

SCHEDULES

[^{F1}SCHEDULE 1A

THE WARSAW CONVENTION WITH THE AMENDMENTS MADE IN IT BY THE HAGUE PROTOCOL AND PROTOCOL NO. 4 OF MONTREAL, 1975

Textual Amendments

F1 Sch. 1A inserted (21.5.1999) by S.I. 1999/1312, art. 2(6), Sch.

^{F1}PART 1

THE ENGLISH TEXT

Textual Amendments

F1 Sch. 1A inserted (21.5.1999) by S.I. 1999/1312, art. 2(6), Sch.

^{F2}ARTICLE 18

Textual Amendments

F2 Sch. 1A inserted (21.5.1999) by S.I. 1999/1312, art. 2(6), Sch.

- ^{F3}(1) The carrier is liable for damage sustained in the event of the destruction or loss of, or damage to, any registered baggage, if the occurrence which caused the damage so sustained took place during the carriage by air.
- (2) The carrier is liable for damage sustained in the event of the destruction or loss of, or damage to, cargo upon condition only that the occurrence which caused the damage so sustained took place during the carriage by air.
- (3) However, the carrier is not liable if he proves that the destruction, loss of, or damage to, the cargo resulted solely from one or more of the following:
- (a) inherent defect, quality or vice of that cargo;
 - (b) defective packing of that cargo performed by a person other than the carrier or his servants or agents;
 - (c) an act of war or an armed conflict;
 - (d) an act of a public authority carried out in connection with the entry, exit or transit of the cargo.

Changes to legislation: There are currently no known outstanding effects for the Carriage by Air Act 1961, Article 18. (See end of Document for details)

- (4) The carriage by air within the meaning of the preceding paragraphs of this Article comprises the period during which the baggage or cargo is in the charge of the carrier, whether in an airport or on board an aircraft, or, in the case of a landing outside an airport, in any place whatsoever.
- (5) The period of the carriage by air does not extend to any carriage by land, by sea or by river performed outside an airport. If, however, such carriage takes place in the performance of a contract for carriage by air, for the purpose of loading, delivery or transhipment, any damage is presumed, subject to proof to the contrary, to have been the result of an event which took place during the carriage by air.]

Textual Amendments

F3 [Sch. 1A](#) inserted (21.5.1999) by [S.I. 1999/1312](#), art. 2(6), [Sch.](#)

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