

联合国国际货物多式联运公约（英文版十）金融英语考试

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PART IV. LIABILITY OF THE CONSIGNOR

Article 22 General Rule The consignor shall be liable for loss sustained by the multimodal transport operator if such loss is caused by the fault or neglect of the consignor, or his servants or agents when such servants or agents are acting within the scope of their employment. Any servant or agent of the consignor shall be liable for such loss if the loss is caused by fault or neglect on his part.

Article 23 Special Rules on Dangerous Goods

1. The consignor shall mark or label in a suitable manner dangerous goods as dangerous.

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:

(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.

3. The provisions of paragraph 2 of this Article 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 of

paragraph 2 (b) of this Article 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 there is an obligation to contribute in general average or where the multimodal transport operator is liable in accordance with the provisions of Article 16. PART V. CLAIMS AND

ACTIONS Article 24 Notice of Loss , Damage or Delay 1. Unless notice of loss or damage , specifying the general nature of such loss or damage , is given in writing by the consignee to the multimodal transport operator not later than the working day after the day when the goods were handed over to the consignee , such handing over is prima facie evidence of the delivery by the multimodal transport operator of the goods as described in the multimodal transport document. 2. Where the loss or damage is not apparent , the provisions of paragraph 1 of this Article apply correspondingly if notice in writing is not given within six consecutive days after the day when the goods were handed over to the consignee. 3. If the state of the goods at the time they were handed over to the consignee has been the subject of a joint survey or inspection by the parties or their authorized representatives at the place of delivery , notice in writing need not be given of loss or damage ascertained during such survey or inspection. 100Test 下载频道开通 , 各类考试题目直接下载 。 详细请访问 www.100test.com