

Legal and documentary problems of international containerized and intermodal transport

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| Conditions | Outcomes |
|---|--|
| Load unit Intermediate and finished goods in load units of less than 25 tons | Total transport costs From economies of scale and the use of more effective modes and intermodal operations |
| Modal continuity Sequence of connected infrastructure, an intermodal transport chain | Modal mix Each mode according to their respective time and cost advantages |
| Transport distance Distances above 500 km longer than one day of trucking usually require intermodal transportation | Consolidation The requirement to consolidate and deconsolidate load units at intermodal terminals |
| Cargo Value Suitable for intermodal cargo values. Low and high value shipments are usually less suitable | Higher load factor Less LTL and more TL. Better utilization of existing capacity |
| Frequency of shipments Cargo flows need to be continuous and in similar quantities | Less empty backhauls Less vehicle-km of empty backhauls due to modal shift, higher load factor and consolidation |

Description: -

- Unitized cargo systems

Containerization

University of Toronto. -- Faculty of Law -- Dissertations.legal and documentary problems of international containerized and intermodal transport

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Notes: Thesis (LL.M.)--University of Toronto.

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WorldCargo News

Where the loss or damage is not apparent, the provisions of paragraph 1 of this article apply correspondingly if notice in writing is not given within six consecutive days after the day when the goods were handed over to the consignee.

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LIABILITY OF THE CONSIGNOR Article 22 General rule The consignor shall be liable for loss sustained by the multimodal transport operator if such loss is caused by the fault or neglect of the consignor, or his servants or agents when such servants or agents are acting within the scope of their employment. Port Totals by Type Service. Delivery of the goods may be demanded from the multimodal transport operator or a person acting on his behalf only against surrender of the negotiable multimodal transport document duly endorsed where necessary.

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Within the CTU Code, comprehensive information and references on all aspects of loading and securing of cargo in containers and other intermodal transport are provided, taking account of the requirements of all sea and land transport modes. This Convention shall not affect, or be incompatible with, the application of any international convention or national law relating to the regulation and control of transport operations. The advantages of each mode could be exploited in a seamless system, which created multiplying effects.

Multimodal transport (shipping) of goods, international multimodal transportation

The movements of passengers or freight from an origin to a destination relying on several modes of transportation. Advantages and Challenges of Containerization Among the numerous related to the success of containers in international and hinterland transport, it is possible to note the following. Do this according to the proper procedures and through the proper channels to ensure you get compensated.

IATA

However, the issue of such other documents shall not affect the legal character of the multimodal transport document.

Modes of Transportation in the Global Supply Chain

Article 10 Evidentiary effect of the multimodal transport document Except for particulars in respect of which and to the extent to which a reservation permitted under article 9 has been entered: a the multimodal transport document shall be prima facie evidence of the taking in charge by the multimodal transport operator of the goods as described therein; and b proof to the contrary by the multimodal transport operator shall not be admissible if the multimodal transport document is issued in negotiable form and has been transferred to a third party, including a consignee, who has acted in good faith in reliance on the description of the goods therein. Customers could purchase the service to ship their products from door to door, without being concerned about modal barriers.

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However, container shipping is also affected by diseconomies involving maritime and inland transport systems as well as transshipment.

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