

European Commission

Directorate-General for Trade



Bill of Lading

Brazil



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A document containing the details of the international transportation of goods by sea. It serves as proof of receipt of goods by the carrier. Furthermore, it serves as a transportation contract obliging the carrier to deliver the goods to the consignee. The Bill of Lading is a document of title to goods, thus its bearer is the owner of the goods. If goods are shipped by sea without a document of title to goods, a **Sea Waybill** is used instead.

Required for customs clearance.

Portuguese name of the document = Conhecimento de Carga

To be prepared by the carrier or his agent as a clean or unclean Bill of Lading.

No specific form required, provided that the document corresponds to the applicable conventions regarding both form and content, which in practice leads to a large scale standardisation of the employed forms.

Usually issued in English.

Three full sets of the Bill of Lading are usually issued, each containing an original and several copies.

The clean Bill of Lading states that the goods are received in apparent good order and condition, whereas the unclean Bill of Lading indicates that goods received are damaged or in bad order ("g.b.o."). If an unclean Bill of Lading is issued, the financing bank may refuse to accept the consignor's documents.

Please note:

If two or more modes of movement of goods are combined in one transport operation, a **Multimodal or Combined Transport Document** may replace the ocean or marine Bill of Lading.

If dangerous goods are being shipped by sea, the shipper must hand a **Declaration for Dangerous Goods Shipped via Sea Freight** to the carrier or his agent prior to the shipment of the goods.

Minimum content in accordance with the provisions of the Normative Instruction [RFB](#) No. 800 of 27 December 2007:

- Bill of Lading number
- date of issue
- port of loading
- port of provenance
- port of destination
- gross weight of the freight in kg
- marks and numbers, number and type of packages
- weight and size of employed containers in case of containerised cargo
- kind and quantity of packaging for loose cargo
- kind and quantity of bulk cargo
- chassis number for vehicles
- volume of the freight in m³

description of the freight, including identification of dangerous product properties

NCM number

identification of cargo loaded for consumption on the vessel

identification of the shipper or exporter

consignee's National Register of Legal Persons (CNPJ) number

consignee's passport number

in case the document was issued on order by a foreign company or bank, the entity is to be identified in the document

notify address in Brazil

freight charges under specification of invoiced components and currency

payment modalities; pre-payment or other

terms of delivery

For a sample of a Bill of Lading as used in international trade practice, see the following document:

Carrier: Hapag-Lloyd Container Linie GmbH, Hamburg **Bill of Lading** Multimodal Transport or Port to Port Shipment

Shipper:	
Consignee (not negotiable unless consigned to order):	Carrier's Reference: B/L-No.: Page:
Notify Address (Carrier not responsible for failure to notify; see clause 20 (1) hereof):	Export References:
Vessel(s): Voyage-No.:	Forwarding Agent:
Port of Loading:	Consignee's Reference:
Port of Discharge:	Place of Receipt:
	Place of Delivery:

Container Nos., Seal Nos., Marks and Nos.	Number and Kind of Packages, Description of Goods	Gross Weight:	Measurement:
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Shipper's declared Value (see clause 7(2) and 7(3))		Above Particulars as declared by Shipper. Without responsibility or warranty as to correctness by Carrier (see clause 11(1) and (2))													
Total No. of Containers received by the Carrier:	Packages received by the Carrier:	<small>RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted) hereby the total number or quantity of Containers or other packages or units indicated in the box opposite entitled "Total No. of Containers/Packages received by the Carrier" for Carriage subject to all the terms and conditions (including THE TERMS AND CONDITIONS ON THE REVERSE HEREOF AND THE TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF) from the Place of Receipt or the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applicable. One original Bill of Lading, duly endorsed, must be surrendered by the Merchant to the Carrier in exchange for the Goods or a delivery order. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, or otherwise incorporated, notwithstanding the non-signing of this Bill of Lading by the Merchant. IN WITNESS WHEREOF the number of original Bills of Lading stated below all of this tenor and date has been signed, one of which being accomplished the others to stand void.</small>													
Movement:	Currency:														
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:10%;">Charge</th> <th style="width:10%;">Rate</th> <th style="width:10%;">Basis</th> <th style="width:10%;">Wt./Vol./Val</th> <th style="width:10%;">P/C</th> <th style="width:10%;">Amount</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Charge	Rate	Basis	Wt./Vol./Val	P/C	Amount									Place and date of issue:
Charge	Rate	Basis	Wt./Vol./Val	P/C	Amount										
Total Freight Prepaid		Total Freight Collect	Total Freight	Freight payable at: Number of original Bs/L:											

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