



Economic and Social  
Council

Distr.  
GENERAL

TRANS/WP.24/2000/2/Corr.1  
19 June 2000

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

**POSSIBILITIES FOR RECONCILIATION AND HARMONIZATION  
OF CIVIL LIABILITY REGIMES GOVERNING COMBINED TRANSPORT**

**Overview of provisions in existing civil liability regimes  
covering the international transport of goods**

**Corrigendum 1**

Page 7, column 4 (CMNI), row 4 (Scope of Application):

Add the following part after “Art. 2: International; one State must be Contracting Party”:  
“Art. 31: National also”.

Page 9, column 4 (CMNI), row 2 (Servant and Agents):

Add the following after “Art. 17: Carrier is responsible for their acts”:  
“, except between Parties who have made declaration excluding the carrier’s responsibility for his servants and agents according to Art. 32 § 1  
Art. 25 § 2 (a): If not stipulated contrary in the contract”.

Page 9, column 4 (CMNI), row 6 (Applicable Law):

Add the following part after “Art. 27 § 1: International conventions or national law relating to the limitation of liability of owners of ships or vessels”:

“Art. 29: Additional national provisions”.

Page 9, column 4 (CMNI), row 7 (Place of Jurisdiction):

Add the following:

“Art. 29: Law of the State

-agreed by the Parties

-of the carrier’s principal place of business

-in which the vessel is registered

-with which the contract is most closely connected”.

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