*
(Signed) Maurice HERBETTE.
- For Great Britain :*
(Signed) George GRAHAME.
- For Hungary :*
(Signed) WORACZICZKY.
- For Italy :*
(Signed) Giulio DANE0.
- For Japan :*
(Signed) M. ADATCI.

Subject to the reservations formulated in the note relative to this treaty and appended to my letter dated August 25, 1925, to His Excellency Mr. Emile Vandervelde, Minister for Foreign Affairs of Belgium.

- For Latvia :*
- For Mexico :*
- For Norway :*
- For the Netherlands :*
- For Peru :*
- For Poland and the Free City of Danzig :*
(Signed) SZEMBEK.
- For Portugal :*
- For Rumania :*
(Signed) Henry CATARGI.
- For the Kingdom of the Serbs, Croats and Slovenes :*
(Signed) Dr. Milorad STRAZNICKY.
(Signed) Dr. VERONA.
- For Sweden :*
- For Uruguay :*

PROTOCOL OF SIGNATURE.

In proceeding to the signature of the International Convention for the unification of certain rules in regard to bills of lading, the undersigned Plenipotentiaries have agreed on the present Protocol which shall have the same force and the same scope as if these provisions were inserted in the text of the Convention to which they relate.¹

The high contracting parties may give effect to this convention either by giving it the force of law or by including in their national legislation in a form appropriate to that legislation, the rules adopted under this convention.

They may reserve the right :

(1) To prescribe that in the cases referred to in paragraph 2 (c) to (p) of Article 4, the holder of a bill of lading shall be entitled to establish responsibility for loss or damage arising from the personal fault of the carrier or the fault of his servants which are not covered by paragraph (a).

(2) To apply Article 6 in so far as the national coasting trade is concerned to all classes of goods without taking account of the restriction set out in the last paragraph of that article.

Done at Brussels, in a single copy, August 25, 1924.

For Germany :

(Signed) KELLER.

For the Argentine Republic :

For Belgium :

(Signed) Louis FRANCK.

(Signed) Albert LE JEUNE.

(Signed) SOHR.

For Chile :

(Signed) Armando QUEZADA.

For the Republic of Cuba :

For Denmark :

For Spain :

(Signed) The Marquis OF VILLALOBAR.

For Estonia :

(Signed) PUSTA.

For the United States of America :

(Signed) William PHILLIPS.

For Finland :

¹ Ce paragraphe a été traduit par le Secrétariat de la Société des Nations, à titre d'information.

¹ This paragraph has been translated by the Secretariat of the League of Nations, for information.

- For France :*
(Signed) Maurice HERBETTE.
- For Great Britain :*
(Signed) George GRAHAME.
- For Hungary :*
(Signed) WORACZICZKY.
- For Italy :*
(Signed) Giulio DANE0.
- For Japan :*
- For Latvia :*
- For Mexico :*
- For Norway :*
- For the Netherlands :*
- For Peru :*
- For Poland and the Free City of Danzig :*
(Signed) SZEMBEK.
- For Portugal :*
- For Rumania :*
(Signed) Henry CATARGI.
- For the Kingdom of the Serbs, Croats and Slovenes :*
(Signed) Dr. MILORAD STRAZNICKY.
(Signed) Dr. VERONA.
- For Sweden :*
- For Uruguay :*

PROCÈS-VERBAL OF SIGNATURE.

August 25, 1924, the international convention for the unification of certain rules relating to bills-of-lading was opened at the Belgian Ministry of Foreign Affairs for signature by the Plenipotentiaries of the States represented at the International Conference on Maritime Law.

The signatures of the Plenipotentiaries whose names follow, have been successively received :

September 8, 1924, for Belgium :

Mr. L. FRANCK ; Mr. LE JEUNE ; Mr. SOHR.

November 15, 1924, for Great Britain :

H. E. the Right Honorable Sir George GRAHAME.

En procédant à la signature de la présente convention, Son Excellence a fait, au nom de son Gouvernement, la déclaration dont les termes sont reproduits en annexe au présent procès-verbal.

Le 28 février 1925, pour la France :

S. E. M. HERBETTE.

Le 12 mars 1925, pour la Roumanie ;

S. E. M. Henry CATARGI.

Le 23 juin 1925, pour les Etats-Unis d'Amérique :

S. E. M. William PHILLIPS.

Le 22 août 1925, pour la Pologne et la Ville Libre de Dantzig :

S. E. M. le comte Jean SZEMBEK.

Le 24 août 1925, pour la République allemande :

S. E. M. VON KELLER.

Le 24 août 1925, pour l'Espagne :

S. E. M. le Marquis DE VILLALOBAR ET DE GUIMAREY.

Le 25 août 1925, pour le Japon :

S. E. M. M. ADATCI.

En procédant à la signature de la présente convention, à l'exclusion du Protocole de signature, Son Excellence a fait, au nom de son gouvernement, la déclaration dont les termes sont reproduits en annexe au présent procès-verbal.

Le 17 septembre 1925, pour l'Italie :

M. Giulio DANELO.

Le 8 avril 1926, pour la Hongrie :

M. le comte WORACZICKY.

Le 10 avril 1926, pour l'Esthonie :

S. E. M. PUSTA.

Le 10 avril 1926, pour le Royaume des Serbes, Croates et Slovènes :

MM. STRAZNICKY et VERONA.

Le 28 octobre 1927, pour le Chili :

S. E. M. Armando QUEZADA.

I, the Undersigned, His Britannic Majesty's Ambassador at Brussels, on affixing my signature to the Protocol of Signature of the International Convention for the unification of certain rules relating to Bills of Lading, on this 15th day of November 1924, hereby make the following Declarations by direction of my Government :

In proceeding to the signature of the present Convention, His Excellency made, in the name of his Government, the declaration of which the terms are reproduced in an annex to the present *Procès-Verbal*.

- February 28, 1925, for France :
H. E. M. HERBETTE.
- March 12, 1925, for Roumania :
H. E. M. Henry CATARGI.
- June 23, 1925, for the United States of America :
H. E. Mr. William PHILLIPS.
- August 22, 1925, for Poland and the Free City of Dantzig :
H. E. M. Jean SZEMBEK.
- August 24, 1925, for the Republic of Germany :
H. E. M. VON KELLER.
- August 24, 1925, for Spain :
H. E. the Marquis OF VILLALOBAR AND GUIMAREY.
- August 25, 1925, for Japan :
H. E. M. M. ADATCI.

In proceeding to the signature of the present Convention, to the exclusion of the Protocol of Signature, His Excellency made in the name of his Government, the declaration of which the terms are reproduced in an annex to the present *Procès-Verbal*.

- September 17, 1925, for Italy :
M. Giulio DANE0.
- April 8, 1926, for Hungary :
Count WORACZICZKY.
- April 10, 1926, for Estonia :
His Excellency Mr. PUSTA.
- April 10, 1926, for the Kingdom of the Serbs, Croats and Slovenes :
Messrs. STRAZNICKY and VERONA.
- October 28, 1927, for Chile :
H. E. M. Armando QUEZADA.

¹ TRADUCTION. — TRANSLATION.

Je, soussigné, ambassadeur de Sa Majesté britannique à Bruxelles, en apposant ma signature sur le Protocole de Signature de la Convention internationale pour l'unification de certaines règles en matière de connaissance du 15 novembre 1924, fait par la présente les déclarations suivantes, d'ordre de mon gouvernement :

¹ Traduit par le Secrétariat de la Société des Nations, à titre d'information.

¹ Translated by the Secretariat of the League of Nations, for information.

I declare that His Britannic Majesty's Government adopt the last reservation in the additional Protocol of the Bills of Lading Convention.

I further declare that my signature applies only to Great Britain and Northern Ireland. I reserve the right of each of the British Dominions, Colonies, Overseas Possessions and Protectorates, and of each of the territories over which His Britannic Majesty exercises a mandate to accede to this Convention under Article 13.

(Signed) George GRAHAME.

His Britannic Majesty's Ambassador at Brussels.

BRUSSELS, this 15th day of November 1924.

AMBASSADE IMPÉRIALE
DU JAPON.

NOTE ANNEXÉE A LA LETTRE DE S. EXC. M. L'AMBASSADEUR DU JAPON A M. LE MINISTRE
DES AFFAIRES ÉTRANGÈRES DE BELGIQUE, DU 25 AOÛT 1925.

Au moment de procéder à la signature de la convention internationale pour l'unification de certaines règles en matière de connaissance, le soussigné, plénipotentiaire du Japon, fait les réserves suivantes :

a) A l'article 4 :

Le Japon se réserve, jusqu'à nouvel ordre, l'acceptation des dispositions du paragraphe a) à l'alinéa 2 de l'article 4 ;

b) Le Japon est d'avis que la convention, dans sa totalité, ne s'applique pas au cabotage national ; par conséquent, il n'y aurait pas lieu d'en faire l'objet de dispositions au protocole. Toutefois, s'il n'en est pas ainsi, le Japon se réserve le droit de régler librement le cabotage national par sa propre législation.

BRUXELLES, le 25 août 1925.

(Signé) M. ADATCI.

PROCÈS-VERBAL DE DÉPÔT DES RATIFICATIONS

Les ratifications sur la Convention internationale pour l'unification de certaines règles en matière de connaissances, signée à Bruxelles, le 25 août 1924, de même que sur le protocole de signature y annexé devant, aux termes de l'article 11 de la convention, être déposées à Bruxelles, le présent procès-verbal a été dressé à cet effet au Ministère des Affaires étrangères de Belgique.

Ont été présentées au dépôt, le 2 juin 1930 :

Les ratifications de Sa Majesté le Roi des Belges.

(Signé) Paul HYMANS.

Je déclare que le Gouvernement de Sa Majesté britannique adopte la dernière réserve contenue dans le Protocole additionnel à la convention sur les connaissements.

Je déclare en outre, que ma signature ne s'applique qu'à la Grande-Bretagne et à l'Irlande du Nord ; je fais toutes réserves en ce qui concerne le droit de chacun des Dominions britanniques, colonies, possessions d'outre-mer et protectorats et chacun des territoires sur lesquels Sa Majesté britannique exerce un mandat, d'accéder à cette convention conformément à l'article 18.

(Signé) George GRAHAME,

Ambassadeur de Sa Majesté britannique à Bruxelles.

BRUXELLES, le 15 novembre 1924.

¹ TRADUCTION. — TRANSLATION.

IMPERIAL EMBASSY
OF JAPAN.

NOTE ANNEXED TO THE LETTER OF HIS EXCELLENCY THE AMBASSADOR OF JAPAN TO
THE MINISTER OF FOREIGN AFFAIRS OF BELGIUM, ON AUGUST 25, 1925.

At the moment of proceeding to the signature of the International Convention for the unification of certain rules relating to Bills of Lading, the undersigned, Plenipotentiary of Japan, makes the following reservations :

(a) To Article 4.

Japan reserves to itself until further notice the acceptance of the provisions in (a) of paragraph 2 of Article 4.

(b) Japan is of the opinion that the Convention does not in any part apply to national coasting trade : consequently, there should be no occasion to make it the object of provisions in the Protocol. However, if it be not so, Japan reserves to itself the right freely to regulate the national coasting trade by its own law.

BRUSSELS, August 25, 1925.

(Signed) M. ADATCI.

² TRADUCTION. — TRANSLATION.

PROCÈS-VERBAL RELATING TO THE DEPOSIT OF RATIFICATIONS.

The ratifications of the International Convention for the Unification of Certain Rules relating to Bills of Lading, signed at Brussels on August 25, 1924, and of the Protocol of Signature annexed thereto, having to be deposited at Brussels in accordance with Article 11 of the Convention, the Belgian Ministry of Foreign Affairs has drawn up the present *Procès-Verbal* for this purpose.

The following ratifications were deposited on June 2, 1930.

The ratifications of His Majesty the King of the Belgians.

(Signed) Paul HYMANS.

¹ Traduction extraite du « Treaty Information Bulletin », N° 17, 1931, du « Department of State » des Etats-Unis d'Amérique.

² Traduit par le Secrétariat de la Société des Nations, à titre d'information.

¹ Translation taken from the Treaty Information Bulletin, No. 17, 1931, of the Department of State of the United States of America.

² Translated by the Secretariat of the League of Nations, for information.

In proceeding to the deposit of the ratifications of His Majesty the King of the Belgians, the Belgian Minister for Foreign Affairs declared, in accordance with the provisions of Article 13 of the Convention, that these ratifications extend only to Belgium and do not apply to the Belgian Congo and Ruanda-Urundi, territories under mandate.

(Signed) Paul HYMANS.

Belgian Minister for Foreign Affairs.

BRUSSELS, *June 2, 1930.*

The ratifications of His Majesty the King of the United Kingdom of Great Britain and Northern Ireland.

(Signed) GRANVILLE.

I, the undersigned, His Britannic Majesty's Ambassador at Brussels, on signing the *Procès-Verbal* of the deposit of the ratifications of the international convention for the unification of certain rules relating to bills of lading on this second day of June, 1930, hereby make the following declaration on behalf of His Britannic Majesty's Government in the United Kingdom of Great Britain and Northern Ireland :

In accordance with article 13 of the said convention, I declare that the acceptance of the convention given by His Britannic Majesty in the instrument of ratification deposited this day extends only to the United Kingdom of Great Britain and Northern Ireland and does not apply to any of His Majesty's colonies or protectorates, or territories under suzerainty or mandate.

(L. S.) (Signed) GRANVILLE,

His Britannic Majesty's Ambassador at Brussels.

BRUSSELS, *June 2nd, 1930.*

The ratification of His Majesty the King of Spain.

(Signed) FRANCISCO G. DE AGUËRA.

The ratifications of His Serene Highness the Regent of the Kingdom of Hungary.

(Signed) JOSEPH KAIL.

The period of one year laid down in Article 14 of the Convention as the period after which the Convention shall take effect will begin on June 2nd, 1930.

(Signed) Paul HYMANS.

Belgian Minister for Foreign Affairs.

BRUSSELS, *June 2, 1930.*