1. In this contract and the Notices appearing hereon:  
- CARRIER includes the carrier issuing this air waybill and all carriers that carry or undertake to carry the cargo or perform any other services related to such carriage.  
- SPECIAL DRAWING RIGHT (SDR) is a Special Drawing Right as defined by the International Monetary Fund.  
- WARSAW CONVENTION means whichever of the following instruments is applicable to the contract of carriage: the Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw, 12 October 1929; that Convention as amended at The Hague on 28 September 1955; that Convention as amended at The Hague 1955 and by Montreal Protocol No. 1, 2, or 4 (1975) as the case may be.  

2. To the extent not in conflict with the foregoing, carriage and other related services performed by each Carrier are subject to:  
   2.1 applicable laws and government regulations;  
   2.2 provisions contained in the air waybill, Carrier’s conditions of carriage and related rules, regulations, and tariffs (but not the times of departure and arrival stated therein) and applicable tariffs of such Carrier, which are made part hereof, and which may be inspected at any airports or other cargo offices from which it operates regular services. When carriage is to/from the USA, the shipper and the consignee are entitled, upon request, to receive a free copy of the Carrier’s conditions of carriage.  
   2.2.1 Carrier’s conditions of carriage include, but are not limited to:  
      2.2.1.1 limits on the Carrier’s liability for loss, damage or delay of goods, including fragile or perishable goods;  
      2.2.1.2 rights, including time periods within which shippers or consignees must file a claim or bring an action against the Carrier for its acts or omissions, or those of its agents;  
      2.2.1.3 rules about Carrier’s right to refuse to carry;  
      2.2.1.4 rules about Carrier’s right to refuse to carry;  
      2.2.1.5 rights of the Carrier and limitations concerning delay or failure to perform service, including schedule changes, substitution of alternate Carrier or aircraft and rerouting.  
   2.2.2 The agreed stopping places (which may be altered by Carrier in case of necessity) are those places, except the place of departure and place of destination, set forth on the face hereof or shown in Carrier’s timetables as scheduled stopping places for the route. Carriage to be performed hereunder by several successive Carriers is regarded as a single operation.  

4.4.1 For carriage to which neither the Warsaw Convention nor the Montreal Convention applies, Carrier’s liability limitation shall not be less than the limit set out in these general conditions of carriage for cargo lost, damaged or delayed, provided that any such limitation of liability in an amount less than 17 SDR per kilogram will not apply during periods of international air carriage to or from the United States.  

4.2 During all periods of inland or domestic transportation, Carrier’s liability shall be limited in accordance with applicable national law or convention, and such limitations of liability shall in no event be considered altered or increased by this contract. Where permissible under applicable national law or convention, Carrier’s liability during all periods of inland or domestic transportation shall be limited to USD 0.50 (fifty cents) per pound. For periods of inland or domestic transportation in the United States, and for good and sufficient consideration acknowledged hereby, shipper and consignee expressly agree to a WAIVER as defined under 49 U.S.C. section 14101(b), of Carrier’s general liability and the minimum periods for the filing of claims and civil actions, as defined under 49 U.S.C. section 14706(a) (1) and (e)(1), and any successor statutes.  

5.5.1 Except when the Carrier has extended credit to the consignee without the written consent of the shipper, the shipper guarantees payment of all charges for the carriage due in accordance with Carrier’s tariff, conditions of carriage and related regulations, applicable laws (including national laws implementing the Warsaw Convention and the Montreal Convention), government regulations, orders and requirements.  

5.2 When no part of the consignment is delivered, a claim with respect to such consignment will be considered even though transportation charges thereon are unpaid.  

6.6.1 For cargo accepted for carriage, the Warsaw Convention and the Montreal Convention permit shipper to increase the limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.  

6.2 In cargo to which neither the Warsaw Convention nor the Montreal Convention applies Carrier shall, in accordance with the procedures set forth in its general conditions of carriage and applicable tariffs, permit shipper to increase the limitation of liability by declaring a higher value for carriage and paying a supplemental charge if so required.  

7.7.1 In cases of loss of, damage or delay to part of the cargo, the weight to be taken into account in determining Carrier’s limit of liability shall be only the weight of the package or packages concerned.