

*Illustration 1*

The Vatican wishes to ship one of its art treasures for display at a world's fair to be held in another country on a different continent. An Italian ocean carrier, recognizing the publicity value in safely carrying the art treasure, volunteers to transport it without charge.

*Illustration 2*

An ocean carrier in New York issues its bill of lading for the carriage of ten ocean shipping containers to Cape Town but the document does not specify how the container will be carried. The freight rate would not cover the normal cost of moving even one of the containers to Cape Town by air.

*Illustration 3*

An airline issues an air waybill for the carriage of a single aircraft container from New York to Cape Town but the document does not specify how the container will be carried. The freight rate is consistent with the normal cost for shipment by air.

*Illustration 4*

A freight forwarder contracts to carry a twenty-foot container from Copenhagen to Genoa and issues a generic bill of lading that does not specify the mode of transport. It then subcontracts with an ocean carrier to perform the carriage.

*Illustration 5*

A freight forwarder contracts to carry a twenty-foot container from Montreal to Seattle and issues a generic bill of lading that does not specify the mode of transport. A railroad then carries the goods under a previously arranged contract with the freight forwarder.

*Illustration 6*

A freight forwarder contracts to carry a twenty-foot container from Rio de Janeiro to Buenos Aires and issues a generic bill of lading that does not specify the mode of transport. It then subcontracts with an ocean carrier to perform the carriage. At the last minute, a strike in the port requires the freight forwarder to send the container by road instead.

*Illustration 7*

A contract of carriage provides for goods to be trucked from Vancouver to Seattle and then carried by sea to Honolulu.

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A contract of carriage provides for goods to be trucked from Seattle to Vancouver and then carried by sea to Honolulu.

*Illustration 9*

A contract of carriage provides for goods to be carried by sea from Vancouver to Honolulu.

*Illustration 10*

A contract of carriage provides for goods to be carried by sea from Honolulu to Seattle, by road from Seattle to Vancouver, and then by sea from Vancouver to Montreal.

*Illustration 11*

A contract of carriage provides for goods to be carried by road from Berlin (the place of receipt) to Antwerp, by sea from Antwerp (the port of loading) to Montreal (the port of discharge), and then by rail from Montreal to Chicago (the place of delivery).

*Illustration 12*

A manufacturer of goods contracts with an ocean carrier to transport ten containers of goods from Shanghai to Rotterdam. The ocean carrier arranges for a second ocean carrier to transport those ten containers (along with others) under a pre-existing slot charter.

*Illustration 13*

An oil exploration company enters into a heavy lift contract with the owner of a specialized vessel to move a drilling rig from an offshore location off the coast of Texas to an offshore location off the coast of Nigeria.

*Illustration 14*

The owner of a specialized vessel for carrying automobiles operates an irregular service transporting used cars from ports on the East Coast of the United States to West Africa. Shippers inform the carrier of their needs and the vessel sails whenever demand is sufficient. The carrier issues bills of lading to shippers to evidence their contracts of carriage.

*Illustration 15*

A manufacturer concludes a slot charter with an ocean carrier for 20 container slots per voyage on a liner service from the United States to Europe. The carrier issues a bill of lading for each container shipped. Some bills of lading are retained by the manufacturer to enable its European agent to take delivery. Others are negotiated to third-party buyers when the goods are sold during the voyage.

*Illustration 16*

A vessel owner has extra space on a voyage from Singapore to Dakar as the result of a charterer's failure to furnish a full load. In a last-minute arrangement, it enters into an ad hoc contract of carriage with a shipper under which it agrees to deliver the shipper's goods as directed by the shipper at least 72 hours before the vessel arrives at Dakar. It does not issue any transport documents for these goods.

*Illustration 17*

A Chinese shipper contracts with a Chinese carrier to transport goods by sea on a Chinese vessel from Shanghai to a Chinese-owned company in Seattle.