

*Section 122.* In international air carriage the passenger shall be issued a flight ticket, and if luggage is checked, a luggage ticket.

The flight ticket and luggage ticket shall evidence the conclusion of the contract and shall specify the conditions of the contract of carriage of the passenger and luggage.

Lack, irregularity or loss of a flight or luggage ticket shall not affect the existence or validity of the air carriage contract.

*Section 123.* A contract of international carriage by air, its conditions, and the acceptance of cargo by the carrier shall be evidenced by a bill of lading.

Lack, incorrectness or loss of the flight or luggage ticket shall not affect the existence or validity of the contract of air carriage.

The data contained in the bill of lading pertaining to weight, dimensions, and packaging of the cargo, and the number of pieces, shall be considered valid so long as the carrier does not prove otherwise. The data concerning quantity, volume and condition of the cargo shall be considered valid only when the carrier, in the established procedure and in the presence of the shipper, has checked them, and has so indicated on the bill of lading, or when these data concern the exterior condition of the cargo.

The bill of lading shall be prepared by the shipper in three copies and shall be handed to the carrier together with the cargo. The first copy, marked "for the carrier" shall be signed by the shipper. The second copy marked "for the consignee" shall be signed by the shipper and the carrier and must accompany the cargo. The third copy shall be signed by the carrier and shall be returned to the shipper upon acceptance of the cargo. The signature of the carrier must be affixed before the cargo is loaded aboard the aircraft.

*Section 124.* The shipper shall be held responsible for the correctness of the information concerning the cargo, which he shall enter on the bill of lading. He shall be liable for any damage sustained by the carrier or any other person for whom the carrier is responsible as a result of irregularities, inaccuracies or incompleteness of this information.

*Section 125.* Provided he has fulfilled all obligations resulting from the contract of international carriage by air, and has presented to the carrier the bill of lading, the shipper shall have the right to have the cargo returned to the point of shipping or point of destination, to hold it at intermediate landing places, to change the [name of the] consignee indicated in the bill of lading, [and] to demand the return of the cargo to the point from which it was shipped. The exercise of this right must not cause damage either to the carrier, or to other shippers, and the shipper must reimburse the expenses which result therefrom. If the instructions of the shipper cannot be carried out the carrier must immediately inform him thereof.

From the time of arrival of the cargo at the point of destination the consignee shall have the right to demand from the carrier the delivery of the cargo and the bill of lading, provided at that time no other instructions have been received from the shipper.

The right of the shipper shall terminate at the time when the right of the consignee to demand delivery of the cargo and the bill of lading arises. However, where the consignee declines acceptance of the cargo