Documents and Forms
## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreword</td>
<td>3</td>
</tr>
<tr>
<td>General Stipulations</td>
<td>4</td>
</tr>
<tr>
<td><strong>FIATA FCR</strong></td>
<td></td>
</tr>
<tr>
<td>Forwarders Certificate of Receipt</td>
<td>6</td>
</tr>
<tr>
<td><strong>FIATA FCT</strong></td>
<td></td>
</tr>
<tr>
<td>Forwarders Certificate of Transport</td>
<td>8</td>
</tr>
<tr>
<td><strong>FWR</strong></td>
<td></td>
</tr>
<tr>
<td>FIATA Warehouse Receipt</td>
<td>10</td>
</tr>
<tr>
<td><strong>FBL</strong></td>
<td></td>
</tr>
<tr>
<td>Negotiable FIATA Multimodal Transport Bill of Lading</td>
<td>13</td>
</tr>
<tr>
<td><strong>FWB</strong></td>
<td></td>
</tr>
<tr>
<td>Non-Negotiable FIATA Multimodal Transport Waybill</td>
<td>16</td>
</tr>
<tr>
<td><strong>FIATA SDT</strong></td>
<td></td>
</tr>
<tr>
<td>Shippers Declaration for the Transport of Dangerous Goods</td>
<td>19</td>
</tr>
<tr>
<td><strong>FIATA SIC</strong></td>
<td></td>
</tr>
<tr>
<td>Shippers Intermodal Weight Certification</td>
<td>21</td>
</tr>
<tr>
<td><strong>FFI</strong></td>
<td></td>
</tr>
<tr>
<td>FIATA Forwarding Instructions</td>
<td>23</td>
</tr>
</tbody>
</table>
We are pleased to present to you this revised brochure on the subject of FIATA documents and forms, knowledge of which is essential for every freight forwarder around the world, just as the promotion of uniform standards for freight forwarders’ documents and forms is one of the most important objectives of FIATA.

More than 50 years ago it was felt that a certain degree of harmonisation and guidance in freight forwarding documents and forms was desirable and for this reason FIATA created:

1955 the FIATA FCR - FIATA Forwarders Certificate of Receipt (green)
1959 the FIATA FCT - FIATA Forwarders Certificate of Transport (yellow)
1970 the FBL - FIATA Negotiable Combined Transport Bill of Lading (blue)
1975 the FWR - FIATA Warehouse Receipt (orange)
1984 the FFI - FIATA Forwarding Instructions (white)
1984 the FIATA SDT - Shippers Declaration for the Transport of Dangerous Goods (white/red)
1992 the amended FBL - Negotiable FIATA Multimodal Transport Bill of Lading (blue), replacing the FIATA Combined Transport Bill of Lading
1996 the FWB - Non-negotiable FIATA Multimodal Transport Waybill (white/blue)
1997 the FIATA SIC - Shippers Intermodal Weight Certification (white/green)
2005 the revised FIATA SDT - Shippers Declaration for the Transport of Dangerous Goods (white/red)

as uniform standard documents and forms with distinctive colours.

In the meantime most of our member countries have introduced one, two or all of our documents. Millions of copies of the FIATA FCR, the FIATA FCT, the FBL, the FWB and the FWR have been issued. Not a single case of juridical dispute as to the lawfulness and propriety of the terms has come to our knowledge, and this is evidence of the competence and integrity of the freight forwarder issuing these documents.

Furthermore, the FIATA FCR and the FIATA FCT were recognised by the International Chamber of Commerce in 1975 in their Doc. 470/251. The ICC logo on the FBL and the FWB denotes that these documents are in conformity with the 1991 UNCTAD/ICC Rules for Multimodal Transport Documents.

FIATA documents have an excellent reputation and are recognised as documents of tradition and trust. They have greatly contributed in the past to the facilitation of international exchanges and will continue in the future to be valuable instruments in the service of world trade.

By using FIATA documents and forms, you participate in the propagation of uniform right and joint practice of the worldwide freight forwarding industry and contribute to the reputation and image of our profession.
General Stipulations

1. The authority to control printing and distribution of our documents is restricted to the member organisations of FIATA.

2. Association Members are responsible for the printing of the documents in English, with regard to text and layout, of the authorised specimen. If necessary, it is also permitted to add the text in the organisation’s national/territorial language in the document. Association Members are required to mark the documents they distribute with a suffix letter corresponding to the UN country codes, for example:

   - AUSTRIA AT
   - JAPAN JP
   - CANADA CA

3. Before issuing FIATA documents, Association Members have to submit proof prints to the FIATA Secretariat for approval.

4. FIATA documents and forms are distributed by FIATA Association Members to their member firms in accordance with official instructions and explanatory notes on their use. To control the issue of these documents the Association Members maintain a register of member firms who have received copies of the documents, indicating their serial number.

5. FIATA has the copyright on the FIATA FCR, FIATA FCT, FWR, FBL, FWB, SDT and SIC. Reproduction of the documents by individual firms in any form is strictly prohibited.
### Suppliers or Forwarders Principals

#### Emblem of National Association

**FIATA FCR**

**Forwarders Certificate of Receipt**

**ORIGINAL**

- **No.**
- **Consignee**
- **Forw. Ref.**

<table>
<thead>
<tr>
<th>Marks and numbers</th>
<th>Number and kind of packages</th>
<th>Description of goods</th>
<th>Gross weight</th>
<th>Measurement</th>
</tr>
</thead>
</table>

#### According to the declaration of the consignor

The goods and instructions are accepted and dealt with subject to the General Conditions printed overleaf.

We certify having assumed control of the above mentioned consignment in external apparent good order and condition:

- [ ] at the disposal of the consignee
- [ ] with irrevocable instructions*
- [ ] to be forwarded to the consignee

* Forwarding instructions can only be cancelled or altered if the original Certificate is surrendered to us, and then only provided we are still in a position to comply with such cancellation or alteration.

Instructions authorizing disposal by a third party can only be cancelled or altered if the original Certificate of Receipt is surrendered to us, and then only provided we have not yet received instructions under the original authority.

#### Remarks

- Instructions as to freight and charges

#### Place and date of issue

- Stamp and signature
The Forwarder’s Certificate of Receipt was introduced by FIATA for the use by international freight forwarders which are members of FIATA’s association members. The FIATA FCR document enables the freight forwarder to provide the consignor with a special document as an official acknowledgement that he/she has assumed responsibility of the goods.

The FIATA FCR can be handed over to the consignor immediately after the freight forwarder has received the consignment.

By completing the FIATA FCR the freight forwarder certifies that he/she is in possession of a specific consignment, with irrevocable instructions for dispatch to the consignee shown in the document, or for keeping it at the consignor’s disposal if the consignee is not specified. These instructions may only be cancelled if the original FIATA FCR document is handed over to the issuing freight forwarder and only if it is in a position to comply with such cancellation or alteration.

The FIATA FCR will primarily be used when the supplier sells the goods ex works and needs to prove that it has complied with its obligations to the buyer by presenting a FIATA FCR. In the case of a Letter of Credit the seller will under such conditions be able to present a FIATA FCR issued by a forwarder in order to obtain payment of the sales price placed at its disposal by the buyer under the terms of the Letter of Credit. The seller can no longer dispose of goods handed over to the forwarder once the FIATA FCR document has been handed over to the buyer.

The FIATA FCR is not negotiable. As the delivery of the consignment to the consignee does not depend on the handing over of this document, only one original is issued. Should further copies be required, forms specially overprinted with the words “Copy” should be used.

When issuing a FIATA FCR, the freight forwarder should ensure that:

1. He or she has taken over the goods specified therein and that the right of disposal of these goods is vested solely in him/her;

2. The goods appear to be in apparent good order and condition;

3. The details on the document clearly correspond with the instructions he or she has received; and

4. The conditions of freight documents (B/L, etc.) are not contrary to the obligations he or she has assumed according to the FIATA FCR document.

The FIATA FCR ordinarily bears the general conditions of the issuing country or territory on the reverse. The document may only be used by freight forwarders who adhere to these general conditions and applicable law in their forwarding activities.

It is recommended that the freight forwarder covers its liability by insurance in accordance with the FIATA FCR requirements and the applicable law.
Suppliers or Forwarders Principals

Consignment to order of

Notify address

Conveyance from/via

Destination

Marks and numbers

Number and kind of packages

Description of goods

Gross weight

Measurement

according to the declaration of the consignor

The goods and instructions are accepted and dealt with subject to the General Conditions printed overleaf.

Acceptance of this document or the invocation of rights arising therefrom acknowledges the validity of the following conditions, regulations and exceptions also of the trading conditions printed overleaf, except where the latter conflict with conditions 1–6 below.

1. The undersigned are authorized to enter into contracts with carriers and others involved in the execution of the transport subject to the latter’s usual terms and conditions.

2. The undersigned do not act as Carriers but as Forwarders. In consequence they are only responsible for the careful selection of third parties, instructed by them, subject to the conditions of Clause 3 hereunder.

3. The undersigned are responsible for delivery of the goods to the holder of this document through the intermediary of a delivery agent of their choice. They are not responsible for acts or omissions of Carriers involved in the execution of the transport or of other third parties. The undersigned Forwarders will, on request, assign their rights and claims against Carriers and other parties.

4. Insurance of the goods will only be effected upon express instructions in writing.

5. Unforeseen and/or unforeseeable circumstances entitle the undersigned to arrange for deviation from the envisaged route and/or method of transport.

6. Unforeseen and/or unforeseeable circumstances disbursements and charges are for the account of the goods.

Insurance through the intermediary or the undersigned Forwarders

☐ Not covered

☐ Covered according to the attached Insurance Policy/Certificate

All disputes shall be governed by the law and within the exclusive jurisdiction of the courts at the place of issue.

For delivery of the goods please apply to:

Freight and charges prepaid to:

then for account of goods, lost or not lost.

We, the Undersigned Forwarders in accordance with the instructions of our Principals, have taken charge of the abovementioned goods in good external condition at: ..........................................................

for despatch and delivery as stated above or order against surrender of this document properly endorsed.

In witness thereof the Undersigned Forwarders have signed originals of this FCT document, all of this tenor and date. When one of these has been accomplished, the other(s) will lose their validity. ................................................

Place and date of issue

Stamp and signature
The Forwarder’s Certificate of Transport was introduced by FIATA for the use by international freight forwarders which are members of FIATA’s association members.

By issuing a FIATA FCT document to the consignor, the freight forwarder assumes the obligation to arrange delivery of the goods at destination through an agent appointed by him/her. The FIATA FCT can be handed over to the consignor immediately after the consignment has been handed over to the freight forwarder for shipment.

By issuing the FIATA FCT the freight forwarder certifies that he/she has assumed responsibility for organising the dispatch and delivery of specific goods according to instructions he/she has received from the consignor as indicated in the document.

The freight forwarder is responsible to ascertain the delivery of the goods at destination through a delivery agent appointed by him/her in the interest of the holder of the document in accordance with the conditions stipulated on the reverse of the FIATA FCT.

The FIATA FCT has a “block” function. The freight forwarder is only responsible for the forwarding services required for delivery of the goods. The FIATA FCT, as distinguished from the FBL, is not a document subjecting the freight forwarder to a liability as carrier but his/her liability is governed by the applicable forwarding conditions.

The FIATA FCT will therefore be of importance in all cases where the transport has to be arranged for delivery to the consignee. The seller will be able to obtain payment of the selling price from his/her bank against the FIATA FCT when used with the “Cash Against Documents” procedure.

The FIATA FCT is negotiable when made out “To Order” (see also ICC Doc. 470/251 Art. 24).

The FIATA FCT is negotiable, as the delivery of the consignment may only be effected against presentation of the original document, duly endorsed.
# FIATA WAREHOUSE RECEIPT

<table>
<thead>
<tr>
<th>Supplier</th>
<th>Depositor</th>
<th>Warehouse Keeper</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Warehouse</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Identification of means of transport</th>
<th>Insurance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Covered</td>
</tr>
<tr>
<td></td>
<td>Against fire</td>
</tr>
<tr>
<td></td>
<td>Against burglary/larceny</td>
</tr>
<tr>
<td></td>
<td>Other risks covered (specify)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Insurance amount</th>
<th></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Marks and numbers;</th>
<th>Number and kind of packages;</th>
<th>Description of goods;</th>
<th>Gross weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

Received in apparent good order and condition

- [ ] Stated by Depositor
- [ ] Controlled by warehouse keeper

<table>
<thead>
<tr>
<th>Description of merchandise (contents):</th>
<th>Gross weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

Warehousing is subject to standard business conditions; vide reverse

As warehouse keepers we are liable to deliver the stored merchandise against presentation of this document only, and in case of cession of rights exclusively to the holder of this document being legitimated by an uninterrupted chain of transfers as outlined overleaf. We acknowledge that we can only lodge a complaint with the legitimated holder of this document if and when this refers to the validity of issue of said document and/or results therefrom. Our legal lien or right of retention will not be affected by this clause.

In case of partial deliveries warehouse receipt must be submitted for entering outgoing stock.

<table>
<thead>
<tr>
<th>Place and date of issue</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Stamp and signature</th>
</tr>
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</table>
The freight forwarder often provides warehousing services. When doing so he/she has to issue a receipt for the merchandise.

The FWR is a Warehouse Receipt for use in freight forwarders' warehousing operations. It is a standard document mainly used at national/territorial level.

The FWR is not a warehouse warrant, which means a formal document recognised as warrant according to the applicable law. When a warehouse keeper is requested to issue a warehouse warrant, the FWR cannot be used. If the issue of a legally recognised document of this kind is not required, the FWR can be issued in almost all cases. Its commercial character is practically the same as that of a warehouse warrant. The FWR incorporates detailed provisions regarding the rights of the holders-by-endorsement of the document, the transfer of ownership and the agreement that presentation of the warehouse receipt amounts to good delivery of the merchandise. For all practical purposes, such legal functions intended by the use of the FWR are recognised in most jurisdictions.

The FWR is not negotiable, unless it is marked “negotiable” on its face.

It must be decided individually in each country or territory, which standard trading conditions are to be applied to the FIATA Warehouse Receipt or which provisions of the law apply. In countries or territories where forwarders use standard trading conditions, which also include provisions regarding the activity of warehouse keepers, such standard conditions apply.
Consignor

FBL
NEGOTIABLE FIATA MULTIMODAL TRANSPORT BILL OF LADING
issued subject to UNCTAD / ICC Rules for Multimodal Transport Documents (ICC Publication 481).

Consigned to order of

Notify address

Place of receipt

Ocean vessel

Port of loading

Port of discharge

Place of delivery

Marks and numbers
Number and kind of packages
Description of goods
Gross weight
Measurement

Freight amount
Freight payable at
Place and date of issue

Cargo Insurance through the undersigned
☐ not covered ☐ Covered according to attached Policy
Number of Original FBL’s
Stamp and signature

For delivery of goods please apply to:

according to the declaration of the consignor

Declaration of Interest of the consignor
in timely delivery (Clause 6.2.)

Declared value for ad valorem rate according to the declaration of the consignor (Clauses 7 and 8).

The goods and instructions are accepted and dealt with subject to the Standard Conditions printed overleaf.

Taken in charge in apparent good order and condition, unless otherwise noted herein, at the place of receipt for transport and delivery as mentioned above.

One of these Multimodal Transport Bills of Lading must be surrendered duly endorsed in exchange for the goods. In Witness whereof the original Multimodal Transport Bills of Lading all of this tenor and date have been signed in the number stated below, one of which being accomplished the other(s) to be void.
1. Applicability

Note: The heading “FIATA Multimodal Transport Bill of Lading” (FBL) shall apply to these conditions unless suit is brought within 9 months after the delivery of the goods, or the date of the last delivery of the goods).

2. Issuance of this FBL

2.1. The Consignor undertakes to perform and/or in his own name to perform the transportation of the entire cargo, from the point of taking the goods in his charge until the place of delivery designated in this FBL, directly or through a third party, by the persons he designates.

2.2. Subject to the conditions of this FBL, the Freight Forwarder shall be responsible for acts and omissions of its servants or agents acting within the scope of their employment, or any person or agency having in its service or for its account, the performance of the contract evidenced by this FBL, as if such acts and omissions were his own.

3. Negotiability and title to the goods

3.1. This FBL is issued in a negotiable form unless it is marked “non-negotiable”. It shall constitute title to the goods and the holder, by endorsement of this FBL, shall be entitled to receive or to handle the goods herein mentioned.

3.2. The Consignor shall not be prima facie evidence of the taking in charge by the Freight Forwarder of the goods as described by such information unless a contrary indication, such as “shrinkproofed”, “totally, unbroken”, “shrink-proof container” or similar expressions, has been made in the printed text or superimposed on this FBL. However, proof to the contrary shall not be admissible when the FBL has been transferred to another person for valuable consideration who in good faith has relied and acted thereon.

4. Dangerous Goods and Indemnity

4.1. The Consignor shall not have to guarantee to the Freight Forwarder the accuracy, at the time the goods were taken in charge by the Freight Forwarder, of all particulars relating to the general nature of the goods, their value, weight and volume, or to any change or defect of the character of the goods, as furnished by him or on his behalf for insertion on the FBL. The Consignor shall have to guarantee to the Freight Forwarder, that the goods are not dangerous, and danger resulting from such change or defect of the character of the goods, as furnished by him or on his behalf for insertion on the FBL. The Consignor shall remain liable even if the FBL has been transferred by him.

4.2. The right of the Freight Forwarder to such an indemnity shall in no way limit his liability under this FBL to any person other than the Consignor.

5. Freight Forwarder’s Liability

5.1. The Freight Forwarder shall have a lien on the goods and any documents relating thereto for any charges which are not due to a fault or neglect of the Freight Forwarder.

6.4. If the goods have not been delivered within ninety consecutive days following such date of delivery as is shown on this FBL, the liability of the Freight Forwarder shall be deemed to have been lost, without prejudice to the rights and obligations of any person other than the Consignor.

6.5. If the Freight Forwarder establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more causes or events, specified in a -x of the present clause, it shall be presumed that it was caused, unless provided, however, that the claimant shall be entitled to prove that the loss or damage was not caused, in fact, caused wholly or partly by one or more of such causes or events.

6.6. The Freight Forwarder shall be liable for, or, in case of damage or loss in delivery or in transit, to pay the Freight Forwarder in this connection.

6.7. The Freight Forwarder shall be responsible for the proper and prompt delivery of the goods and the performance of its obligations, unless a contrary indication, such as “shrinkproofed”, “totally, unbroken”, “shrink-proof container” or similar expressions, has been made in the printed text or superimposed on this FBL, however, proof to the contrary shall not be admissible when the FBL has been transferred to another person for valuable consideration who in good faith has relied and acted thereon.

7. Paramount clauses

7.1. The Consignor undertakes to render to the Freight Forwarder the credit or remittance mentioned in clause 1, unless otherwise agreed, whether the Freight Forwarder has been responsible for any loss or damage to the goods, the Consignor undertakes to render such credit or remittance within 30 days from the date of the invoice, unless otherwise agreed.

7.3. The Consignor undertakes to perform and/or in his own name to perform the transportation of the entire cargo, from the point of taking the goods in his charge until the place of delivery designated in this FBL, directly or through a third party, by the persons he designates.

7.4. The Consignor undertakes to perform and/or in his own name to perform the transportation of the entire cargo, from the point of taking the goods in his charge until the place of delivery designated in this FBL, directly or through a third party, by the persons he designates.

7.5. The Consignor undertakes to perform and/or in his own name to perform the transportation of the entire cargo, from the point of taking the goods in his charge until the place of delivery designated in this FBL, directly or through a third party, by the persons he designates.

8. Freight Forwarder’s Responsibility

8.1. Assessment of compensation for loss or damage to the goods shall be made by reference to the original invoice and to the performance of this FBL, or, if the goods or any parts thereof have not been delivered on the price of the goods or any parts thereof have not been delivered on the date of sale, the price of the goods or any parts thereof have not been delivered on the date of sale.

8.2. The Freight Forwarder shall, unless otherwise expressly agreed, be discharged of all liability under these conditions unless it is brought within 9 months after the delivery of the goods, or the date of the last delivery of the goods.

8.3. Subject to the provisions of subsections 8.4. to 8.9. inclusive, the Freight Forwarder shall in no event be or become liable for any loss of or damage to the goods in an amount exceeding the equivalent of 10% of the CIF price of each kilogram of goods in respect of which such loss or damage has been sustained, whichever is the higher, unless the nature and value of the goods shall have been declared to the Freight Forwarder in writing.

8.4. Where the consignor, parallel or similar article of transport is traded with more than one package or unit, and the loss or damage to any of the said packages or units unless otherwise agreed, such article of transport shall be considered the package of units.

8.5. Should the nature of a particular mode of transport be such that, due to the nature of that particular mode of transport, the limit of liability of the Freight Forwarder for loss or damage to the goods shall be limited to an amount equal to or below the costs of the goods lost or damaged.

8.6. If the loss or damage to the goods occurred during one particular stage of the multimodal transport, in respect of which an applicable international convention or mandatory national law would not have provided for such limitation of liability, the limit of liability of the Freight Forwarder for such loss or damage shall be determined by the nature and value of the goods as evidenced by the FBL, as if such goods were not subject to any such limitation of liability as provided for in Clause 8.9.

8.7. The aggregate liability of the Freight Forwarder shall not exceed the limits of liability for total loss of the goods.

8.8. The Freight Forwarder is not entitled to the benefit of the limitation of liability if it is proved that the loss, damage or delay was caused by gross negligence or bad faith by the Freight Forwarder, or in any event, the Freight Forwarder shall be entitled to such an indemnity from the Merchant to the Freight Forwarder.

8.9. The liability of the Freight Forwarder shall not be limited to the circumstances provided for in subsection 8.3. and to the extent of liability provided for in subsection 8.9. (a) to persons other than the Consignor.

9. Applicability to Actions in Tort

9.1. These conditions apply to all claims against the Freight Forwarder relating to the performance of the contract evidenced by this FBL, whether the claim be founded in contract or in tort.

9.2. Liability of Servants and Mandated or Appointed Representatives

9.3. The Freight Forwarder shall be discharged of all liability under these conditions unless suit is brought within 9 months after the delivery of the goods, or the date of the last delivery of the goods.

9.4. Freight and Charges

9.5. Freight shall be paid in cash, subject to any reduction or remission on account of any claim, counter-claim or set-off, whether prepared or not, whichever may be the case, unless otherwise agreed.

9.6. Freight shall be considered as earned by the Freight Forwarder at the moment when the goods have been taken in charge by the Freight Forwarder.

9.7. Freight and all other amounts mentioned in this FBL, shall be paid in the currency named in this FBL or in the currency named in this FBL, or in such other currency, as the User then requires to pay freight and other charges at the time of delivery and on, or from such other place at which the User is entitled to deliver or collect the goods.

9.8. The User shall be entitled to call upon the Merchant to make delivery.

9.9. The User shall be entitled to demand the release of the goods at the place of discharge, whether or not the goods or any part of them at the Merchant’s disposal at any place the Merchant for which the Freight Forwarder may be responsible for the performance of the service due to the Merchant.

9.10. The User shall be entitled to any reduction or remission on account of any claim, counter-claim or set-off, whether prepared or not, whichever may be the case, unless otherwise agreed.

9.11. The User shall be entitled to demand the release of the goods at the place of discharge, whether or not the goods or any part of them at the Merchant’s disposal at any place the Merchant for which the Freight Forwarder may be responsible for the performance of the service due to the Merchant.

10. Loss of or Damage to the Goods

10.1. The User shall be entitled to any reduction or remission on account of any claim, counter-claim or set-off, whether prepared or not, whichever may be the case, unless otherwise agreed.

10.2. The User shall be entitled to demand the release of the goods at the place of discharge, whether or not the goods or any part of them at the Merchant’s disposal at any place the Merchant for which the Freight Forwarder may be responsible for the performance of the service due to the Merchant.

11. Goods for which the Freight Forwarder has been discharged of all liability under these conditions shall not be subject to any such limitation of liability as provided for in Clause 8.9.

12. Notice

12.1. If at any time the transportation under this FBL is or is likely to be affected by any hindrance or risk of any kind or degree, the Freight Forwarder shall notify the User immediately, but in no case later than 24 hours after the above mentioned circumstances have occurred.

12.2. If at any time the carriage under this FBL is or is likely to be affected by any hindrance or risk of any kind or degree, the Freight Forwarder shall notify the User immediately, but in no case later than 24 hours after the above mentioned circumstances have occurred.

12.3. If the User is not in a position to take delivery of the goods in accordance with clause 12.1, the User or User’s agent shall give the Freight Forwarder written notice of the circumstances giving rise to the hindrance or risk.

12.4. In such event, the User shall be entitled to claim from the Freight Forwarder all expenses and repairs incurred by the User in connection with the carriage or in consequence of the hindrance or risk.

12.5. If the User is not in a position to take delivery of the goods in accordance with clause 12.1, the User or User’s agent shall give the Freight Forwarder written notice of the circumstances giving rise to the hindrance or risk.

12.6. In such event, the User shall be entitled to claim from the Freight Forwarder all expenses and repairs incurred by the User in connection with the carriage or in consequence of the hindrance or risk.
The FIATA Multimodal Transport Bill of Lading (FBL) is a carrier-type transport document set up by FIATA for the use by freight forwarders acting as Multimodal Transport Operators (MTO).

The FBL can also be issued as a marine bill of lading.

The document is negotiable unless marked “non-negotiable”. It has been deemed by the International Chamber of Commerce (ICC) to be in conformity with the UNCTAD/ICC Rules for Multimodal Transport Documents published by ICC in its brochure No. 481. Therefore, the FBL bears the ICC logo alongside the symbol of the relevant freight forwarders association by country or territory.

The negotiable FIATA Multimodal Transport Bill of Lading (FBL) conforms to the requirements of the “Guide for the Uniform Customs and Practice for Documentary Credits (UCP 600)” of ICC (ICC publication No. 600) when issued as multimodal transport document in line with Article 19 or as bill of lading in line with Article 20, as an acceptable transport document.

A freight forwarder acting as Multimodal Transport Operator (MTO) or marine carrier issuing a FBL is responsible for the performance of transport. The freight forwarder does not only assume responsibility for delivery of the goods at destination, but also for all carriers and third parties engaged by him/her for the performance of the whole transport, including delivery.

By issuing a FBL the freight forwarder accepts a basic liability limit of 666.67 SDR per package or unit, or 2 SDR per kilogram of gross weight of the goods lost or damaged, whichever is the higher (Art. 8.3 of the FBL conditions), or, if a multimodal transport does not include carriage of goods by sea or inland waterways, a basic liability limit of 8.33 SDR per gross weight (Art. 8.5 of the FBL conditions). When loss of or damage to the goods can be attributed to a particular stage of transport in a multimodal transport operation, the freight forwarder’s liability is limited according to mandatory national or international law applicable to this stage of transport (Art. 8.6.a of the FBL conditions).

When issuing an FBL, the freight forwarder should ensure:

1. that he/she has taken over the goods specified therein and that the right of disposal of these goods is solely vested in him/her;
2. that the goods appear to be in apparent good order and condition;
3. that details on the document correspond with the instructions he/she has received;
4. that responsibility for cargo insurance cover has been agreed upon with the consignor; and
5. that it is clearly specified how many original FBLs are issued.

Freight forwarders issuing FBLs have to insure their liability in accordance with the FBL conditions.
## Consignor

FWB NON-NEGOTIABLE FIATA MULTIMODAL TRANSPORT WAYBILL issued subject to UNCTAD / ICC Rules for Multimodal Transport Documents (ICC Publication 481)

### Consignor

Emblem of National Association

### Consignee

Notify address

### Place of Receipt

Place of receipt

### Vessel

Vessel

Port of loading

### Port of Discharge

Port of discharge

Place of delivery

### Marks and Numbers

Marks and numbers

Number and kind of packages

Description of goods

Gross weight

Measurement

### Declaration of Interest of the Consignor in Timely Delivery

According to the declaration of the consignor

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.2</td>
<td>YES</td>
</tr>
</tbody>
</table>

### Transfer of Right of Control to Consignee

According to the declaration of the consignor

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>YES</td>
</tr>
</tbody>
</table>

### Declared Value for Ad Valorem Rate

According to the declaration of the consignor

<table>
<thead>
<tr>
<th>Clause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.</td>
<td>YES</td>
</tr>
<tr>
<td>9</td>
<td></td>
</tr>
</tbody>
</table>

The goods and instructions are accepted and dealt with subject to the Standard Conditions printed overleaf.

Taken in charge in apparent good order and condition, unless otherwise noted herein, at the place of receipt for transport and delivery to the consignee as mentioned above.

### Freight Amount

Freight payable at

Place and date of issue

### Cargo Insurance

Coverage:

- [ ] not covered
- [ ] Covered according to attached Policy

For delivery of goods please apply to:

Stamp and signature

---

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1. Applicability of this FWB

This rule shall apply if, and only if, it be necessary by the law applicable to this transport contract so as to enable the Consignor and Consignee to sue and be sued thereon to the Freight Forwarder.

2. Right of a Consignee to a copy of FWB

The Consignee shall have a right to a copy of this FWB. The Freight Forwarder has the duty to supply the Consignee with such a copy, unless the Consignee has refused such a copy in writing or the Consignee has not notified the Freight Forwarder that the Consignee desires such a copy in writing.

3. Liability of the Consignor

The Consignor shall indemnify the Freight Forwarder against all loss, damage and expense resulting from any inaccuracy or inadequacy of such particulars.

4. Freight Forwarder's Liability

a) the Consignee shall have the right to sue and to be sued thereon. The Consignee shall be under no greater liability than he would have been under had he been the Consignor or consignee, as the case may be.

5. Limitation of Freight Forwarder's Liability

Subject to the provisions of clauses 9.4. to 9.9. inclusive, the Freight Forwarder shall in no event be or be liable for any such price, according to the current market price or, if there are no such prices, by reference to the prevailing goods or market value. If any such price, according to the current market price of such goods of the same kind and quality.
The FIATA Multimodal Transport Waybill (FWB) is a carrier-type transport document set up by FIATA for the use by freight forwarders acting as Multimodal Transport Operators (MTO).

The FWB can also be used as sea waybill.

The document is not negotiable. It has been deemed by the International Chamber of Commerce (ICC) to be in conformity with the UNCTAD/ICC Rules for Multimodal Transport Documents published by ICC in its brochure No. 481. Therefore, the FWB bears the ICC logo alongside the symbol of the national/regional freight forwarders association.

The non-negotiable FIATA Multimodal Transport Waybill (FWB) conforms to the requirements of the “Guide for the Uniform Customs and Practice for Documentary Credits (UCP 600)” of ICC (ICC publication No. 600) in line with Article 21 when issued as a sea waybill, as an acceptable transport document.

A freight forwarder acting as MTO or marine carrier issuing the FWB is responsible for the performance of transport. The freight forwarder does not only assume responsibility for choosing the agents for the delivery of the goods at destination, but also for all carriers and third parties engaged by him/her for the performance of the entire transport. Contrary to the FIATA Multimodal Transport Bill of Lading (FBL), the FWB need not be presented by the consignee for the delivery of the goods at destination.

By issuing a FWB, under the terms on the reverse of the document, the freight forwarder generally accepts a basic liability limit of 666.67 SDR per package or unit, or 2 SDR per kilogram of gross weight of the goods lost or damaged, whichever is the higher, unless a higher value has been declared (Art. 9.3. of the FWB conditions). If a multimodal transport does not include carriage of goods by sea or inland waterway, a basic liability limit of 8.33 SDR per kilogram gross weight (Art. 9.5. of the FWB conditions) applies. When loss of or damage to the goods can be attributed to a particular stage of transport in a multimodal transport operation, the freight forwarder’s liability is limited according to mandatory national, territorial, or international law applicable to this stage of transport (Art. 9.6. of the FWB conditions).

When issuing a FWB, the freight forwarder should ensure that:

1. he/she has taken over the goods specified therein and that the right of disposal of these goods is solely vested in him/her;
2. the goods appear to be in apparent good order and condition;
3. details on the document correspond with the instructions he/she has received; and
4. responsibility for the cargo insurance cover has been agreed upon with the consignor.

Freight forwarders issuing FWBs have to insure their liability in accordance with the FWB conditions.
In accordance with the European Agreement concerning the international carriage of Dangerous Goods by Road (ADR), or the provisions of the IMO International Maritime Dangerous Goods (IMDG) Code, or national regulations when applicable giving the precise listing of relevant items to be entered in the transport document.

The undersigned, as principal of the forwarder remits to him together with the order of shipment of Dangerous Goods the following information:

- Marks and Numbers, Number & Type of Packages, UN No, Proper Shipping Name, ADR or IMO Class, Subsidiary risk, Packing Group, Flashpoint if relevant (in °C) (sea transport only) in accordance with applicable regulations.

Le soussigné, commettant du transitaire, lui remet en même temps que l’ordre d’expédition de marchandises dangereuses les renseignements suivants:

- Marquage et numéros, nombre et type d’emballage, N° UN, appellation technique, classe ADR ou IMO, risques subsidiaires, groupe d’emballage, point éclair si nécessaire (en °C) (transport maritime seulement) en accord avec les réglementations applicables.

<table>
<thead>
<tr>
<th>IMO SHIPPER’S CERTIFICATE</th>
<th>DECLARATION DE CHARGEMENT IMO</th>
</tr>
</thead>
<tbody>
<tr>
<td>I hereby declare that the contents of this consignment are fully and accurately described above by the Proper Shipping Name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.</td>
<td>Je déclare que le contenu de ce chargement est décrit ci-dessus de façon complète et exacte par la désignation officielle de transport et qu’il est convenablement classé, emballé, marqué, étiqueté, muni de plaques-étiquettes et à tous égards bien conditionné pour être transporté conformément aux réglementations internationales et nationales applicables.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ADR/IMO CONTAINER/VEHICLE PACKING CERTIFICATE</th>
<th>CERTIFICAT D’EMPOTAGE ADR/IMO DU CONTENUEUR/VÉHICULE</th>
</tr>
</thead>
<tbody>
<tr>
<td>I hereby declare that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with the provisions of the IMDG Code or the ADR as applicable.</td>
<td>Je soussigné déclare que les marchandises décrites ci-dessus ont été emportées/chargées dans le conteneur/véhicule identifié ci-dessus conformément aux dispositions applicables du code IMDG ou de l’ADR applicable.</td>
</tr>
</tbody>
</table>

- Special remarks
- Remarques particulières
- Place and date of issue
- Lieu et date d’émission

Shippers signature and stamp
Sceau et signature du chargeur
<table>
<thead>
<tr>
<th>Class / Classee</th>
<th>CLASSIFICATION OF DANGEROUS GOODS FOR ALL MODES OF TRANSPORT</th>
<th>CLASSIFICATION DES MARCHANDISES DANGEREUSES POUR TOUS LES MODES DE TRANSPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Explosive substances and articles</td>
<td>Matières et objets explosibles</td>
</tr>
<tr>
<td>1.1</td>
<td>Substances and articles which have a mass explosion hazard</td>
<td>Matières et objets comportant un risque d'explosion en masse</td>
</tr>
<tr>
<td>1.2</td>
<td>Substances and articles which have a projection hazard but not a mass explosion hazard</td>
<td>Matières et objets comportant un risque de projection sans risque d'explosion en masse</td>
</tr>
<tr>
<td>1.3</td>
<td>Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard</td>
<td>Matières et objets comportant un risque d'incendie avec un risque léger de souffle ou de projection ou de l'un et l'autre, mais sans risque d'explosion en masse</td>
</tr>
<tr>
<td>1.4</td>
<td>Substances and articles which present only a slight risk of explosion</td>
<td>Matières et objets ne présentant qu'un danger mineur d'explosion</td>
</tr>
<tr>
<td>1.5</td>
<td>Very insensitive substances having a mass explosion hazard</td>
<td>Matières très peu sensibles comportant un risque d'explosion en masse</td>
</tr>
<tr>
<td>1.6</td>
<td>Extremely insensitive articles which do not have a mass explosion hazard</td>
<td>Objets extrêmement peu sensibles ne comportant pas de risque d'explosion en masse</td>
</tr>
<tr>
<td>2</td>
<td>Gases: compressed, liquefied or dissolved under pressure</td>
<td>Gaz: Comprimés, liquéfiés ou dissous sous pression</td>
</tr>
<tr>
<td>2.1</td>
<td>Flammable gases *)</td>
<td>Gaz inflammables *)</td>
</tr>
<tr>
<td>2.2</td>
<td>Asphyxiating gases *)</td>
<td>Gaz asphyxiants *)</td>
</tr>
<tr>
<td>2.3</td>
<td>Toxic gases *)</td>
<td>Gaz toxiques *)</td>
</tr>
<tr>
<td></td>
<td>(*) Class 2 is formally subdivided in the Air and Sea regulations only</td>
<td>*) La classe 2 n’est subdivisée que dans les réglementations concernant transports aériens et maritimes</td>
</tr>
<tr>
<td>3</td>
<td>Flammable liquids</td>
<td>Liquides inflammables</td>
</tr>
<tr>
<td>4.1</td>
<td>Flammable solids, self-reactive substances and solid desensitised explosives</td>
<td>Matières solides inflammables, matières autoréactives et explosibles désensibilisées solides</td>
</tr>
<tr>
<td>4.2</td>
<td>Substances liable to spontaneous combustion</td>
<td>Matières sujettes à l'inflammation spontanée</td>
</tr>
<tr>
<td>4.3</td>
<td>Substances which in contact with water, emit flammable gases</td>
<td>Matières qui, au contact de l'eau, dégagent des gaz inflammables</td>
</tr>
<tr>
<td>5.1</td>
<td>Oxidizing substances</td>
<td>Matières comburantes</td>
</tr>
<tr>
<td>5.2</td>
<td>Organic peroxides</td>
<td>Peroxydes organiques</td>
</tr>
<tr>
<td>6.1</td>
<td>Toxic substances</td>
<td>Matières toxiques</td>
</tr>
<tr>
<td>6.2</td>
<td>Infectious substances</td>
<td>Matières infectieuses</td>
</tr>
<tr>
<td>7</td>
<td>Radioactive material</td>
<td>Matières radioactives</td>
</tr>
<tr>
<td>8</td>
<td>Corrosive substances</td>
<td>Matières corrosives</td>
</tr>
<tr>
<td>9</td>
<td>Miscellaneous dangerous substances and articles</td>
<td>Matières et objets dangereux divers</td>
</tr>
</tbody>
</table>

Sea transport ➔ IMDG Code ➔ Transports maritimes
Air transport ➔ ICAO- TI (IATA DGR) ➔ Transports aériens
Road transport in Europe ➔ ADR ➔ Transports européens par route
Rail transport in Europe ➔ RID ➔ Transports européens par chemin de fer
If a freight forwarder deals with the transport of dangerous goods, he/she needs detailed information with regard to the classification of the goods, according to the dangerous goods regulations for the different modes of transport. The FIATA SDT can be used for road transport in countries that have adopted the ADR, and sea transport where the IMDG Code is in effect. In addition, the form could assist in the carriage of dangerous goods according to other national or local legislation, where additional documentary requirements may apply and need to be ascertained before the movement of the goods.

The FIATA SDT is not accepted for international rail transport according to RID and air transport according to the ICAO Technical Instructions. For rail transport (RID) the CIM waybill must be used with suitable notations compliant with the applicable RID rules, and for air transport forms and additional requirements stipulated in the IATA Dangerous Goods Rules apply. However, the correctly filled FIATA SDT can always be utilised as a complementary document.

The Shipper’s Declaration shall not be completed by the freight forwarder. In each case, the Declaration must be completed and signed by the shipper (consignor) and then handed over to the freight forwarder.

Further helpful information regarding the regulations for the transport of dangerous goods and responsibilities is contained in the brochure “FIATA Introduction to the Regulations for the Safe Handling and Transport of Dangerous Goods”. Additional information is available on the FIATA website (www.fiata.com) and information published by the UN is updated every second year (United Nations’ Recommendations on the Transport of Dangerous Goods – Model Regulations).
FIATA SIC

Shippers Intermodal Weight Certification

Name and address of certifying shipper

Emblem of National Association

No.

Country Code

Marks and numbers Number and kind of packages Description of goods Gross weight*

Container or trailer number (if applicable)

* packaging material (including ice), pallets and dunnage, if not included above

Actual gross cargo weight

The undersigned shipper herewith certifies that the gross weight of the goods listed herein is true and correct and includes all applicable packaging material, pallets and dunnage.

(For shipments to or from the USA see notes overleaf)

Place and date of certification

Stamp and signature of certifying shipper
The starting point for the creation of the FIATA SIC was the Intermodal Safe Container Act of 1992 in the USA and the Amendment to the Act of 1996. The FIATA SIC facilitates freight forwarders’ and shippers’ compliance with US legislation, which provides in US trades for certification of the gross cargo weight stowed in a container or trailer if it exceeds 29,000 pounds (13,154 kg).

If FCL goods originate from a single shipper, the FIATA SIC must be completed and signed by him/her and be handed over to the freight forwarder to enable the freight forwarder to pass on the information contained in the form to the carrier. When arranging consolidated container shipments, the freight forwarder becomes a shipper himself/herself. If the total gross cargo weight is in this case expected to exceed 29’000 Pounds (13’154 kg), it is advisable for the freight forwarder to obtain from all initial shippers FIATA SICs to be able to base his/her own document on their certifications.

Although the form was designed in compliance with the overweight container legislation of the USA, it can also be used for shipments to other places where weight certification may be necessary or recommendable. In particular its use can be advantageous in preparation of the entry into force of the mandatory rules on container weighing decided by the IMO.
FIATA FORWARDING INSTRUCTIONS FFI

<table>
<thead>
<tr>
<th>3336 Consignor</th>
<th>1</th>
<th>Emblem of National Association (approved by FIATA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1492 Consignor's reference No.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>3132 Consignee</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>3170 Freight Forwarder</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>3180 Notify party</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>3238 Country of origin</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Documentary credit</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Goods ready for shipment</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Place</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>4490 Conditions of sale</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>8066 Mode of transport</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Air</td>
<td>Covered by us</td>
<td></td>
</tr>
<tr>
<td>Rail</td>
<td>Covered by us</td>
<td></td>
</tr>
<tr>
<td>Sea</td>
<td>To be covered by you</td>
<td></td>
</tr>
<tr>
<td>7002 Description of goods</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>7102 Marks &amp; numbers</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>7224 Number &amp; type of pkgs.</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>7064</td>
<td>Gross weight</td>
<td></td>
</tr>
<tr>
<td>7002</td>
<td>Cube</td>
<td></td>
</tr>
<tr>
<td>7357 Commodity code</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>6292</td>
<td>Net net weight</td>
<td></td>
</tr>
<tr>
<td>6322</td>
<td>Value</td>
<td></td>
</tr>
<tr>
<td>6048</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The goods and instructions are accepted and dealt with subject to the Trading Conditions printed overleaf.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4078 Handling instructions (dangerous goods etc.)</td>
<td>17</td>
<td></td>
</tr>
<tr>
<td>Dimensions/Measurement and weight of each package</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>1346 Document enclosed:</td>
<td>1160 Document required:</td>
<td>Orig. Copy</td>
</tr>
<tr>
<td>19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4052 Terms of delivery</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>3410 Place and 2006 date of issue</td>
<td>21</td>
<td></td>
</tr>
<tr>
<td>4426 Authentication</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>
Freight forwarders mostly design and print their own forwarding instructions forms, which have to be filled in by their clients. However, the instruction forms of the various freight forwarders are not uniform.

In the interest of uniformity and a common layout FIATA drafted the FIATA Model for Forwarding Instructions. The form is aligned to the UN layout key for trade documents (UNCEFACT recommendation number 1), which aims at providing an international basis for the standardisation of documents used in international trade.

The form is designed to be used in the aligned series and to combine functions in sets of forms, of which integral parts serve various purposes in the procedures for cargo handling.

The member organisations of FIATA may adapt this instruction form to their national/regional requirements. However, it is fundamental that such changes are made within the margin of the UN layout key.

FIATA recommends that its Association Members adopt and introduce this instruction form, as it is an important tool to improve professional standards and will serve to foster the corporate identity of our trade. It is worth noting that the mapping of these forms in the digital environment exists and is available for developers.