

Status: This version of this contains provisions that are prospective.

Changes to legislation: There are currently no known outstanding effects for the Carriage by Air Act 1961, Article 12. (See end of Document for details)

SCHEDULES

PROSPECTIVE

[^{F1}SCHEDULE 1

THE WARSAW CONVENTION AS AMENDED AT THE HAGUE IN 1955 AND BY PROTOCOLS NO. 3 AND NO. 4 SIGNED AT MONTREAL IN 1975

Textual Amendments

- F1** [Schedule 1](#), containing the provisions of the Warsaw Convention as amended at the Hague in 1955 and by Protocols No. 3 and No. 4 signed at Montreal in 1975, substituted (*prosp.*) with saving for Schedule 1 as originally enacted, containing the provisions of the Warsaw Convention with the amendments made in it by the Hague Protocol, by Carriage by [Air and Road Act 1979](#) (c. 28, SIF 9), ss. [1\(1\)\(3\)](#), [6\(2\)](#), [7\(2\)](#)

PART I

THE ENGLISH TEXT

CHAPTER II

DOCUMENTS OF CARRIAGE

SECTION 3—DOCUMENTATION RELATING TO CARGO

Article 12

- (1) Subject to his liability to carry out all his obligations under the contract of carriage, the consignor has the right to dispose of the cargo by withdrawing it at the airport 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 originally designated, or by requiring it to be returned to the airport of departure. He must not exercise this right of disposition in such a way as to prejudice the carrier or other consignors and he 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 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 or the receipt for the cargo delivered to the latter, he will be liable, without prejudice to his 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 or the receipt for the cargo.

Status: This version of this contains provisions that are prospective.

Changes to legislation: There are currently no known outstanding effects for the Carriage by Air Act 1961, Article 12. (See end of Document for details)

- (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 cargo, or if he cannot be communicated with, the consignor resumes his right of disposition.]

Status:

This version of this contains provisions that are prospective.

Changes to legislation:

There are currently no known outstanding effects for the Carriage by Air Act 1961, Article 12.