

Convention, whether by deciding the law to be applied, or by altering the rules as to jurisdiction, shall be null and void.

Article 50 — Insurance

States Parties shall require their carriers to maintain adequate insurance covering their liability under this Convention. A carrier may be required by the State Party into which it operates to furnish evidence that it maintains adequate insurance covering its liability under this Convention.

Article 51 — Carriage Performed in Extraordinary Circumstances

The provisions of Articles 3 to 5, 7 and 8 relating to the documentation of carriage shall not apply in the case of carriage performed in extraordinary circumstances outside the normal scope of a carrier's business.

Article 52 — Definition of Days

The expression »days« when used in this Convention means calendar days, not working days.

Chapter VII

Final Clauses

Article 53 — Signature, Ratification and Entry into Force

1. This Convention shall be open for signature in Montreal on 28 May 1999 by States participating in the International Conference on Air Law held at Montreal from 10 to 28 May 1999. After 28 May 1999, the Convention shall be open to all States for signature at the Headquarters of the International Civil Aviation Organisation in Montreal until it enters into force in accordance with paragraph 6 of this Article.
2. This Convention shall similarly be open for signature by Regional Economic Integration Organisations. For the purpose of this Convention, a »Regional Economic Integration Organisation« means any organisation which is constituted by sovereign States of a given region which has competence in respect of certain matters governed by this Convention and has been duly authorized to sign and to ratify, accept, approve or accede to this Convention. A reference to a »State

skal være gældende, eller ved at ændre bestemmelserne for jurisdiktion, er ugyldige.

Artikel 50 — Forsikring

De kontraherende stater forlanger, at deres befordrere skal være forsikret for et beløb, som dækker deres erstatningsansvar i henhold til denne konvention. En befordrer kan af den kontraherende stat, hvori denne driver sin virksomhed, få pålagt at fremlægge bevis for, at denne er tilstrækkeligt forsikret til at dække sit erstatningsansvar i henhold til denne konvention.

Artikel 51 - Transport under unormale forhold

Bestemmelserne om transportdokumentation i artikel 3 - 5, 7 og 8 gælder ikke for transport, der udføres under unormale forhold uden for befordrerens sædvanlige forretningsvirksomhed.

Artikel 52 - Definition af dage

Udtrykket »dage« som anvendt i denne konvention betyder kalenderdage, ikke arbejdsdage.

Kapitel VII

Afsluttende bestemmelser

Artikel 53 - Underskrivelse, ratificering og ikrafttrædelse

1. Denne konvention kan underskrives i Montreal den 28. maj 1999 af de stater, der deltager i den internationale konference om luftfartslovgivning i Montreal den 10. - 28. maj 1999. Efter den 28. maj 1999 kan konventionen underskrives af alle stater i Organisationen for International Civil Luftfarts hovedkvarter i Montreal indtil sin ikrafttrædelse i overensstemmelse med denne artikels stk. 6.
2. Konventionen kan også underskrives af regionale økonomiske samarbejdsorganisationer. Ved »regional økonomisk samarbejdsorganisation« forstås i denne konvention en organisation, der består af selvstændige stater i en bestemt region, og som har kompetence på nogle af de områder, konventionen omfatter, samt bemyndigelse til at underskrive og ratificere, acceptere, godkende eller tiltræde konventionen. Henvisninger i denne konvention til »kontraherende stat«