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sdr protocol akin to the principles and standards prescribed
by many malaysia s trading partners'**

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industry new technologies and new inventions are
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and the hague visby rules the unification state of the
international carriage of goods by sea act has lagged behind
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dangerous goods barred from carriage by the annexed regulations shall not be accepted for international carriage 2 without prejudice to the provisions of article 6 the international carriage of other dangerous goods"**principles of carriage of goods by sea ebook 2016**

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use of successive means of'

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issue as to whether and if so to what extent this excludes
bills of lading from the application of the convention'**

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goods by land is governed by two laws the carriage by road
act 2007 and the railways act 1890 according to the carriage
by road act a mon carrier can either be an individual person
or an anization which carries out the trade of transportation
over the land or inland waterways for the purpose of raising
money'

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these three branches of the law of carriage are governed by
different principles and different statutes indian statutes
relating to the law of carriage are mentioned below l carriage

by land i the mon carriers act 1865 which deals with mon carriers of goods over land and inland water'

'undelivered goods under the law of carriage of goods by sea

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land sea and air addresses the relevant mon law principles
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and the imposition of the liabilities are two separated issues
there are two reasons why the liabilities are divided by the
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potato limited considered the principles of agency and functions of bills of lading and provided a useful summary of this area of law 1 facts the claim arose from a dispute regarding the rights and obligations of the appellant pany which had arranged the carriage of a cargo"**laws3054 carriage of goods by sea university of**

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