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Forwarders receipt. Forwarder certificate of receipt template.

DHL/TNT/UPS/中法 / 芝罘特約

轉運公司收單
代理人收單

INTERNATIONAL AIR WAYBILL NO. 1830907426

DATE OF EXPORTATION 10/May/06

EXPORT REFERENCE

SHIPPER/EXPORTER C/O FORWARD TRANS LTD (SH)
NO 1 EAST YONGTAL RD XIMTANG
IND ZONE BAIJINXIA FUYONG
TONG SHIPPER CHINA

COMPANY JACQ JERRY CO LTD
ADD: 2241-1 KAMIKIDO SAGAMI
ARA KANAGA WA 229-1123
JAPAN
ATTN: JERRY
TEL: 0081427633001

SHIPPER/EXPORTER 轉運公司收單
代理人收單

COUNTRY OF ORIGIN OF GOODS CHINA

COUNTRY OF MANUFACTURE CHINA

COUNTRY OF ULTIMATE DESTINATION JAPAN

IMPORTER (IF OTHER THAN CONSIGNEE)
CPT HANGAM CO DOU HANGAM

TABLE

| NO OF PKGS | COMPLETE DESCRIPTION OF GOODS | QUANTITY (PCS) | UNIT VALUE | TOTAL VALUE |
|---------------|------------------------------------|----------------|------------|-------------|
| 1CTN | IRON FRAME 詳細品名 (品名) 件數 (件數) | 1PCS | US\$5.000 | US\$5.00 |
| MADE IN CHINA | | | TOTAL: | US\$5.00 |

THESE COMMODITIES ARE LICENSED FOR THE ULTIMATE DESTINATION SHOWN. THIS IS A SAMPLE OF NO COMMERCIAL VALUE. THIS INVOICE CONTAINS NO BILLS OF LADING OR OTHER DOCUMENTS.

CHECK ONE
[] F.O.B.
[] C.I.F.

I DECLARE THAT ALL INFORMATION CONTAINED IN THIS INVOICE TO BE TRUE AND CORRECT.

SIGNATURE DATE

DATE 07/12/20

Sunstarbg.com

The freight forwarder can only vary the instructions in the FCR if they are able to do so (e.g. the goods have not already been dispatched) and if the original FCR has been surrendered by the holder. An important use is for letter of credit transactions where the buyer is responsible for main transport - e.g. FCA. The letter of credit will call for this instead of a transport document such as bill of lading. The FCR and similar documents have an indifferent reputation with buyers due to a high incidence of fraud - indeed FIATA have taken the extreme step of banning their documents for use in steel shipments! Other risks for the buyer: Issue of the FCR is not a guarantee of successful export clearance of the goods - problems may arise with licences etc. If the consignor is an intermediary, there may be other parties unknown to the buyer who have a claim on the goods

Page 2 Show navigation Hide navigation About Mantissa Contact us Articles Behind the globalized world of commerce and international freight lies a complex web of shipping documentation to ensure the proper handover of goods, compliance with customs regulations, and the protection of supply chain stakeholders involved. One of these documents is a Forwarder's Cargo Receipt. A Forwarder's Cargo Receipt (FCR), sometimes called a Forwarder's Certificate of Receipt, is a shipping document issued by freight forwarders to shippers and acts as a certificate of cargo receipt. After an FCR has been issued to the shipper (often a supplier or manufacturer of the consignee) the cargo is now in possession of the exporter of record (EOR). The shipper is officially absolved of any cargo responsibility or liability from this point onwards. FCRs are typically issued by freight forwarders for sea and air freight shipments, particularly when cargo is delivered to a container freight station (CFS) where it is received, stored, consolidated, and shipped. One common reason why Forwarder's Cargo Receipts are used in CFS operations is to acknowledge the ownership transfer of goods from the shipper to the freight forwarder (often the consolidator). This also means that the exporter on record is no longer the supplier, but rather the freight forwarder or the consignee, which means that the freight forwarder does not need to issue a House Bill of Lading (HBL) to each supplier, but only to the shipper/exporter. Instead, each supplier will receive an FCR. A Forwarder's Cargo Receipt contains information about the involved parties, goods, and shipment.

UCP 600): 'Freight Forwarder's Multimodal transport document is acceptable'; - Carriage by sea - Bill of Lading (Article 20 UCP 600): 'Freight Forwarder's Bill of Lading is acceptable'; - Air carriage (Article 23 UCP 600): 'House air waybill is acceptable' or 'Freight Forwarder's Multimodal transport document is acceptable'. If the documentary credit contains any of these (or similar) phrases, ISBP explains in its commentary on Articles 19, 20 and 23 of UCP 600 that the document 'may be signed by a freight forwarder in the capacity of a freight forwarder without the need to identify itself as carrier or agent for the named carrier. In this event, it is not necessary to show the name of the carrier'.

As the ISBP do not define the phrase 'in the capacity of a freight forwarder', it is not entirely clear how the ISBP understand the term "freight forwarder" in this context.

One possible interpretation would be that the ISBP perceive the 'freight forwarder' here as a 'forwarding agent' or other intermediary who does not assume liability as a contracting carrier. The ISBP do not comment on Non-Negotiable Sea Waybills (Article 21 UCP 600) issued by freight forwarders; it is not entirely clear whether this is a deliberate omission or whether the ISBP intend to apply the principle expressed Articles 19, 20 and 23 UCP to sea waybill too. With regard to 'Road, Rail or Inland Waterway Transport Documents' (Article 24 UCP 600), the ISBP clarify that the word 'carrier' does not need to appear at the signature line, 'provided the transport document appears to be signed by the carrier or an agent on behalf of the carrier, if the carrier is otherwise identified as 'the carrier' on the transport document'. c) Documents which are not considered 'transportation documents' under UCP 600 Please note that ISBP also lists documents which 'are commonly used in relation to the transportation of goods' but 'do not reflect a contract of carriage and are not transportation documents as defined in UCP 600 articles 19-25'.

As examples of such documents are listed 'Delivery Order, Forwarder's Certificate of Receipt, Forwarder's Certificate of Shipment, Forwarder's Certificate of Transport, Forwarder's Cargo Receipt and Mate's Receipt'. The 'Forwarder's Certificate of Receipt' (FCR) and the 'Forwarder's Certificate of Transport' (FCT) are documents created by FIATA.

Under a FIATA FCR the freight forwarder certifies that he is in possession of the goods with irrevocable instructions to dispatch them to the named consignee or to keep them at the consignee's disposal. By issuing a FIATA FCT the freight forwarder assumes the obligation to deliver the goods at destination through a delivery agent appointed by him, but acts as a forwarder, not as a carrier. A 'Forwarder's Cargo Receipt', like the FIATA 'Forwarder's Certificate of Receipt', is shortened to 'FCR', which can cause confusion. 'Forwarder's Cargo Receipts' are regularly encountered in the Far East. In the Hong Kong High Court case of Hirdaramani v Orient Consolidation Services (2000), Stone J found that the 'Forwarder's Cargo Receipt' was used in place of a house bill of lading, but was not itself a document of title. However, there is no generally recognized definition of what a 'Forwarder's Cargo Receipt' precisely is. *** Like the text of UCP 600 itself, the 'International Standard Banking Practice for the Examination of Documents under Documentary Credits' (ISBP) is available on the ICC website www.iccbooks.com against payment. UCP 600 connoisseurs will already know that UCP 600 t-shirts are available in four sizes - surely an inventive way to mark a new set of rules.