



**FACT SHEET**

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**FACT SHEET 01/97**

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**DOCUMENTARY CREDITS AND  
BILLS OF LADING/OTHER TRANSPORT DOCUMENTS**

The following is a guide sheet to assist all parties concerned with Documentary Credits (D/C's) and Bills of Lading (B/Ls) or other transport documents. It has been completed in consultation between banks and shipping lines.

Importers and Exporters need to be aware that the details on the transport documents are determined by the Contract of Carriage. The type of transport document requested needs to reflect not only the commercial contract and the parties' requirements for release of the goods, but also needs to be consistent with the Contract of Carriage and the D/C requirements. Accordingly, the D/C opened by the Importer, or accepted by the Exporter, should reflect the true cargo movement and should also request the correct variety of transport document and mirror the details which will be shown on the transport document for that movement.

**A B/L or other transport document can only be issued to reflect the true nature of the voyage. Therefore, Exporters are advised to consult with the Shipping Line/Agent at an early stage to determine the most appropriate carriage arrangements for the cargo, to ensure having correct and complete documentation. This information should determine the shipment/shipping requirements of the D/C.**

Where the ocean leg of journey only is required to be evidenced, i.e. Port to Port shipment, a Marine/Ocean B/L or Non-Negotiable Sea Waybill (SWB) would be requested in the D/C. In such cases, the following data relationships between the D/C and the B/L or SWB apply:

- "Shipment/Transportation **from**" as detailed in the D/C is to be evidenced in the "Port of Loading (POL)" space on the B/L or SWB.
- "Shipment/Transportation **to**" as detailed in the D/C is to be evidenced in the "Port of Discharge (POD)" space on the B/L or SWB.
- A B/L or SWB may specify a place of Taking in Charge different from the Port of Loading, and/or a place of Final Destination different from the Port of Discharge provided that the

“Shipment/Transportation **from and to**” fields in the D/C correspond precisely to the “POL” and “POD” fields in the B/L or SWB.

Accordingly, it should be noted that places which are **not-ports** (e.g. inland destinations) **should not** be detailed in the “Shipment **from/to**” fields in the D/C.

Where cargo movement requires more than one mode of transport, i.e. air/road/rail/ocean, Multimodal Transport Documents, commonly known as Through Transport B/L or Combined Transport B/L, should be requested in the D/C.

- “Shipment/Transportation **from and to**” detailed in the D/C would then need to be evidenced in the “Place of Receipt” and “Place of Final Destination” spaces in the B/L or SWB. Ports of Loading/Discharging may differ from D/C details, without the danger of discrepancies (unless the D/C has specific requirements).

Please contact your Bank and Shipping Company/Agent if you have any queries whatsoever in relation to ensuring uniformity of relevant details between D/C and B/L or other transport document.

**It is reiterated that it is important to consult with the Shipping Line/Agent at an early stage to ensure that the D/C will reflect the manner in which the cargo can be carried.**

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