

a) inherent defect, quality or vice of that cargo;

b) defective packing of that cargo performed by a person other than the carrier or his servants or agents;

c) an act of war or an armed conflict;

d) an act of public authority carried out in connexion with the entry, exit or transit of the cargo.

4. The carriage by air within the meaning of the preceding paragraphs of this Article comprises the period during which the baggage or cargo is in the charge of the carrier, whether in an airport or on board an aircraft, or in the case of a landing outside an airport, in any place whatsoever.

5. The period of the carriage by air does not extend to any carriage by land, by sea or by river performed outside an airport. If, however, such carriage takes place in the performance of a contract for carriage by air, for the purpose of loading, delivery or transshipment, any damage is presumed, subject to proof to the contrary, to have been the result of an event which took place during the carriage by air."

Article V

Article 20 of the Convention shall be deleted and replaced by the following:

"Article 20

In the carriage of passengers and baggage, and in the case of damage occasioned by delay in the carriage of cargo, the carrier shall not be liable if he proves that he and his servants and agents have taken all necessary measures to avoid the damage or that it was impossible for them to take such measures."

Article VI

Article 21 of the Convention shall be deleted and replaced by the following:

"Article 21

1. In the carriage of passengers and baggage, if the carrier proves that the damage was caused by or contributed to by the negli-

a) dette gods' iboende mangel, beskaffenhed eller fejl;

b) mangelfuld emballering af dette gods udført af en anden person end befordrerens, hans ansatte eller agenter;

c) en krigshandling eller en væbnet konflikt;

d) en offentlig myndigheds handling udøvet i forbindelse med godsets indførsel, udførsel eller transitering.

4. Luftbefordringen betyder i denne artikels foregående stykker det tidsrum, i hvilket rejsegodset eller godset er i befordrerens varetagelse, hvad enten det er i en lufthavn eller om bord på et luftfartøj eller, i tilfælde af landing uden for en lufthavn, på et hvilket som helst andet sted.

5. Tidsrummet for luftbefordringen udstrækker sig ikke til nogen befordring til lands, til vands eller ad flod udført uden for en lufthavn. Hvis en sådan befordring imidlertid finder sted under udførelsen af en aftale om luftbefordring med henblik på indlading, udlevering eller omladning, formodes enhver skade at have været en følge af en begivenhed, der fandt sted under luftbefordringen, medmindre det modsatte bevises.«

Artikel V

Konventionens artikel 20 udgår og erstattes af følgende:

»Artikel 20

Ved befordring af passagerer og rejsegods og i tilfælde af skade forvoldt af forsinkelse ved befordring af gods skal befordrerens ikke være ansvarlig, hvis han beviser, at han og hans ansatte og agenter har truffet alle nødvendige forholdsregler for at undgå skaden, eller at det var umuligt for dem at træffe sådanne forholdsregler.«

Artikel VI

Konventionens artikel 21 udgår og erstattes af følgende:

»Artikel 21

1. Hvis befordrerens ved befordring af passagerer og rejsegods beviser, at skaden var forårsaget ved, eller der var bidraget til den