

Basic Transport Documentation

The Bill of Lading terms and conditions apply to all shipments handled by International Shipping Companies and are printed on the reverse side of the Bill of Lading. They can also be viewed and printed from

1. Types of Bill of Lading

1.1 Sea Waybill

The WWL Sea Waybill is a transport contract (contract of carriage) and is only issued as a cargo receipt on a hardcopy or transferred by email. The Sea Waybill will always have a nominated consignee. It is not negotiable and the title to the goods cannot be transferred during the transit. The advantage of the Sea Waybill is that it simplifies the documentation procedure through eliminating the need for physical transfer of paper documents. Although local law and practice may require the surrender of paper documents, the Sea Waybill does facilitate paperless transactions. The term Straight Bill (widely used in the USA) is basically analogous with the Sea Waybill.

1.2 Negotiable Bill of Lading

The WWL Bill of Lading is a transport contract (contract of carriage) and receipt of cargo in addition to being a document of title (right to take delivery). This feature is recognized by the Bill of Lading being consigned "to order of" which means that it is a negotiable document that transfers the title to the goods. This feature is commonly used when transactions are financed through letters of credit and/or goods are traded during the transit. The title to the goods can be transferred by a simple endorsement on the document by the holder of the Bill of Lading and by handing over the Bill of Lading to the new owner; in much the same way as a personal check is endorsed.

2. Scope of transport liability

WWL offers transport also beyond the services provided by own vessels. This is commonly arranged in two different ways using either a Sea Waybill or a Negotiable Bill of Lading.

2.1 Combined transport

Combined transport Bill of Lading documents are issued from the place of receipt to the final destination and the freight and charges are calculated on this basis. WWL's carrier liability ends at the final destination, whether this is a port of discharge or a destination beyond.

2.2 Third party on-carriage

Transport or forwarding arrangements may be arranged from the port of discharge (base port) to the final destination. In such cases WWL acts as agent on behalf of the shipper and carrier's liability ends at the base port. If the shipper requests the final destination to be entered in the Bill of Lading a clause stating the nature of the third party on-carriage arrangement is added.

3. FAQ about Bills of Lading

3.1 Number of copies

Three copies is the accepted industry standard, but we may issue as many originals as you require. The number of originals is printed on the Bill of Lading.

3.2 Lost Bills of Lading

A new set of originals can be issued against a letter of indemnity countersigned by a reputable bank. The letter of indemnity is a commitment to hold WWL harmless for following your request.

3.3 Master Bill of Lading

The master Bill of Lading should be in WWL's possession latest 48 hours before a vessel sails (3 working days in case of shipment to or through US or Canada).

3.4 Shipment date

The WWL Bill of Lading is a received for shipment Bill of Lading. If the shipper requires a specific 'shipped on board' endorsement this will reflect the actual date the cargo was loaded.

3.5 Clean on board

A Bill of Lading is in fact "clean" if there are no remarks in respect of the quantity or quality of the goods. This implies that WWL has received the goods in apparent good order and condition