

CLEAN	<ul style="list-style-type: none"> • A bank will only accept a clean transport document. • A clean transport document is one bearing no clause or notation expressly declaring a defective condition of the goods or their packaging. This is usually indicated by words like “Received by the Carrier the Goods as specified above in apparent good order and condition unless otherwise stated ...” or “It is agreed that the goods described herein are accepted in apparent good order and condition for carriage”. • The word “clean” need not appear on a transport document, even if a credit has a requirement for that transport document to be “clean on board”. • A clause on a transport document such as “packaging may not be sufficient for the sea journey” or words of similar effect does not expressly declare a defective condition of the packaging. • Deletion of the word “clean” on a transport document does not expressly declare a defective condition of the goods or their packaging.
UNCLEAN	<ul style="list-style-type: none"> • A clause on a transport document such as “packaging is not sufficient for the sea journey” or words of similar effect is an example of a clause expressly declaring a defective condition of the packaging. In that case, the goods will be regarded “unclean,” “dirty,” “claused,” or “foul”. This may be worded in a number of ways on the bill of lading. Some examples: <ul style="list-style-type: none"> ○ Content leaking ○ Packaging soiled by contents ○ Packaging broken/holed/torn/damaged ○ Packaging contaminated ○ Goods damaged/scratched ○ Goods chafed/torn/deformed ○ Packaging badly dented ○ Packaging damaged—contents exposed ○ Insufficient packaging ○ Packaging is not sufficient for the sea journey ○ Rusty iron/blood-soaked wrappings ○ Unclean on board

Source: UCP 600 ICC – ISBP ICC - UCP 600 Transport Documents 2nd Edition By Kim Sindberg

Art. 27 UCP 600 ICC: Clean Transport Document

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This chart is intended to offer a general overview. For further details, please consult the official UCP 600/ISBP publications and ICC Opinions. The content has been prepared with care and to the best of our knowledge; however, no liability is assumed for its timeliness, completeness, or accuracy.