

Port to Port Shipments: Bill of Lading // Non-Negotiable Bill of Lading // Charter Party Bill of Lading

RECEIVED FOR SHIPMENT/TAKEN IN CHARGE	TRANSPORT DOCUMENT	SHIPPED ON BOARD
<p>RECEIVED by the Carrier in apparent good order and condition (unless otherwise stated herein) the total number or quantity of Containers or other packages or units indicated in box entitled Carrier's Receipt for carriage subject to all the term and conditions hereof from the Place of Receipt or Port of Loading to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTING THIS BILL OF LADING THE MERCHANT EXPRESSLY ACCEPTS AND AGREES TO ALL THE TERMS AND CONDITIONS, WHETHER PRINTED, STAMPED OR OTHERWISE INCORPORATED ON THIS SIDE AND ON THE REVERSE SIDE OF THIS BILL OF LADING AND TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF AS IF THEY WERE ALL SIGNED BY THE MERCHANT .</p> <p style="text-align: center;">OR</p> <p>-Taken in charge in apparent good order and condition,</p>	<p><u>WITH OR W/O PLACE OF RECEIPT</u></p>	<p>SHIPPED in external apparent good order and condition (save as may be stated hereon), the goods or containers specified below packed by or on behalf on the Shipper and said by the Shipper to contain the goods specified above (weight, quantity, contents, conditions, quality and value unknown), for transportation, subject to all the terms and conditions printed on the back hereof, from the place of acceptance to the place of delivery, by any conveyance and by any vessel(s), whether as specified above or substitute(s) and with or without transshipment(s) and via the intended port(s) of loading and discharge and / or other port(s) and by any road, all in the absolute discretion of the Carrier, and there to be delivered, by the Carrier or his authorized Agent, to the Holder of this document (duly endorsed), upon presentation of it and ainst payment of the freight as specified herein plus other charges incurred, in accordance with the provisions contained in this documents. In accepting this Bill of Lading, the Merchant accepts and agrees to all its stipulation, exceptions and conditions, on both pages, whether written, printed, stamped or otherwise incorporated.</p> <p>IN WITNESS whereof Originals Bill of Lading all of this tenor and date have been signed in the number stated above, on of which being accomplished the other(s) to be void.</p>
<p>DATED ON BOARD NOTATION</p>	<p><u>NO INDICATION OF A MEANS OF PRE-CARRIAGE</u></p>	<p>THE DATE OF ISSUE IS CONSIDERED TO BE THE DATE OF SHIPMENT</p>
<p>SHIPPED ON BOARD 14/03/2018</p>	<p>← REQUIRED ON BOARD NOTATION →</p>	<p>===== *</p>
<p>ON BOARD NOTATION SHOWING DATE OF SHIPMENT, NAME OF VESSEL AND PORT OF LOADING</p>	<p><u>INDICATION OF A MEANS OF PRE-CARRIAGE</u></p>	<p>ON BOARD NOTATION SHOWING DATE OF SHIPMENT, NAME OF VESSEL AND PORT OF LOADING</p>
<p>SHIPPED ON BOARD 14/03/2018 ON MSC FANTASIA AT NAPLES PORT</p>	<p>← REQUIRED ON BOARD NOTATION →</p>	<p>SHIPPED ON BOARD 14/03/2018 ON MSC FANTASIA AT NAPLES PORT</p>

*: UCP 600 ICC: The date of issuance of the transport document will be deemed to be the date of shipment unless the transport document contains an on board notation indicating the date of shipment, in which case the date stated in the on board notation will be deemed to be the date of shipment.

ISBP: Terms such as “Shipped in apparent good order”, “Laden on board”, “Clean on board” or other phrases that incorporate “shipped” or “on board” have the same effect as the words “Shipped on board”.

UCP 600 ICC: The date of issuance of the bill of lading will be deemed to be the date of shipment unless the bill of lading contains an on board notation indicating the date of shipment, in which case the date stated in the on board notation will be deemed to be the date of shipment.

- 1) **An on board notation is also required where the vessel is stated to be “intended”.** In this event, an on board notation indicating the date of shipment and the name of the actual vessel is required. Alternatively, the word “intended” may be deleted and the deletion authenticated by the carrier or their agent.
- 2) **An on board notation is also required where the port of loading is stated to be “intended”.** In this event, an on board notation indicating the date of shipment, the name of the actual vessel and the name of actual port of loading is required. Alternatively, the word “intended” may be deleted and the deletion authenticated by the carrier or their agent.
- 3) **Where the port of loading stated in the credit is shown as the place of receipt** (the ocean vessel and port of loading fields, in this case, are reflecting the transshipment details) **with shipment by sea from that port, a dated on board notation is required evidencing the port of loading stated in the credit and the vessel that is leaving that port.**
- 4) **The exception** to the above is where the bill of lading contains wording such as:
 - a) “[W]hen the place of receipt of the goods is an inland point and is so named herein, any notation of “on board”, “shipped on board” or words to like effect on this BL, shall be deemed to mean on board the truck, rail car, aircraft or other inland conveyance... from the place of receipt of the goods to the port of loading”. When incorporated into the pre printed text on the bill of lading, the use of this form of wording clearly indicates that “shipped on board” or similar terms does not equate to „shipped on board a named vessel at the port of loading stated in the credit” (as required by sub article 20 (a) (ii)).
 - b) “[W]hen the place of receipt box has been completed, any notation on this bill of lading of “on board”, “loaded on board” or words to like effect, shall be deemed to be on board the means of transportation performing the carriage from the place of receipt to the port of loading.”

Where such wording is incorporated into the pre-printed wording, a dated on board notation will be required that also indicates the name of the vessel and the port of loading.

When the MT 700 field 44A is completed (Multimodal Routing with shipment from an inland place) and the credit call for on board transport document (credit not correctly issued), the on-board notation is also required.

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.