



## ST. CHRISTOPHER AND NEVIS

### CHAPTER 8.01

### CARRIAGE BY AIR ACT

#### Revised Edition

showing the law as at 31 December 2002

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## **CHAPTER 8.01**

### **CARRIAGE BY AIR ACT**

AN ACT TO GIVE EFFECT TO THE CONVENTION CONCERNING INTERNATIONAL CARRIAGE BY AIR KNOWN AS “THE WARSAW CONVENTION AS AMENDED AT THE HAGUE 1995”, TO ENABLE THE RULES CONTAINED IN THAT CONVENTION TO BE APPLIED, WITH OR WITHOUT MODIFICATION, IN OTHER CASES AND, PARTICULAR TO NON-INTERNATIONAL CARRIAGE BY AIR; AND TO PROVIDE FOR RELATED OR INCIDENTAL PURPOSES.

#### **Short title.**

1. This Act may be cited as the Carriage by Air Act.

#### **Interpretation.**

2. “Convention” means the English text of the Warsaw Convention as amended at the Hague in 1955;  
“court” includes (in an arbitration allowed by the Convention) an arbitrator;  
“Minister” means the Minister for the time being charged with the subject of transport and communications;  
“Supplementary Convention” means the English text of Guadalajara Convention made supplementary to the Warsaw Convention, for the unification of certain rules relating to international carriage by air performed by a person other than the contracting carrier.

#### **The Convention and the Supplementary Convention to have force of law.**

3. (1) Subject to this section, the Convention provisions of the Convention as set out in the First Schedule and the provisions of the Supplementary Convention as set out in the Second Schedule shall, so far as they relate to the rights and liabilities of carriers, carriers’ servants and agents, passengers, consignors, consignees and other persons, and subject to the provisions of this Act, have the force of law in relation to any carriage by air to which the Convention or the Supplementary Convention applies irrespective of the nationality of the aircraft performing that carriage.

(2) This section shall not apply so as to affect rights or liabilities arising out of an occurrence before the coming into force of this section.

(3) If there is any inconsistency between the English text of the Convention and the Supplementary Convention as published in Schedules I and II and the French text of such Conventions, the French text shall be consulted and shall be given effect to whenever it is expedient to maintain uniformity in rules relating to international carriage of passengers and goods.

#### **Designation of High Contracting Parties.**

4. (1) The Minister may, by Order, from time to time, certify who are, either generally, or in respect of specified matters, the High Contracting Parties to the Convention, in respect of what territories they are respectively parties, and to what extent they have availed themselves of the provisions of the Additional Protocol at the end of the Convention as set out in the First Schedule.

(2) An Order made under this section shall, except so far as it has been superseded by a subsequent Order, be conclusive evidence of the matters so certified.

(3) An Order made under this section may contain such transitional and other consequential provisions as appear to the Minister to be expedient.

#### **Limitation of liability.**

5. (1) It is hereby declared that the limitations on liability in Article 22 and Article 25A in the First Schedule apply whatever the nature of the proceedings by which liability may be enforced, and that, in particular, the limitation for each passenger in paragraph (1)(a) of Article 22 applies to the aggregate liability of the carrier in all proceedings which may be brought against him or her in Saint Christopher and Nevis together with any proceedings brought against him or her outside the Federation.

(2) A court before which proceedings are brought to enforce a liability which is limited by Article 22 may at any stage of the proceedings make any such order as appears to the court to be just and equitable in view of the provisions of Article 22 or Article 25A and of any other proceedings which have been, or are likely to be, commenced in Saint Christopher and Nevis or elsewhere to enforce the liability in whole or in part.

(3) Without prejudice to subsection (2), a court before which proceedings are brought to enforce a liability which is limited by Article 22 or Article 25A shall, where the liability is or may be partly enforceable in other proceedings in or elsewhere, have jurisdiction to award an amount less than the court would have awarded if the limitation applied solely to the proceedings before the court, or to make any part of its award conditional on the result of any other proceedings.

(4) References in this section to Article 22 and Article 25A include, subject to any necessary modifications, references to those Articles applied by Article 25 as set out in the First Schedule.

(5) The limits of liability established by the Convention shall be calculated in terms of Special Drawing Rights (SDRs) as defined by the International Monetary Fund, and the sums may be converted into national currencies in round figures at the date of judgment.

#### **Notice of partial loss.**

6. In Article 26(2), as set out in the First Schedule, the references to damage shall be construed as including loss of part of the baggage or cargo in question and the references to the receipt of the baggage or cargo shall, in relation to loss of part of it, be construed as receipt of the remainder of it.

#### **Time for bringing proceedings.**

7. (1) No action against a carrier is servant or agent which arises out of damage to which the Convention relates shall, if he or she was acting within the scope of his or her employment, be brought after more than two years, reckoned from the date of arrival at the destination or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(2) Article 29 in the First Schedule shall not be read as applying to any proceedings for contribution between persons liable for any damage to which the Convention relates.

(3) The foregoing provisions of this section and the provisions of Article 29 shall have effect as if references in those provisions to an action included references to an arbitration.

**Power to exclude aircraft in use for military purposes.**

**8.** (1) The Minister may, from time to time, by Order, direct that this section shall apply, or shall cease to apply, to Saint Christopher and Nevis or to any other State specified in the Order.

(2) The Convention as set out in the First Schedule shall not apply to the carriage of persons, cargo and baggage for the military authorities of a State to which this section applies in aircraft registered in that State if the capacity of the aircraft has been reserved by or on behalf of those authorities.

**Actions against High Contracting Parties.**

**9.** Every High Contracting Party to the Convention who has not availed himself or herself of the provisions of the Additional Protocol at the end of the Convention as set out in the First Schedule shall, for the purposes of any action brought in a court in Saint Christopher and Nevis in accordance with the provisions of Article 28 in the said Schedule to enforce a claim in respect of carriage undertaken by him or her, be deemed to have submitted to the jurisdiction of that court, and accordingly rules of court may provide for the manner in which any such action is to be commenced and carried on, but nothing in this section shall authorise the issue of execution against the property of any High Contracting Party.

**Amendments consequential on revision of Convention or Supplementary Convention.**

**10.** (1) If at any time it appears to the Minister that the Government of Saint Christopher and Nevis has agreed to a revision of the Convention or the Supplementary Convention, the Minister may, by Order, provide that this Act shall have effect subject to such exceptions, adaptations and modifications as the Minister considers appropriate in consequence of the revision.

(2) In subsection (1), "revision" means an omission from, addition to or alteration of the Convention or the Supplementary Convention, and includes replacement of the Convention or the Supplementary Convention or part of either of them by another convention.

(3) An order made under this section shall be laid before the National Assembly.

**Application to carriage by air not governed by Convention.**

**11.** (1) The Minister may by Order, apply the Convention as set out in the First Schedule, and the Supplementary Convention as set out in the Second Schedule, together with any other provisions of this Act, to carriage by air, not being carriage by air to which either Convention applies, of such descriptions as may be specified in the Order, subject to such exceptions, adaptations and modifications, if any, as may be so specified.

(2) An Order made under this section may contain such transitional and other sequential provisions as appear to the Minister to be expedient.

(3) An Order made under this section shall be laid before the National Assembly.

**Application to Crown.**

**12.** This Act shall bind the Crown.

**Minister to make Regulations.**

**13.** (1) The Minister may make Regulations to give effect to the principles and provisions of this Act.

(2) Without prejudice to the generality of powers given under subsection (1) of this section or section 11 of this Act the Minister may make Regulations for the following matters—

- (a) non-international carriage by air;
  - (b) gratuitous carriage;
  - (c) international carriage of passengers and goods not covered by this Act or the Convention.
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## SCHEDULE 1

(Section 3(1))

### THE WARSAW CONVENTION WITH THE AMENDMENTS MADE IN IT BY THE HAGUE PROTOCOL

For the Unification of Certain Rules Relating to International Carriage by Air

#### CHAPTER 1

##### ARTICLE 1

(1) This Convention applies to all international carriage of persons, baggage, or cargo performed by aircraft for reward. It applies equally to gratuitous carriage by aircraft performed by an air transport undertaking.

(2) For the purposes of this Convention, the expression "international carriage" means any carriage in which, according to the agreement between the parties, the place of departure and the place of destination, whether or not there be a break in the carriage or a transshipment, are situated either within the territories of two High Contracting Parties or within the territory of a single High Contracting Party if there is an agreed stopping place within the territory of another State, even if that State is not a High Contracting Party. Carriage between two points within the territory of a single High Contracting Party without an agreed stopping place within the territory of another State is not international carriage for the purposes of this Convention.

(3) Carriage to be performed by several successive air carriers is deemed, for the purposes of this Convention, to be one undivided carriage if it has been regarded by the parties as a single operation, whether it had been agreed upon under the form of a single contract or of a series of contracts, and it does not lose its international character merely because one contract or a series of contracts is to be performed entirely within the territory of the same State.

##### ARTICLE 2

(1) This Convention applies to carriage performed by the State or by legally constituted public bodies, provided it falls within the conditions laid down in Article 1.

(2) This Convention shall not apply to carriage of mail and postal packages.

#### CHAPTER II

##### DOCUMENTS OF CARRIAGE

##### SECTION 1

##### PASSENGER TICKET

##### ARTICLE 3

(1) In respect of the carriage of passengers, a ticket shall be delivered containing:

- (a) an indication of the places of departure and destination;
- (b) if the places of departure and destination are within the territory of a single High Contracting Party, one or more agreed stopping places being within the territory of another State, and indication of at least one such stopping place;

- (c) a notice to the effect that, if the passenger's journey involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and that the Convention governs and in most cases limits the liability of carriers for death or personal injury and in respect of loss of or damage to baggage.

(2) The passenger ticket shall constitute *prima facie* evidence of the conclusion and conditions of the contract of carriage. The absence, irregularity or loss of the passenger ticket does not affect the existence or the validity of the contract of carriage which shall, none the less be subject to the rules of this Convention. Nevertheless, if, with the consent of the carrier, the passenger embarks without a passenger ticket having been delivered, or if the ticket does not include the notice required by paragraph (1)(c) of this Article, the carrier shall not be entitled to avail himself or herself of the provisions of Article 22.

## SECTION 2

### BAGGAGE CHECK

#### ARTICLE 4

(1) In respect of the carriage of registered baggage, a baggage check shall be delivered, which, unless combined with or incorporated in a passenger ticket which complies with the provisions of Article 3, paragraph (1), shall contain:

- (a) an indication of the places of departure and destination;
- (b) if the places of departure and destination are within the territory of a single High Contracting Party, one or more agreed stopping places being within the territory of another State, an indication of at least one such stopping place;
- (c) a notice to the effect that, if the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and that the Convention governs and in most cases limits the liability of carriers in respect of loss of or damage to baggage.

(2) The baggage check shall constitute *prima facie* evidence of the registration of the baggage and of the conditions of the contract of carriage. The absence, irregularity, or loss of the baggage check does not affect the existence or the validity of the contract of carriage which shall, none the less, be subject to the rules of this Convention. Nevertheless, if the carrier takes charge of the baggage without a baggage check having been delivered or if the baggage check (unless combined with or incorporated in the passenger ticket which complies with the provisions of Article 3, paragraph (1)(c)) does not include the notice required by paragraph (1)(c) of this Article, he or she shall not be entitled to avail himself or herself of the provisions of Article 22, paragraph (2).

## SECTION 3

### AIR WAYBILL

#### ARTICLE 5

(1) Every carrier of cargo has the right to require the consignor to make out and hand over to him or her a document called an "air waybill"; every consignor has the right to require the carrier to accept this document.

(2) The absence, irregularity or loss of this document does not affect the existence or the validity of the contract of carriage which shall, subject to the provisions of Article 9, be none the less governed by the rules of this Convention.

ARTICLE 6

(1) The air waybill shall be made out by the consignor in three original parts and be handed over with the cargo.

(2) The first part shall be marked "for the carrier", and shall be signed by the consignor. The second part shall be marked "for the consignee"; it shall be signed by the consignor and by the carrier and shall accompany the cargo. The third part shall be signed by the carrier and handed by him or her to the consignor after the cargo has been accepted.

(3) The carrier shall sign prior to the loading of the cargo on board the aircraft.

(4) The signature of the carrier may be stamped, that of the consignor may be printed or stamped.

(5) If, at the request of the consignor, the carrier makes out the air waybill, he or she shall be deemed, subject to proof to the contrary, to have done so on behalf of the consignor.

ARTICLE 7

The carrier of cargo has the right to require the consignor to make out separate waybills when there is more than one package.

ARTICLE 8

The air waybill shall contain:

- (a) an indication of the places of departure and destination;
- (b) if the places of departure and destination are within the territory of a single High Contracting Party, one or more agreed stopping places being within the territory of another State, an indication of at least one such stopping place;
- (c) a notice to the consignor to the effect that, if the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and that the Convention governs and in most cases limits the liability of carriers in respect of loss of or damage to cargo.

ARTICLE 9

If, with the consent of the carrier, cargo is loaded on board the aircraft without an air waybill having been made out, or if the air waybill does not include the notice required by Article 8, paragraph (c), the carrier shall not be entitled to avail himself or herself of the provisions of Article 22, paragraph (2).

ARTICLE 10

(1) The consignor is responsible for the correctness of the particulars and statements relating to the cargo which he or she inserts in the air waybill.

(2) The consignor shall indemnify the carrier against all damage suffered by him or her, or by any other person to whom the carrier is liable, by reason of the irregularity, incorrectness, or incompleteness of the particulars and statements furnished by the consignor.

## ARTICLE 11

(1) The air waybill is *prima facie* evidence of the conclusion of the contract, of the receipt of the cargo and of the conditions of carriage.

(2) The statements in the air waybill relating to the weight, dimensions and packing of the cargo, as well as those relating to the number of packages, are *prima facie* evidence of the facts stated; those relating to the quantity, volume, and condition of the cargo do not constitute evidence against the carrier except so far as they both have been, and are stated in the air waybill to have been, checked by him or her in the presence of the consignor, or relate to the apparent condition of the cargo.

## ARTICLE 12

(1) Subject to his or her liability to carry out all his or her obligations under the contract of carriage, the consignor has the right to dispose of the cargo by withdrawing it at the aerodrome of departure or destination, or by stopping it in the course of the journey on any landing, or by calling for it to be delivered at the place of destination or in the course of the journey to a person other than the consignee named in the air waybill, or by requiring it to be returned to the aerodrome of departure. He or she must not exercise this right of disposition in such a way as to prejudice the carrier or other consignors and he or she must repay any expenses occasioned by the exercise of this right.

(2) If it is impossible to carry out the orders of the consignor the carrier must so inform him or her forthwith.

(3) If the carrier obeys the orders of the consignor for the disposition of the cargo without requiring the production of the part of the air waybill delivered to the latter, he or she will be liable, without prejudice to his or her right of recovery from the consignor, for any damage which may be caused thereby to any person who is lawfully in possession of that part of the air waybill.

(4) The right conferred on the consignor ceases at the moment when that of the consignee begins in accordance with Article 13. Nevertheless, if the consignee declines to accept the air waybill or the cargo, or if he or she cannot be communicated with, the consignor resumes his or her right of disposition.

## ARTICLE 13

(1) Except in the circumstances set out in the preceding Article, the consignee is entitled, on arrival of the cargo at the place of destination, to require the carrier to hand over to him or her the air waybill and to deliver the cargo to him or her, on payment of the charges due and on complying with the conditions of carriage set out in the air waybill.

(2) Unless it is otherwise agreed, it is the duty of the carrier to give notice to the consignee as soon as the cargo arrives.

(3) If the carrier admits the loss of the cargo, or if the cargo has not arrived at the expiration of seven days after the date on which it ought to have arrived, the consignee is entitled to put into force against the carrier the rights which flow from the contract of carriage.

## ARTICLE 14

The consignor and the consignee can respectively enforce all the rights given them by Articles 12 and 13, each in his or her own name, whether he or she is acting in his or her own interest or in the interest of another, provided that he or she carries out the obligations imposed by the contract.

ARTICLE 15

(1) Articles 12, 13 and 14 do not affect either the relations of the consignor or the consignee with each other or the mutual relations of third parties whose rights are derived either from the consignor or from the consignee.

(2) The provisions of Articles 12, 13 and 14 can only be varied by express provision in the air waybill.

(3) Nothing in this Convention prevents the issue of a negotiable air waybill.

ARTICLE 16

(1) The consignor must furnish such information and attach to the air waybill such documents as are necessary to meet the formalities of customs, octroi or police before the cargo can be delivered to the consignee. The consignor is liable to the carrier for any damage occasioned by the absence, insufficiency or irregularity of any such information or documents, unless the damage is due to the fault of the carrier or his or her servants or agents.

(2) The carrier is under no obligation to inquire into the correctness or sufficiency of such information or documents.

CHAPTER III

LIABILITY OF THE CARRIER

ARTICLE 17

The carrier is liable for damage sustained in the event of the death or wounding of a passenger or any bodily injury suffered by a passenger, if the accident which caused the damage so sustained took place on board the aircraft or in the course of any of the operations of embarking or disembarking.

ARTICLE 18

(1) The carrier is liable for damage sustained in the event of the destruction or loss of, or of damage to, any registered baggage or any cargo, if the occurrence which caused the damage so sustained took place during the carriage by air.

(2) The carriage by air within the meaning of the preceding paragraph comprises the period during which the baggage or cargo is in charge of the carrier, whether in an aerodrome or on board an aircraft, or, in the case of a landing outside an aerodrome, in any place whatsoever.

(3) The period of the carriage by air does not extend to any carriage by land, by sea or by river performed outside an aerodrome. If, however, such a carriage takes place in the performance of a contract for carriage by air, for the purpose of loading, delivery or transshipment, any damage is presumed, subject to proof to the contrary, to have been the result of an event which took place during the carriage by air.

ARTICLE 19

The carrier is liable for damage occasioned by delay in the carriage by air of passengers, baggage or cargo.

ARTICLE 20

The carrier is not liable if he or she proves that he or she and his or her servants or agents have taken all necessary measures to avoid the damage or that it was impossible for him or her or them to take such measures.

## ARTICLE 21

If the carrier proves that the damage was caused by or contributed to by the negligence of the injured person the court may, in accordance with the provisions of its own law, exonerate the carrier wholly or partly from its liability.

## ARTICLE 22

(1) In the carriage of persons, the liability of the carrier from each passenger is limited to the sum of two hundred and fifty thousand francs. Where, in accordance with the law of the court seised of the case, damages may be awarded in the form of periodical payments the equivalent capital value of the said payments shall not exceed two hundred and fifty thousand francs. Nevertheless, by special contract, the carrier and the passenger may agree to a higher limit of liability.

(2) (a) In the carriage of registered baggage and of cargo, the liability of the carrier is limited to a sum of two hundred and fifty francs per kilogramme, unless the passenger or consignor has made, at the time when the package was handed over to the carrier, a special declaration of interest in delivery at destination and has paid a supplementary sum if the case so requires. In that case the carrier will be liable to pay a sum not exceeding the declared sum, unless he or she proves that that sum is greater than the passenger's or consignor's actual interest in delivery at destination.

(b) In the case of loss, damage or delay of part of registered baggage or cargo, in or of any object contained therein, the weight to be taken into consideration in determining the amount to which the carrier's liability is limited shall be only the total weight of the package or packages concerned. Nevertheless, when the loss, damage or delay of a part of the registered baggage or cargo, or of an object contained therein, affects the value of other packages covered by the same baggage check or the same air waybill, the total weight of such package or packages shall also be taken into consideration in determining the limit of liability.

(3) As regards objects of which the passenger takes charge of himself or herself the liability of the carrier is limited to five thousand francs per passenger.

(4) The limits prescribed in this Article shall not prevent the court from awarding, in accordance with its own law, in addition, the whole or part of the court costs and of the other expenses of the litigation incurred by the plaintiff. The foregoing provisions shall not apply if the amount of the damages awarded, excluding court costs and other expenses of the litigation, does not exceed the sum which the carrier has offered in writing to the plaintiff within a period of six months from the date of the occurrence causing the damage, or before the commencement of the action, if that is later.

## ARTICLE 23

(1) Any provision tending to relieve the carrier of liability or to fix a lower limit than that which is laid down in this Convention shall be null and void, but the nullity of any such provision does not involve the nullity of the whole contract, which shall remain subject to the provisions of this Convention.

(2) Paragraph (1) of this Article shall not apply to provisions governing loss or damage resulting from the inherent defect, quality or vice of the cargo carried.

## ARTICLE 24

(1) In the case covered by Articles 18 and 19 any action for damages, however founded, can only be brought subject to the conditions and limits set out in this Convention.

(2) In the cases covered by Article 27 the provisions of the preceding paragraph also apply, without prejudice to the questions as to who are the persons who have the right to bring suit and what are their respective rights.

## ARTICLE 25

The limits of liability specified in Article 22 shall not apply, if it is proved that the damage resulted from an act or omission of the carrier, his or her servants or agents, done with intent to cause damage or recklessly and with knowledge that damage would probably result; provided that, in the case of such act or omission of a servant or agent, it is also proved that he or she was acting within the scope of his or her employment.

## ARTICLE 25A

(1) If an action is brought against a servant or agent of the carrier arising out of damage to which this Convention relates, such servant or agent, if he or she proves that he or she acted within the scope of his or her employment shall be entitled to avail himself or herself of the limits of liability which that carrier himself or herself is entitled to invoke under Article 22.

(2) The aggregate of the amounts recoverable from the carrier, his or her servants and agents, in that case, shall not exceed the said limits.

(3) The provisions of paragraphs (1) and (2) of this Article shall not apply if it is proved that the damages resulted from an act or omission of the servant or agent done with intent to cause damage or recklessly and with knowledge that damage would probably result.

## ARTICLE 26

(1) Receipt by the person entitled to delivery of baggage or cargo without complaint is *prima facie* evidence that the same has been delivered in good condition and in accordance with the document of carriage.

(2) In the case of damage, the person entitled to delivery must complain to the carrier forthwith after the discovery of the damage, and, at the latest, within seven days from the date of receipt in the case of baggage and fourteen days from the date of receipt in the case of cargo. In the case of delay the complaint must be made at the latest within twenty-one days from the date on which the baggage or cargo have been placed at his or her disposal.

(3) Every complaint must be made in writing upon the document of carriage or by separate notice in writing despatched within the times aforesaid.

(4) Failing complaint within the times aforesaid, no action shall lie against the carrier save in the case of fraud on his or her part.

## ARTICLE 27

In the case of the death of the person liable, an action for damages lies in accordance with the terms of this Convention against those legally representing his or her estate.

## ARTICLE 28

(1) An action for damages must be brought at the option of the plaintiff in the territory of one of the High Contracting Parties, either before the court having jurisdiction where the carrier is ordinarily resident or has his or her principal place of business, or has an establishment by which the contract has been made, or before the court having jurisdiction at the place of destination.

(2) Questions of procedure shall be governed by the law of the court seised of the case.

## ARTICLE 29

(1) The right to damages shall be extinguished if an action is not brought within two years, reckoned from the date of arrival at the destination, or from the date on which the aircraft ought to have arrived, or from the date on which the carriage stopped.

(2) The method of calculating the period of limitation shall be determined by the law of the court seised of the case.

## ARTICLE 30

(1) In the case of carriage to be performed by various successive carrier and falling within the definition set out in the third paragraph of Article 1, each carrier who accepts passengers, baggage or cargo is subjected to the rules set out in this Convention, and is deemed to be one of the contracting parties to the contract of carriage in so far as the contract deals with that part of the carriage which is performed under his or her supervision.

(2) In the case of carriage of this nature, the passenger or his or her representative can take action only against the carrier who performed the carriage during which the accident or the delay occurred, save in the case where, by express agreement, the first carrier has assumed liability for the whole journey.

(3) As regards baggage or cargo, the passenger or consignor will have a right of action against the first carrier, and the passenger or consignee who is entitled to delivery will have a right of action against the last carrier, and further, each may take action against the carrier who performed the carriage during which the destruction, loss, damage or delay took place. These carriers will be jointly and severally liable to the passenger or to the consignor or consignee.

## CHAPTER IV

## PROVISIONS RELATING TO COMBINED CARRIAGE

## ARTICLE 31

(1) In the case of combined carriage performed partly by air and partly by any other mode of carriage, the provisions of this Convention apply only to the carriage by air, provided that the carriage by air falls within the terms of Article 1.

(2) Nothing in this Convention shall prevent the parties in the case of combined carriage from inserting in the document of air carriage conditions relating to other modes of carriage, provided that the provisions of this Convention are observed as regards the carriage by air.

## CHAPTER V

## GENERAL AND FINAL PROVISIONS

## ARTICLE 32

Any clause contained in the contract and all special agreements entered into before the damage occurred by which the parties purport to infringe the rules laid down by the Convention, whether by deciding the law to be applied, or by altering the rules as to jurisdiction, shall be null and void. Nevertheless, for the carriage of cargo arbitration clauses are allowed, subject to this Convention, if the arbitration is to take place within one of the jurisdictions referred to in the first paragraph of Article 28.

## ARTICLE 33

Nothing contained in this Convention shall prevent the carrier either from refusing to enter into any contract or carriage, or from making regulations which do not conflict with the provisions of this Convention.

## ARTICLE 34

The provisions of Articles 3 to 9 inclusive, relating to documents of carriage, shall not apply in the case of carriage performed in extraordinary circumstances outside the normal scope of an air carrier's business.

## ARTICLE 35

The expression "days" when used in this Convention means current days not working days.

## ARTICLE 40A

(1) (This paragraph is not reproduced. It defines "High Contracting Party".)

(2) For the purposes of the Convention the word "territory" means not only the metropolitan territory of a State but also all other territories for the foreign relations of which that State is responsible.

(Articles 36, 37, 38, 39, 40 and 41 and the concluding words of the Convention are not reproduced. They deal with the coming into force of the Convention.)

## ADDITIONAL PROTOCOL

## (WITH REFERENCE TO ARTICLE 2)

The High Contracting Parties reserve to themselves the right to declare at the time of ratification or of accession that the first paragraph of Article 2 of this Convention shall not apply to international carriage by air performed directly by the State, its colonies, protectorates or mandated territories, or by any other territory under its sovereignty, suzerainty or authority.

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**SCHEDULE 2***(Section 3 (1))***PART 1****GUADALAJARA CONVENTION**

SUPPLEMENTARY TO THE WARSAW CONVENTION, FOR THE UNIFICATION OF CERTAIN  
RULES RELATING TO INTERNATIONAL CARRIAGE BY AIR PERFORMED BY A PERSON  
OTHER THAN THE CONTRACTING CARRIER

**ARTICLE I**

In this Convention:

- (a) (This paragraph is not reproduced. It defines “Warsaw Convention.”);
- (b) “Contracting carrier” means a person who as a principal makes an agreement for carriage governed by the Warsaw Convention with a passenger or consignor or with a person acting on behalf of the passenger or consignor;
- (c) “actual carrier” means a person, other than the contracting carrier, who, by virtue of authority from the contracting carrier, performs the whole or part of the carriage contemplated in paragraph (b) but who is not with respect to such part a successive carrier within the meaning of the Warsaw Convention. Such authority is presumed in the absence of proof to the contrary.

**ARTICLE II**

If an actual carrier performs the whole or part of carriage, which, according to the agreement referred to in Article 1, paragraph (b), is governed by the Warsaw Convention, both the contracting carrier and the actual carrier shall, except as otherwise provided in the Convention, be subject to the rules of the Warsaw Convention the former for the whole of the carriage contemplated in the agreement, the latter solely for the carriage which he or she performs.

**ARTICLE III**

The acts and omissions of the actual carrier and of his or her servants and agents acting within the scope of their employment shall, in relation to the carriage performed by the actual carrier, be deemed to be also those of the contracting carrier.

The acts and omissions of the contracting carrier and of his or her servants and agents acting within the scope of their employment shall, in relation to the carriage performed by the actual carrier, be deemed to be also those of the actual carrier. Nevertheless, no such act or omission shall subject the actual carrier to liability exceeding the limits specified in Article 22 of the Warsaw Convention. Any special agreement under which the contracting carrier assumes obligations not imposed by the Warsaw Convention or any waiver of rights conferred by that Convention or any special declaration of interest in delivery at destination contemplated in Article 22 of the said Convention, shall not affect the actual carrier unless agreed to by him or her.

**ARTICLE IV**

Any complaint to be made or order to be given under the Warsaw Convention to the carrier shall have the same effect whether addressed to the contracting carrier

or to the actual carrier. Nevertheless, orders referred to in Article 12 of the Warsaw Convention shall only be effective if addressed to the contracting carrier.

#### ARTICLE V

In relation to the carriage performed by the actual carrier, any servant or agent of that carrier or of the contracting carrier shall if he or she proves that he or she acted within the scope of his or her employment, be entitled to avail himself or herself of the limits of liability which are applicable under this Convention to the carrier whose servant or agent he or she is unless it is proved that he or she acted in a manner which, under the Warsaw Convention, prevents the limits of liability from being invoked.

#### ARTICLE VI

In relation to the carriage performed by the actual carrier, the aggregate of the amounts recoverable from that carrier and the contracting carrier, and from their servants and agents acting within the scope of their employment, shall not exceed the highest amount which could be awarded against either the contracting carrier or the actual carrier under this Convention, but none of the persons mentioned shall be liable for a SUM in excess of the limit applicable to him or her.

#### ARTICLE VII

In relation to the carriage performed by the actual carrier, an action for damages may be brought, at the option of the plaintiff, against that carrier or the contracting carrier, or against both together or separately. If the action is brought against only one of those carriers, that carrier shall have the right to require the other carrier to be joined in the proceedings, the procedure and effects being governed by the law of the court seised of the case.

#### ARTICLE VIII

Any action for damages contemplated in Article VII of this Convention must be brought, at the option of the plaintiff, either before a court in which an action may be brought against the contracting carrier, as provided in Article 28 of the Warsaw Convention, or before the court having jurisdiction at the place where the actual carrier is ordinarily resident or has his or her principal place of business.

#### ARTICLE IX

1. Any contractual provision tending to relieve the contracting carrier or the actual carrier of liability under this Convention or to fix a lower limit than that which is applicable according to this Convention shall be null and void, but the nullity of any such provisions does not involve the nullity of the whole agreement which shall remain subject to the provisions of this Convention.
2. In respect of the carriage performed by the actual carrier, the preceding paragraph shall not apply to contractual provisions governing loss or damage resulting from the inherent defect, quality or vice of the cargo carried.
3. Any clause contained in an agreement for carriage and all special agreements entered into before the damage occurred by which the parties purport to infringe the rules laid down by this Convention, whether by deciding the law to be applied, or by altering the rules as to jurisdiction, shall be null and void. Nevertheless, for the carriage of cargo arbitration clauses are allowed, subject to this Convention, if the arbitration is to take place in one of the jurisdictions referred to in Article VIII.

## ARTICLE X

Except as provided in Article VII, nothing in this Convention shall affect the rights and obligations of the two carriers between themselves.

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