

serted with the passenger ticket conforming to the provisions of Article 3, first paragraph, it shall state:

- a) the place of departure and destination;
- b) at least one intermediate landing point if the places of departure and destination are in the same State, and one or more intermediate landings in another State are scheduled; and
- c) a notice that the transportation may be subject to the Warsaw Convention or to a law which is in conformity with the limits provided for in the Convention as to the liability of the carrier for loss of, or damage to the baggage.

Unless otherwise established, the baggage check shall be the document of registration of the baggage and of the terms of transportation.

If no baggage check is issued, or its contents do not comply with the regulations, or if the check is lost, the transportation contract shall still be valid and shall remain subject to the provisions of this Chapter. However, the carrier shall not be entitled to avail itself of the provisions of Article 22, second paragraph, on the limitations of liability if he has accepted the baggage for which the baggage check was not issued, or if the check does not contain the notice provided for in the first paragraph, (c), and the check is not attached to, or inserted with the passenger tickets conforming to the provisions of Article 3, first paragraph (c).

*Article 5.* In the transportation of goods the carrier may require from the shipper a transportation document, referred to as a bill of lading. The shipper may require that the carrier accepts this document.

If the bill of lading is not executed, or if its contents do not comply with the regulations, or if the bill is lost, the transportation contract shall be still valid, and, with the exceptions provided for in Article 9 shall be subject to the provisions of this Chapter.

*Article 6.* The bill of lading shall be executed by the shipper in three original copies and shall be delivered to the carrier along with the goods. The first copy shall be marked "for the carrier" and signed by the shipper. The second copy shall be marked "for the consignee"; this copy shall be signed by the shipper and carrier and shall accompany the goods. The third copy shall be signed by the carrier and be delivered to the shipper after acceptance of the goods.

The bill of lading shall bear the signature of the carrier before the goods are placed on board the aircraft; the signature may be replaced by a stamp. The signature of the shipper may be printed or replaced by a stamp.

If the carrier has executed the bill of lading at the request of the shipper he shall be considered acting on behalf of the shipper unless there is proof to the contrary.

*Article 7.* If there are several parcels, the carrier may require the shipper to execute a separate bill of lading for each parcel.

*Article 8.* The bill of lading shall state:

- a) the place of departure and destination;
- b) at least one intermediate landing point if the places of departure and destination are in the same State and one or more intermediate landings in another State, are scheduled; and
- c) a notice that the transportation may be subject to the Warsaw Convention or to a law which is in conformity with the pro-