

# MULTIMODAL TRANSPORT DOCUMENT

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A Multimodal or Combined Transport Document is used when a journey involves more than one mode of transport. While it is not necessary to specify every mode of transport on the document, the document must not indicate that the shipment or dispatch was conducted using only one mode.

This document is issued by the carrier to the shipper once the goods have been received, dispatched, taken in charge, or shipped on board at the location specified in the credit and serves the following functions:

- 1. Proof of Shipment:** It provides evidence that the goods have been received, dispatched, taken in charge, or shipped on board, including relevant details such as the place of receipt, pre-carriage, vessel name, voyage number, port of loading, port of discharge, place of delivery, and date of shipment. It also includes other necessary information, such as a description of the goods, packaging, shipping marks, quantity, and measurements.
- 2. Contract of Carriage:** It contains the terms and conditions of the contract of carriage and serves as the contract of carriage between the merchant and the carrier, or may include a reference to another source containing terms and conditions of carriage (short form/Blank back transport document). Banks will not examine the content of the terms and conditions, and any reference to a charter party is not allowed.
- 3. Document of Title:** If the journey is entirely between two inland locations (place of receipt and place of delivery) or if the final leg of the journey is not by sea, the document should not be issued in a negotiable form and does not convey title to the goods. However, if the final leg of the journey involves sea transport (from the place of receipt to a seaport of discharge), the document may be issued in a negotiable form, similar to a bill of lading. In this case, it can convey title to the goods and is transferable by endorsement and delivery.

This document must identify the name of the carrier and must be signed by the carrier, master, or their agents, with the capacity of each party clearly indicated. This requirement aligns with the signature and capacity requirements for a Bill of Lading and a Non-Negotiable Sea Waybill.

The date of issuance of this document is treated as the date of dispatch, taken in charge, or shipped on board, unless there is a separate notation indicating a specific date, in which case that date will be considered the shipment date.

When the first leg of the journey involves sea transport, all relevant provisions for determining the 'on board' status and shipment date, in line with Bill of Lading requirements, apply. This includes the indication of pre-carriage, place of receipt,

intended vessel, and intended port of loading, as applicable, regardless of whether the document is printed on pre-printed 'SHIPPED' form stationery.

When the first leg of the journey involves an inland place, as specified in the LC, there is no need for a separate 'on board' notation for the intended vessel or intended port of loading. This is because seller delivers once goods are taken charge by the carrier at the place specified in the LC. The date of issuance of transport document is treated as date of shipment unless there is a separate notation indicating the date of receipt/dispatch/taken in charge

Similarly, the consignee and notify party details must be provided as per the LC, with requirements identical to those of a Bill of Lading.

Unless otherwise stated in the credit, number of originals as indicated in the document must be presented to the bank.

For further explanations on each specific field, please refer to the notes provided for the Bill of Lading.