

D-9: UNITED NATIONS CONVENTION ON INTERNATIONAL MULTIMODAL TRANSPORT OF GOODS

Name of the convention: United Nations Convention on International Multimodal Transport of Goods

Acronym or short name: Multimodal Transport of Goods

International organisation in charge of it: United Nations Conference on Trade and Development (UNCTAD)

Summary description (in plain language): The convention aims at facilitating the expansion of world trade and stimulating the development of smooth, economic and efficient multimodal transports services adequate to the requirements of the trade concerned. This convention deals with the international multimodal transport ([art.1](#)). The convention defines the “international multimodal transport” as the carriage of goods by at least 2 different modes of transport on the basis of a multimodal transport contract from a place in one country at which the goods are taken in charge by the multimodal transport operator to a place designated for delivery situated in a different country. So, the convention applies to all contract of multimodal transport between places in 2 states (the place for taking in charge of the goods and the place for the delivery of the goods) both places are located in a contracting state ([art.2](#)), and is based on a multimodal transport document ([art.5](#)). This document constitutes an evidence of the taking in charge by the multimodal transport operator of the goods ([art.10](#)). This convention shall not affect the right of a state to regulate and control at the national level multimodal transport operations and multimodal transport operators ([art.4](#)).

The multimodal transport operator's liability covers the period from the time he takes goods in his charge to the time of their delivery ([art.14](#)). The operator is responsible for the loss or damage to the goods, as well as from delay in delivery ([art.16](#)). This convention includes special rules for dangerous goods ([art.23](#)).

Date of first approval: 24 may 1980

Date of coming into force: not yet in force

Dates of revision: no

Reasons of revisions: no

Applicability (situation of ratification): This convention shall enter into force 12 months after the Governments of 30 states have either signed it not subject to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the depositary ([art.36](#)). No reservation may be made to this convention ([art.35](#)).

Stakes for ports: Ports can be concerned by the scope of application of this convention:

- The place of taking in charge of the goods and the place of delivery may be a port area ([art.2](#)).
- Concerning the regulation and the control of multimodal transport, the “appropriate national authorities” maintain their right to regulate at the national level the terms and conditions of services relating to multimodal transport operations ([art.4](#)).

Links with other conventions: [Hague Rules](#); [Visby Rules](#); [Hamburg Rules](#); [International Convention relating to the limitation of Liability of Owners of Sea going Ships, and Protocol of signature](#)

Key-words: Multimodal transport, operation, document, customs transit, dangerous goods

Internet hyperlink with other website:

<http://www.imo.org/>

<http://www.unctag.org/>

<http://www.uncitral.org/>

<http://www.comitemaritime.org/>

(full text) <http://www.admiraltylawguide.com/conven/multimodal1980.html>