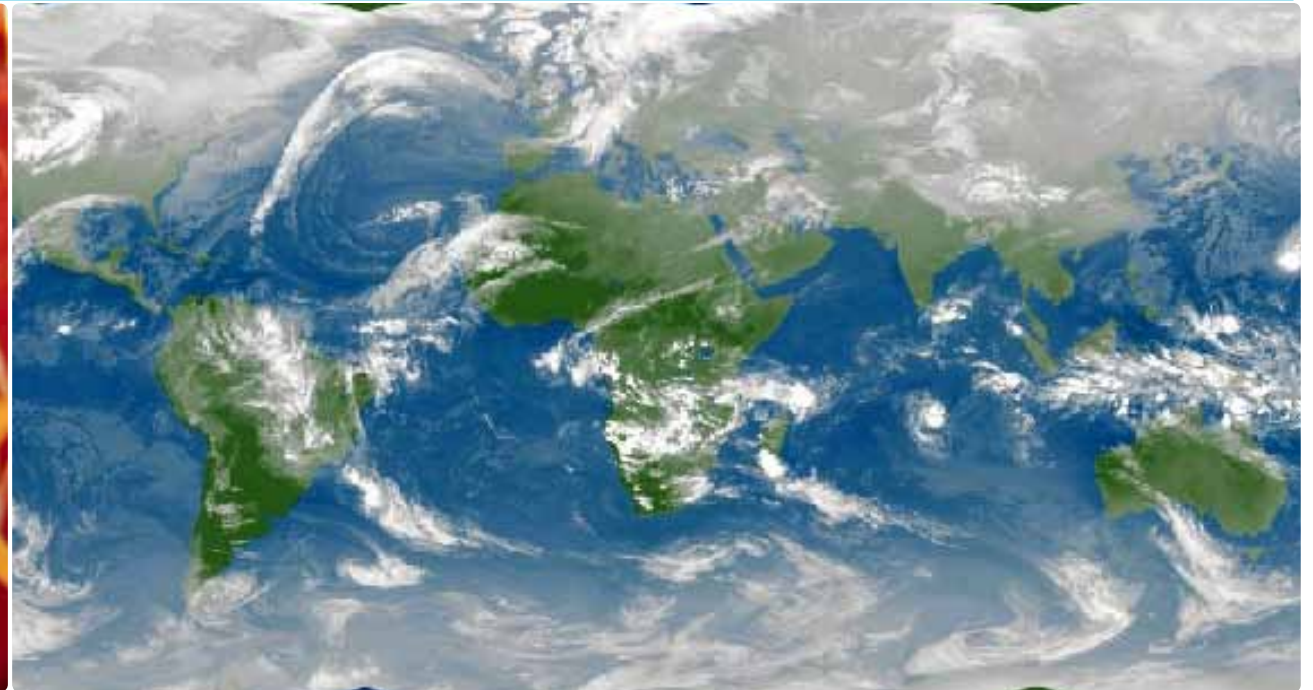


Global Limitation (LLMC)



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International Convention relating to the Limitation of Liability of Owners of Sea-Going Ships (1957 Limitation Convention)

THE HIGH CONTRACTING PARTIES,

HAVING RECOGNISED the desirability of determining by agreement certain uniform rules relating to the limitation of the liability of owners of sea-going ships;

HAVE DECIDED to conclude a Convention for this purpose, and thereto have agreed as follows:

Article 1

(1) The owner of a sea-going ship may limit his liability in accordance with Article 3 of this Convention in respect of claims arising from any of the following occurrences, unless the occurrence giving rise to the claim resulted from the actual fault or privity of the owner:

(a) loss of life of, or personal injury to, any person being carried in the ship, and loss of, or damage to, any property on board the ship;

(b) loss of life of, or personal injury to, any other person, whether on land or on water, loss of or damage to any other property or infringement of any rights caused by the act, neglect or default of any person on board the ship for whose act, neglect or default the owner is responsible or any person not on board the ship for whose act, neglect or default the owner is responsible: Provided however that in regard to the act, neglect or default of this last class of person, the owner shall only be entitled to limit his liability when the act, neglect or default is one which occurs in the navigation or the management of the ship or in the loading, carriage or discharge of its cargo or in the embarkation, carriage or disembarkation of its passengers;

(c) any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways.

(2) In the present Convention the expression "personal claims" means claims resulting from loss of life and personal injury; the expression "property claims" means all other claims set out in paragraph 1 of this Article.

(3) An owner shall be entitled to limit his liability in the cases set out in paragraph (1) of this Article even in cases where his liability arises, without proof of negligence on the

part of the owner or of persons for whose conduct he is responsible, by reason of his ownership, possession, custody or control of the ship.

(4) Nothing in this Article shall apply:

(a) to claims for salvage or to claims for contribution in general average;

(b) to claims by the Master, by members of the crew, by any servants of the owner on board the ship or by servants of the owner whose duties are connected with the ship, including the claims of their heirs, personal representatives or dependents, if under the law governing the contract of service between the owner and such servants the owner is not entitled to limit his liability in respect of such claims or if he is by such law only permitted to limit his liability to an amount greater than that provided for in Article 3 of this Convention.

(5) If the owner of a ship is entitled to make a claim against a claimant arising out of the same occurrence, their respective claims shall be set off against each other and the provisions of this Convention shall only apply to the balance, if any.

(6) The question upon whom lies the burden of proving whether or not the occurrence giving rise to the claim resulted from the actual fault or privity of the owner shall be determined by the *lex fori*.

(7) The act of invoking limitation of liability shall not constitute an admission of liability.

Article 2

(1) The limit of liability prescribed by Article 3 of this Convention shall apply to the aggregate of personal claims and property claims which arise on any distinct occasion without regard to any claims which have arisen or may arise on any other distinct occasion.

(2) When the aggregate of the claims which arise on any distinct occasion exceeds the limits of liability provided for by Article 3 the total sum representing such limits of liability may be constituted as one distinct limitation fund.

(3) The fund thus constituted shall be available only for the payment of claims in respect of which limitation of liability can be invoked.

(4) After the fund has been constituted, no claimant against the fund shall be entitled

to exercise any right against any other assets of the shipowner in respect of his claim against the fund, if the limitation fund is actually available for the benefit of the claimant.

Article 3

(1) The amounts to which the owner of a ship may limit his liability under Article 1 shall be:

(a) where the occurrence has only given rise to property claims an aggregate amount of 1,000 francs for each ton of the ship's tonnage;

(b) where the occurrence has only given rise to personal claims an aggregate amount of 3,100 francs for each ton of the ship's tonnage;

(c) where the occurrence has given rise both to personal claims and property claims an aggregate amount of 3,100 francs for each ton of the ship's tonnage, of which a first portion amounting to 2,100 francs for each ton of the ship's tonnage shall be exclusively appropriated to the payment of personal claims and of which a second portion amounting to 1,000 francs for each ton of the ship's tonnage shall be appropriated to the payment of property claims: Provided however that in cases where the first portion is insufficient to pay the personal claims in full, the unpaid balance of such claims shall rank rateably with the property claims for payment against the second portion of the fund.

(2) In each portion of the limitation fund the distribution among the claimants shall be made in proportion to the amounts of their established claims.

(3) If before the fund is distributed the owner has paid in whole or in part any of the claims set out in Article 1 paragraph (1), he shall pro tanto be placed in the same position in relation to the fund as the claimant whose claim he has paid, but only to the extent that the claimant whose claim he has paid would have had a right of recovery against him under the national law of the State where the fund has been constituted.

(4) Where the shipowner establishes that he may at a later date be compelled to pay in whole or in part any of the claims set out in Article 1 paragraph (1) the Court or other competent authority of the State where the fund has been constituted may order that a sufficient sum shall be provisionally set aside to enable the shipowner at such later date to enforce his claim against the fund in the manner set out in the preceding paragraph.

(5) For the purpose of ascertaining the limit of an owner's liability in accordance with the provisions of this Article the tonnage of a ship of less than 300 tons shall be deemed to be 300 tons.

(6) The franc mentioned in this Article shall be deemed to refer to a unit consisting of sixty five and a half milligrams of gold of millesimal fineness nine hundred. The amounts mentioned in paragraph (1) of this Article shall be converted into the national currency of the State in which limitation is sought on the basis of the value of that currency by reference to the unit defined above at the date on which the shipowner shall have constituted the limitation fund, made the payment or given a guarantee which under the law of that State is equivalent to such payment.

(7) For the purpose of this convention tonnage shall be calculated as follows:

- in the case of steamships or other mechanically propelled ships there shall be taken the net tonnage with the addition of the amount deducted from the gross tonnage on account of engine room space for the purpose of ascertaining the net tonnage;
- in the case of all other ships there shall be taken the net tonnage.

Article 4

Without prejudice to the provisions of Article 3, paragraph (2), of this Convention, the rules relating to the constitution and distribution of the limitation fund, if any, and all rules of procedure shall be governed by the national law of the State in which the fund is constituted.

Article 5

(1) Whenever a shipowner is entitled to limit his liability under this Convention, and the ship or another ship or other property in the same ownership has been arrested within the jurisdiction of a Contracting State or bail or other security has been given to avoid arrest, the Court or other competent authority of such State may order the release of the ship or other property or of the security given if it is established that the shipowner has already given satisfactory bail or security in a sum equal to the full limit of his liability under this Convention and that the bail or other security so given is actually available for the benefit of the claimant in accordance with his rights.

(2) Where, in circumstances mentioned in paragraph (1) of this Article, bail or other security has already been given:

(a) at the port where the accident giving rise to the claim occurred;

(b) at the first port of call after the accident if the accident did not occur in a port;

(c) at the port of disembarkation or discharge if the claim is a personal claim or relates to damage to cargo;

the Court or other competent authority shall order the release of the ship or the bail or other security given, subject to the conditions set forth in paragraph (1) of this Article.

(3) The provisions of paragraphs (1) and (2) of this Article shall apply likewise if the bail or other security already given is in a sum less than the full limit of liability under this Convention: Provided that satisfactory bail or other security is given for the balance.

(4) When the shipowner has given bail or other security in a sum equal to the full limit of his liability under this Convention such bail or other security shall be available for the payment of all claims arising on a distinct occasion and in respect of which the shipowner may limit his liability.

(5) Questions of procedure relating to actions brought under the provisions of this Convention and also the time limit within which such actions shall be brought or prosecuted shall be decided in accordance with the national law of the Contracting State in which the action takes place.

Article 6

(1) In this Convention the liability of the shipowner includes the liability of the ship herself.

(2) Subject to paragraph (3) of this Article, the provisions of this Convention shall apply to the charterer, manager and operator of the ship, and to the master, members of the crew and other servants of the owner, charterer, manager or operator acting in the course of their employment, in the same way as they apply to an owner himself: Provided that the total limits of liability of the owner and all such other persons in respect of personal claims and property claims arising on a distinct occasion shall not exceed the amounts determined in accordance with Article 3 of this Convention.

(3) When actions are brought against the master or against members of the crew such persons may limit their liability even if the occurrence which gives rise to the claims resulted from the actual fault or privity of one or more of such persons. If, however, the master or member of the crew is at the same time the owner, co-owner, charterer, manager or operator of the ship the provisions of this paragraph shall only apply where

the act, neglect or default in question is an act, neglect or default committed by the person in question in his capacity as master or as member of the crew of the ship.

Article 7

This Convention shall apply whenever the owner of a ship, or any other person having by virtue of the provisions of Article 6 hereof the same rights as an owner of a ship, limits or seeks to limit his liability before the Court of a Contracting State or seeks to procure the release of a ship or other property arrested or the bail or other security given within the jurisdiction of any such State.

Nevertheless, each Contracting State shall have the right to exclude, wholly or partially, from the benefits of this Convention any non-Contracting State, or any person who, at the time when he seeks to limit his liability or to secure the release of a ship or other property arrested or the bail or other security in accordance with the provisions of Article 5 hereof, is not ordinarily resident in a Contracting State, or does not have his principal place of business in a Contracting State, or any ship in respect of which limitation of liability or release is sought which does not at the time specified above fly the flag of a Contracting State.

Article 8

Each Contracting State reserves the right to decide what other classes of ship shall be treated in the same manner as sea-going ships for the purposes of this Convention.

Article 9

This Convention shall be open for signature by the States represented at the tenth session of the Diplomatic Conference on Maritime Law.

Article 10

This Convention shall be ratified and the instruments of ratification shall be deposited with the Belgian Government which shall notify through diplomatic channels all signatory and acceding States of their deposits.

Article 11

(1) This Convention shall come into force six months after the date of deposit of at least ten instruments of ratification, of which at least five shall have been deposited by States that have each a tonnage equal or superior to one million gross tons of tonnage.

(2) For each signatory State which ratifies the Convention after the date of deposit of the instrument of ratification determining the coming into force such as is stipulated in

paragraph (1) of this Article, this Convention shall come into force six months after the deposit of their instrument of ratification.

Article 12

Any State not represented at the tenth session of the Diplomatic Conference on Maritime Law may accede to this Convention.

The instruments of accession shall be deposited with the Belgian Government which shall inform through diplomatic channels all signatory and acceding States of the deposit of any such instruments.

The Convention shall come into force in respect of the acceding State six months after the date of the deposit of the instrument of accession of that State, but not before the date of entry into force of the Convention as established by Article 11(1).

Article 13

Each High Contracting Party shall have the right to denounce this Convention at any time after the coming into force thereof in respect of such High Contracting Party. Nevertheless, this denunciation shall only take effect one year after the date on which notification thereof has been received by the Belgian Government which shall inform through diplomatic channels all signatory and acceding States of such notification.

Article 14

(1) Any High Contracting Party may at the time of its ratification of or accession to this Convention or at any time thereafter declare by written notification to the Belgian Government that the Convention shall extend to any of the territories for whose international relations it is responsible. The Convention shall six months after the date of the receipt of such notification by the Belgian Government extend to the territories named therein, but not before the date of the coming into force of this Convention in respect of such High Contracting Party.

(2) Any High Contracting Party which has made a declaration under paragraph 1 of this Article extending the Convention to any territory for whose international relations it is responsible may at any time thereafter declare by notification given to the Belgian Government that the Convention shall cease to extend to such territory. This denunciation shall take effect one year after the date on which notification thereof has been received by the Belgian Government.

(3) The Belgian Government shall inform through diplomatic channels all signatory and acceding States of any notification received by it under this Article.

Article 15

Any High Contracting Party may three years after the coming into force of this Convention in respect of such High Contracting Party or at any time thereafter request that a Conference be convened in order to consider amendments to this Convention.

Any High Contracting Party proposing to avail itself of this right shall notify the Belgian Government which shall convene the Conference within six months thereafter.

Article 16

In respect of the relations between States which ratify this Convention or accede to it, this Convention shall replace and abrogate the International Convention for the unification of certain rules concerning the limitation of the liability of the owners of sea-going ships, signed at Brussels, on the 25th of August 1924.

IN WITNESS WHEREOF the Plenipotentiaries, duly authorized, have signed this Convention.

DONE at Brussels, this tenth day of October 1957, in the French and English languages, the two texts being equally authentic, in a single copy, which shall remain deposited in the archives of the Belgian Government, which shall issue certified copies.

Convention on limitation of liability for maritime claims 1976 (1976 Limitation Convention)

THE STATES PARTIES TO THIS CONVENTION,

HAVING RECOGNIZED the desirability of determining by agreement certain uniform rules relating to the limitation of liability for maritime claims,

HAVE DECIDED to conclude a Convention for this purpose and have thereto agreed as follows:

Chapter I – The Right of Limitation

Article 1

Persons entitled to limit liability

1. Shipowners and salvors, as hereinafter defined, may limit their liability in accordance with the rules of this Convention for claims set out in Article 2.

2. The term “shipowner” shall mean the owner, charterer, manager and operator of a seagoing ship.

3. Salvor shall mean any person rendering services in direct connexion with salvage operations. Salvage operations shall also include operations referred to in Article 2, paragraph 1 (d), (e) and (f).

4. If any claims set out in Article 2 are made against any person for whose act, neglect or default the shipowner or salvor is responsible, such person shall be entitled to avail himself of the limitation of liability provided for in this Convention.

5. In this Convention the liability of a shipowner shall include liability in an action brought against the vessel herself.

6. An insurer of liability for claims subject to limitation in accordance with the rules of this Convention shall be entitled to the benefits of this Convention to the same extent as the assured himself.

7. The act of invoking limitation of liability shall not constitute an admission of liability.

Article 2

Claims subject to limitation

1. Subject to Articles 3 and 4 the following claims, whatever the basis of liability may be, shall be subject to limitation of liability:

(a) claims in respect of loss of life or personal injury or loss of or damage to property

(including damage to harbour works, basins and waterways and aids to navigation), occurring on board or in direct connexion with the operation of the ship or with salvage operations, and consequential loss resulting therefrom;

(b) claims in respect of loss resulting from delay in the carriage by sea of cargo, passengers or their luggage;

(c) claims in respect of other loss resulting from infringement of rights other than contractual rights, occurring in direct connexion with the operation of the ship or salvage operations;

(d) claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship;

(e) claims in respect of the removal, destruction or the rendering harmless of the cargo of the ship;

(f) claims of a person other than the person liable in respect of measures taken in order to avert or minimize loss for which the person liable may limit his liability in accordance with this Convention, and further loss caused by such measures.

2. Claims set out in paragraph 1 shall be subject to limitation of liability even if brought by way of recourse or for indemnity under a contract or otherwise. However, claims set out under paragraph 1 (d), (e) and (f) shall not be subject to limitation of liability to the extent that they relate to remuneration under a contract with the person liable.

Article 3

Claims excepted from limitation

The rules of this Convention shall not apply to:

(a) claims for salvage or contribution in general average;

(b) claims for oil pollution damage within the meaning of the International Convention on Civil Liability for Oil Pollution Damage, dated 29 November 1969 or of any amendment or Protocol thereto which is in force;

(c) claims subject to any international convention or national legislation governing or prohibiting limitation of liability for nuclear damage;

(d) claims against the shipowner of a nuclear ship for nuclear damage;

(e) claims by servants of the shipowner or salvor whose duties are connected with the ship or the salvage operations, including claims of their heirs, dependents or other persons entitled to make such claims, if under the law governing the contract of service between the shipowner or salvor and such servants the shipowner or salvor is not entitled to limit his liability in respect of such claims, or if he is by such law only permitted to limit his liability to an amount greater than that provided for in Article 6.

Article 4 Conduct barring limitation

A person liable shall not be entitled to limit his liability if it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such loss, or recklessly and with knowledge that such loss would probably result.

Article 5 Counterclaims

Where a person entitled to limitation of liability under the rules of this Convention has a claim against the claimant arising out of the same occurrence, their respective claims shall be set off against each other and the provisions of this Convention shall only apply to the balance, if any.

Chapter II – Limits of Liability

Article 6

The general limits

1. The limits of liability for claims other than those mentioned in Article 7, arising on any distinct occasion, shall be calculated as follows:

(a) in respect of claims for loss of life or personal injury,

- (i) 333,000 Units of Account for a ship with a tonnage not exceeding 500 tons,
- (ii) for a ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):
 - for each ton from 501 to 3,000 tons, 500 Units of Account;
 - for each ton from 3,001 to 30,000 tons, 333 Units of Account;
 - for each ton from 30,001 to 70,000 tons, 250 Units of Account; and
 - for each ton in excess of 70,000 tons 167 Units of Account;

(b) in respect of any other claims,

- (i) 167,000 Units of Account for a ship with a tonnage not exceeding 500 tons,

(ii) for a ship with a tonnage in excess thereof the following amount in addition to that mentioned in (i):

- for each ton from 501 to 30,000 tons, 167 Units of Account;
- for each ton from 30,001 to 70,000 tons, 125 Units of Account; and
- for each ton in excess of 70,000 tons, 83 Units of Account.

2. Where the amount calculated in accordance with paragraph 1 (a) is insufficient to pay the claims mentioned therein in full, the amount calculated in accordance with paragraph 1 (b) shall be available for payment of the unpaid balance of claims under paragraph 1 (a) and such unpaid balance shall rank rateably with claims mentioned under paragraph 1 (b).

3. However, without prejudice to the right of claims for loss of life or personal injury according to paragraph 2, a State Party may provide in its national law that claims in respect of damage to harbour works, basins and waterways and aids to navigation shall have such priority over other claims under paragraph 1 (b) as is provided by that law.

4. The limits of liability for any salvor not operating from any ship or for any salvor operating solely on the ship to, or in respect of which he is rendering salvage services, shall be calculated according to a tonnage of 1,500 tons.

5. For the purpose of this Convention the ship's tonnage shall be the gross tonnage calculated in accordance with the tonnage measurement rules contained in Annex 1 of the International Convention on Tonnage Measurement of Ships, 1969.

Article 7 The limit for passenger claims

1. In respect of claims arising on any distinct occasion for loss of life or personal injury to passengers of a ship, the limit of liability of the shipowner thereof shall be an amount of 46,666 Units of Account multiplied by the number of passengers which the ship is authorized to carry according to the ship's certificate, but not exceeding 25 million Units of Account.

2. For the purpose of this Article "claims for loss of life or personal injury to passengers of a ship" shall mean any such claims brought by or on behalf of any person carried in that ship:

(a) under a contract of passenger carriage, or

(b) who, with the consent of the carrier, is accompanying a vehicle or live animals which are covered by a contract for the carriage of goods.

Article 8 Unit of Account

1. The Unit of Account referred to in Articles 6 and 7 is the Special Drawing Right as defined by the International Monetary Fund. The amounts mentioned in Articles 6 and 7 shall be converted into the national currency of the State in which limitation is sought, according to the value of that currency at the date the limitation fund shall have been constituted, payment is made, or security is given which under the law of that State is equivalent to such payment. The value of a national currency in terms of the Special Drawing Right, of a State Party which is a member of the International Monetary Fund, shall be calculated in accordance with the method of valuation applied by the International Monetary Fund in effect at the date in question for its operations and transactions. The value of a national currency in terms of the Special Drawing Right, of a State Party which is not a member of the International Monetary Fund, shall be calculated in a manner determined by that State Party.

2. Nevertheless, those States which are not members of the International Monetary Fund and whose law does not permit the application of the provisions of paragraph 1 may, at the time of signature without reservation as to ratification, acceptance or approval or at the time of ratification, acceptance, approval or accession or at any time thereafter, declare that the limits of liability provided for in this Convention to be applied in their territories shall be fixed as follows:

(a) in respect of Article 6, paragraph 1 (a) at an amount of:

- (i) 5 million monetary units for a ship with a tonnage not exceeding 500 tons;
- (ii) for a ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):
 - for each ton from 501 to 3,000 tons, 7,500 monetary units;
 - for each ton from 3,001 to 30,000 tons, 5,000 monetary units;
 - for each ton from 30,001 to 70,000 tons, 3,750 monetary units; and
 - for each ton in excess of 70,000 tons, 2,500 monetary units; and

(b) in respect of Article 6, paragraph 1 (b), at an amount of:

- (i) 2.5 million monetary units for a ship with a tonnage not exceeding 500 tons;
- (ii) for a ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):
 - for each ton from 501 to 30,000 tons, 2,500 monetary units;

- for each ton from 30,001 to 70,000 tons, 1,850 monetary units; and
- for each ton in excess of 70,000 tons, 1,250 monetary units; and

(c) in respect of Article 7, paragraph 1, at an amount of 700,000 monetary units multiplied by the number of passengers which the ship is authorized to carry according to its certificate, but not exceeding 375 million monetary units.

Paragraphs 2 and 3 of Article 6 apply correspondingly to sub-paragraphs (a) and (b) of this paragraph.

3. The monetary unit referred to in paragraph 2 corresponds to sixty-five and a half milligrammes of gold of millesimal fineness nine hundred. The conversion of the amounts referred to in paragraph 2 into the national currency shall be made according to the law of the State concerned.

4. The calculation mentioned in the last sentence of paragraph 1 and the conversion mentioned in paragraph 3 shall be made in such a manner as to express in the national currency of the State Party as far as possible the same real value for the amounts in Articles 6 and 7 as is expressed there in units of account. States Parties shall communicate to the depositary the manner of calculation pursuant to paragraph 1, or the result of the conversion in paragraph 3, as the case may be, at the time of the signature without reservation as to ratification, acceptance or approval, or when depositing an instrument referred to in Article 16 and whenever there is a change in either.

Article 9 Aggregation of claims

1. The limits of liability determined in accordance with Article 6 shall apply to the aggregate of all claims which arise on any distinct occasion:

(a) against the person or persons mentioned in paragraph 2 of Article 1 and any person for whose act, neglect or default he or they are responsible; or

(b) against the shipowner of a ship rendering salvage services from that ship and the salvor or salvors operating from such ship and any person for whose act, neglect or default he or they are responsible; or

(c) against the salvor or salvors who are not operating from a ship or who are operating solely on the ship to, or in respect of which, the salvage services are rendered and any person for whose act, neglect or default he or she, are responsible.

2. The limits of liability determined in accordance with Article 7 shall apply to the aggregate of all claims subject thereto which may, arise on any distinct occasion against the person or persons mentioned in paragraph 2 of Article 1 in respect of the ship referred to in Article 7 and any person for whose act, neglect or default he or they are responsible.

Article 10

Limitation of liability without constitution of a limitation fund

1. Limitation of liability may be invoked notwithstanding that a limitation fund as mentioned in Article 11 has not been constituted. However, a State Party may provide in its national law that, where an action is brought in its Courts to enforce a claim subject to limitation, a person liable may only invoke the right to limit liability if a limitation fund has been constituted in accordance with the provisions of this Convention or is constituted when the right to limit liability is invoked.

2. If limitation of liability is invoked without the constitution of a limitation fund, the provisions of Article 12 shall apply correspondingly.

3. Questions of procedure arising under the rules of this Article shall be decided in accordance with the national law of the State Party in which action is brought.

Chapter III – The Limitation Fund

Article 11

Constitution of the fund

1 Any person alleged to be liable may constitute a fund with the Court or other competent authority in any State Party in which legal proceedings are instituted in respect of claims subject to limitation. The fund shall be constituted in the sum of such of the amounts set out in Articles 6 and 7 as are applicable to claims for which that person may be liable, together with interest thereon from the date of the occurrence giving rise to the liability until the date of the constitution of the fund. Any fund thus constituted shall be available only for the payment of claims in respect of which limitation of liability can be invoked.

2. A fund may be constituted, either by depositing the sum, or by producing a guarantee acceptable under the legislation of the State Party where the fund is constituted and considered to be adequate by the Court or other competent authority.

3. A fund constituted by one of the persons mentioned in paragraph 1 (a), (b) or (c) or paragraph 2 of Article 9 or his insurer shall be deemed constituted by all persons mentioned in paragraph 1 (a), (b) or (c) or paragraph 2, respectively.

Article 12

Distribution of the fund

1. Subject to the provisions of paragraphs 1, 2 and 3 of Article 6 and of Article 7, the fund shall be distributed among the claimants in proportion to their established claims against the fund.

2. If, before the fund is distributed, the person liable, or his insurer, has settled a claim against the fund such person shall, up to the amount he has paid, acquire by subrogation the rights which the person so compensated would have enjoyed under this Convention.

3. The right of subrogation provided for in paragraph 2 may also be exercised by persons other than those therein mentioned in respect of any amount of compensation which they may have paid, but only to the extent that such subrogation is permitted under the applicable national law.

4. Where the person liable or any other person establishes that he may be compelled to pay, at a later date, in whole or in part any such amount of compensation with regard to which such person would have enjoyed a right of subrogation pursuant to paragraphs 2 and 3 had the compensation been paid before the fund was distributed, the Court or other competent authority of the State where the fund has been constituted may order that a sufficient sum shall be provisionally set aside to enable such person at such later date to enforce his claim against the fund.

Article 13

Bar to other actions

1. Where a limitation fund has been constituted in accordance with Article 11, any person having made a claim against the fund shall be barred from exercising any right in respect of such claim against any other assets of a person by or on behalf of whom the fund has been constituted.

2. After a limitation fund has been constituted in accordance with Article 11, any ship or other property, belonging to a person on behalf of whom the fund has been constituted, which has been arrested or attached within the jurisdiction of a State Party for a claim which may be raised against the fund, or any security given, may be released by order of the Court or other competent authority of such State. However, such release shall always be ordered if the limitation fund has been constituted:

(a) at the port where the occurrence took place, or, if it took place out of port, at the first port of call thereafter; or

(b) at the port of disembarkation in respect of claims for loss of life or personal injury; or

(c) at the port of discharge in respect of damage to cargo; or

(d) in the State where the arrest is made.

3. The rules of paragraphs 1 and 2 shall apply only if the claimant may bring a claim against the limitation fund before the Court administering that fund and the fund is actually available and freely transferable in respect of that claim.

Article 14 Governing law

Subject to the provisions of this Chapter the rules relating to the constitution and distribution of a limitation fund, and all rules of procedure in connexion therewith, shall be governed by the law of the State Party in which the fund is constituted.

Chapter IV – Scope of Application Article 15

1. This Convention shall apply whenever any person referred to in Article 1 seeks to limit his liability before the Court of a State Party or seeks to procure the release of a ship or other property or the discharge of any security given within the jurisdiction of any such State. Nevertheless, each State Party may exclude wholly or partially from the application of this Convention any person referred to in Article 1 who at the time when the rules of this Convention are invoked before the Courts of that State does not have his habitual residence in a State Party or does not have his principal place of business in a State Party or any ship in relation to which the right of limitation is invoked or whose release is sought and which does not at the time specified above fly the flag of a State Party.

2. A State Party may regulate by specific provisions of national law the system of limitation of liability to be applied to vessels which are:

(a) according to the law of that State, ships intended for navigation on inland waterways;

(b) ships of less than 300 tons.

A State Party which makes use of the option provided for in this paragraph shall inform

the depository of the limits of liability adopted in its national legislation or of the fact that there are none.

3. A State Party may regulate by specific provisions of national law the system of limitation of liability to be applied to claims arising in cases in which interests of persons who are nationals of other States Parties are in no way involved.

4. The Courts of a State Party shall not apply this Convention to ships constructed for, or adapted to, and engaged in, drilling:

(a) when that State has established under its national legislation a higher limit of liability than that otherwise provided for in Article 6; or

(b) when that State has become party to an international convention regulating the system of liability in respect of such ships.

In a case to which sub-paragraph (a) applies that State Party shall inform the depository accordingly.

5. This Convention shall not apply to:

(a) air-cushion vehicles;

(b) floating platforms constructed for the purpose of exploring or exploiting the natural resources of the sea-bed or the subsoil thereof.

Chapter V – Final Clauses

Article 16 Signature, ratification and accession

1. This Convention shall be open for signature by all States at the Headquarters of the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as “the Organization”) from 1 February 1977 until 31 December 1977 and shall thereafter remain open for accession.

2. All States may become parties to this Convention by:

(a) signature without reservation as to ratification, acceptance or approval; or

(b) signature subject to ratification, acceptance or approval followed by ratification, acceptance or approval; or

(c) accession.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of a formal instrument to that effect with the Secretary-General of the Organization (hereinafter referred to as "the Secretary-General").

Article 17 Entry into force

1. This Convention shall enter into force on the first day of the month following one year after the date on which twelve States have either signed it without reservation as to ratification, acceptance or approval or have deposited the requisite instruments of ratification, acceptance, approval or accession.

2. For a State which deposits an instrument of ratification, acceptance, approval or accession, or signs without reservation as to ratification, acceptance or approval, in respect of this Convention after the requirements for entry into force have been met but prior to the date of entry into force, the ratification, acceptance, approval or accession or the signature without reservation as to ratification, acceptance or approval, shall take effect on the date of entry into force of the Convention or on the first day of the month following the ninetieth day after the date of the signature or the deposit of the instrument, whichever is the later date.

3. For any State which subsequently becomes a Party to this Convention, the Convention shall enter into force on the first day of the month following the expiration of ninety days after the date when such State deposited its instrument.

4. In respect of the relations between States which ratify, accept, or approve this Convention or accede to it, this Convention shall replace and abrogate the International Convention relating to the Limitation of the Liability of Owners of Sea-going Ships, done at Brussels on 10 October 1957, and the International Convention for the Unification of certain Rules relating to the Limitation of Liability of the Owners of Sea-going Vessels, signed at Brussels on 25 August 1924.

Article 18 Reservations

1. Any State may, at the time of signature, ratification, acceptance, approval or accession, reserve the right to exclude the application of Article 2 paragraph 1 (d) and (e). No other reservations shall be admissible to the substantive provisions of this Convention.

2. Reservations made at the time of signature are subject to confirmation upon ratification, acceptance or approval.

3. Any State which has made a reservation to this Convention may withdraw it at any time by means of a notification addressed to the Secretary-General. Such withdrawal shall take effect on the date the notification is received. If the notification states that the withdrawal of a reservation is to take effect on a date specified therein, and such date is later than the date the notification is received by the Secretary-General, the withdrawal shall take effect on such later date.

Article 19 Denunciation

1. This Convention may be denounced by a State Party at any time after one year from the date on which the Convention entered into force for that Party.

2. Denunciation shall be effected by the deposit of an instrument with the Secretary-General.

3. Denunciation shall take effect on the first day of the month following the expiration of one year after the date of deposit of the instrument, or after such longer period as may be specified in the instrument.

Article 20 Revision and amendment

1. A Conference for the purpose of revising or amending this Convention may be convened by the Organization.

2. The Organization shall convene a Conference of the States Parties to this Convention for revising or amending it at the request of not less than one-third of the Parties.

3. After the date of the entry into force of an amendment to this Convention, any instrument of ratification, acceptance, approval or accession deposited shall be deemed to apply to the Convention as amended, unless a contrary intention is expressed in the instrument.

Article 21 Revision of the limitation amounts and of Unit of Account or monetary unit

1. Notwithstanding the provisions of Article 20, a Conference only for the purposes of altering the amounts specified in Articles 6 and 7 and in Article 8, paragraph 2, or of

substituting either or both of the Units defined in Article 8, paragraphs 1 and 2, by other units shall be convened by the Organization in accordance with paragraphs 2 and 3 of this Article. An alteration of the amounts shall be made only because of a significant change in their real value.

2. The Organization shall convene such a Conference at the request of not less than one-fourth of the States Parties.

3. A decision to alter the amounts or to substitute the Units by other units of account shall be taken by a two-thirds majority of the States Parties present and voting in such Conference.

4. Any State depositing its instrument of ratification, acceptance, approval or accession to the Convention, after entry into force of an amendment, shall apply the Convention as amended.

Article 22 Depositary

1. This Convention shall be deposited with the Secretary-General.

2. The Secretary-General shall:

(a) transmit certified true copies of this Convention to all States which were invited to attend the Conference on Limitation of Liability for Maritime Claims and to any other States which accede to this Convention.

(b) inform all States which have signed or acceded to this Convention of:

- (i) each new signature and each deposit of an instrument and any reservation thereto together with the date thereof;
- (ii) the date of entry into force of this Convention or any amendment thereto;
- (iii) any denunciation of this Convention and the date on which it takes effect;
- (iv) any amendment adopted in conformity with Articles 20 or 21;
- (v) any communication called for by any Article of this Convention.

3. Upon entry into force of this Convention, a certified true copy thereof shall be transmitted by the Secretary-General to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

Article 23 Languages

This Convention is established in a single original in the English, French, Russian and Spanish languages, each text being equally authentic.

DONE AT LONDON this nineteenth day of November one thousand nine hundred and seventy-six.

IN WITNESS WHEREOF the undersigned being duly authorized for that purpose have signed this Convention.

Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976 (1996 Protocol)

THE PARTIES TO THE PRESENT PROTOCOL

CONSIDERING that it is desirable to amend the Convention on Limitation of Liability for Maritime Claims, done at London on 19 November 1976, to provide for enhanced compensation and to establish a simplified procedure for updating the limitation amounts

HAVE AGREED as follows:

Article 1

For the purposes of this Protocol:

1. Convention means the Convention on Limitation of Liability for Maritime Claims, 1976.
2. Organization means the International Maritime Organization.
3. Secretary-General means the Secretary-General of the Organization.

Article 2

Article 3, subparagraph (a) of the Convention is replaced by the following text:

(a) claims for salvage, including, if applicable, any claim for special compensation under article 14 of the International Convention on Salvage 1989, as amended, or contribution in general average;

Article 3

Article 6, paragraph 1 of the Convention is replaced by the following text:

1. The limits of liability for claims other than those mentioned in article 7, arising on any distinct occasion, shall be calculated as follows:

(a) in respect of claims for loss of life or personal injury,
 (i) 2 million Units of Account for a ship with a tonnage not exceeding 2,000 tons,
 (ii) for a ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):

- for each ton from 2,001 to 30,000 tons, 800 Units of Account;
- for each ton from 30,001 to 70,000 tons, 600 Units of Account; and
- for each ton in excess of 70,000 tons, 400 Units of Account,

(b) in respect of any other claims,

- (i) 1 million Units of Account for at ship with a tonnage not exceeding 2,000 tons,
 - (ii) for at ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):
- for each ton from 2,001 to 30,000 tons, 400 Units of Account;
 - for each ton from 30,001 to 70,000 tons, 300 Units of Account; and
 - for each ton in excess of 70,000 tons, 200 Units of Account.

Article 4

Article 7, paragraph 1 of the Convention is replaced by the following text:

1. In respect of claims arising on any distinct occasion for loss of life or personal injury to passengers of a ship, the limit of liability of the shipowner thereof shall be an amount of 175,000 Units of Account multiplied by the number of passengers which the ship is authorized to carry according to the ship's certificate.

Article 5

Article 8, paragraph 2 of the Convention is replaced by the following text:

2. Nevertheless, those States which are not members of the International Monetary Fund and whose law does not permit the application of the provisions of paragraph 1 may, at the time of signature without reservation as to ratification, acceptance or approval or at the time of ratification, approval or accession or at any time thereafter, declare that the limits of liability provided for in this Convention to be applied in their territories shall be fixed as follows:

(a) in respect of article 6, paragraph 1 (a), at a amount of:

- (i) 30 million monetary units for a ship with a tonnage not exceeding 2,000 tons;
 - (ii) for a ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):
- for each ton from 2,001 to 30,000 tons, 12,000 monetary units;
 - for each ton from 30,001 to 70,000 tons, 9,000 monetary units; and
 - for each ton in excess of 70,000 tons, 6,000 monetary units; and

(b) in respect of article 6, paragraph 1 (b), at an amount of:

- (i) 15 million monetary units for a ship with a tonnage not exceeding 2,000 tons;
 - (ii) for a ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):
- for each ton from 2,001 to 30,000 tons, 6,000 monetary units;

- for each ton from 30,001 to 70,000 tons, 4,500 monetary units; and
- for each ton in excess of 70,000 tons, 3,000 monetary units; and

(c) in respect of article 7, paragraph 1, at an amount of 2,625,000 monetary units multiplied by the number of passengers which the ship is authorized to carry according to its certificate.

Paragraphs 2 and 3 of article 6 apply correspondingly to subparagraphs (a) and (b) of this paragraph.

Article 6

The following text is added as paragraph 3 bis in article 15 of the Convention:

3bis Notwithstanding the limit of liability prescribed in paragraph 1 of article 7, a State Party may regulate by specific provisions of national law the system of liability to be applied to claims for loss of life or personal injury to passengers of a ship, provided that the limit of liability is not lower than that prescribed in paragraph 1 of article 7. A State Party which makes use of the option provided for in this paragraph shall inform the Secretary-General of the limits of liability adopted or of the fact that there are none.

Article 7

Article 18, paragraph 1 of the Convention is replaced by the following text:

1. Any State may at the time of signature, ratification, acceptance, approval or accession, or at any time thereafter, reserve the right:

- (a) to exclude the application of article 2, paragraphs 1 (d) and (e);
- (b) to exclude claims for damage within the meaning of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 or of any amendment or protocol thereto.

No other reservations shall be admissible to the substantive provisions of this Convention.

Article 8 Amendment of limits

1. Upon the request of at least on half, but in no case less than six, of the States Parties to this Protocol, any proposal to amend the limits specified in article 6, paragraph

1, article 7, paragraph 1 and article 8, paragraph 2 of the Convention as amended by this Protocol shall be circulated by the Secretary-General to all Members of the Organization and to all Contracting States.

2. Any amendment proposed and circulated as above shall be submitted to the Legal Committee of the Organization (the Legal Committee) for consideration at a date at least six months after the date of its circulation.

3. All Contracting States to the Convention as amended by this Protocol, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the Legal Committee for the consideration and adoption of amendments.

4. Amendments shall be adopted by a two-thirds majority of the Contracting States to the Convention as amended by this Protocol present and voting in the Legal Committee expanded as provided for in paragraph 3, on condition that at least on half of the Contracting States to the Convention as amended by this Protocol shall be present at the time of voting.

5. When acting on a proposal to amend the limits, the Legal Committee shall take into account the experience of incidents and, in particular, the amount of damage resulting therefrom, changes in the monetary values and the effect of the proposed amendment on the cost of insurance.

6.

(a) No amendment of the limits under this article may be considered less than five years from the date on which this Protocol was opened for signature nor less than five years from the date of entry into force of a previous amendment under this article.

(b) No limit may be increased so as to exceed an amount which corresponds to the limit laid down in the Convention as amended by this Protocol increased by six per cent per year calculated on a compound basis from the date on which this Protocol was opened for signature.

(c) No limit may be increased so as to exceed an amount which corresponds to the limit laid down in the Convention as amended by this Protocol multiplied by three.

7. Any amendment adopted in accordance with paragraph 4 shall be notified by the Organization to all Contracting States. The amendment shall be deemed to have been accepted at the end of a period of eighteen months after the date of

notification, unless within that period not less than one-fourth of the States that were Contracting States at the time of the adoption of the amendment have communicated to the Secretary-General that they do not accept the amendment, in which case the amendment is rejected and shall have no effect.

8. An amendment deemed to have been accepted in accordance with paragraph 7 shall enter into force eighteen months after its acceptance.

9. All Contracting States shall be bound by the amendment, unless they denounce this Protocol in accordance with paragraphs 1 and 2 of article 12 at least six months before the amendment enters into force. Such denunciation shall take effect when the amendment enters into force.

10. When an amendment has been adopted but the eighteen-month period for its acceptance has not yet expired, a State which becomes a Contracting State during that period shall be bound by the amendment if it enters into force. A State which becomes a Contracting State after that period shall be bound by an amendment which has been accepted in accordance with paragraph 7. In the cases referred to in this paragraph, a State becomes bound by an amendment when that amendment enters into force, or when this Protocol enters into force for that State, if later.

Article 9

1. The Convention and this Protocol shall, as between the Parties to this Protocol, be read and interpreted together as one single instrument.

2. A State which is Party to this Protocol but not a Party to the Convention shall be bound by the provisions of the Convention as amended by this Protocol in relation to other States Parties hereto, but shall not be bound by the provisions of the Convention in relation to States Parties only to the Convention.

3. The Convention as amended by this Protocol shall apply only to claims arising out of occurrences which take place after the entry into force for each State of this Protocol.

4. Nothing in this Protocol shall affect the obligations of a State which is a Party both to the Convention and to this Protocol with respect to a State which is a Party to the Convention but not a Party to this Protocol.

Final clauses

Article 10

Signature, ratification, acceptance, approval and accession

1. This Protocol shall be open for signature at the Headquarters of the Organization from 1 October 1996 to 30 September 1997 by all States.

2. Any State may express its consent to be bound by this Protocol by:

- (a) signature without reservation as to ratification, acceptance or approval; or
- (b) signature subject to ratification, acceptance or approval followed by ratification, acceptance or approval; or
- (c) accession

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.

4. Any instrument of ratification, acceptance, approval or accession deposited after the entry into force of an amendment to the Convention as amended by this Protocol shall be deemed to apply to the Convention so amended, as modified by such amendment.

Article 11

Entry into force

1. This Protocol shall enter into force ninety days following the date on which ten States have expressed their consent to be bound by it.

2. For any State which expresses its consent to be bound by this Protocol after the conditions in paragraph 1 for entry into force have been met, this Protocol shall enter into force ninety days following the date of expression of such consent

Article 12

Denunciation

1. This Protocol may be denounced by any State Party at any time after the date on which it enters into force for that State Party.

2. Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General.

3. A denunciation shall take effect twelve months, or such longer period as may be specified in the instrument of denunciation, after its deposit with the Secretary-General.

4. As between the States Parties to this Protocol, denunciation by any of them of the Convention in accordance with article 19 thereof shall not be construed in any way as a denunciation of the Convention as amended by this Protocol.

Article 13 Revision and amendment

1. A conference for the purpose of revising or amending this Protocol may be convened by the Organization.

2. The Organization shall convene a conference of Contracting States to this Protocol for revising or amending it at the request of not less than one-third of the Contracting States.

Article 14 Depositary

1. This Protocol and any amendments adopted under article 8 shall be deposited with the Secretary-General.

2. The Secretary-General shall:

- (a) inform all States which have signed or acceded to this Protocol of:
 - (i) each new signature or deposit of an instrument together with the date thereof;
 - (ii) each declaration and communication under article 8, paragraph 2 of the Convention as amended by this Protocol, and article 8, paragraph 4 of the Convention;
 - (iii) the date of entry into force of this Protocol;
 - (iv) any proposal to amend limits which has been made in accordance with article 8, paragraph 1;
 - (v) any amendment which has been adopted in accordance with article 8, paragraph 4;
 - (vi) any amendment deemed to have been accepted under article 8, paragraph 7, together with the date on which that amendment shall enter into force in accordance with paragraphs 8 and 9 of that article;
 - (vii) the deposit of any instrument of denunciation of this Protocol together with the date of the deposit and the date on which it takes effect:

(b) transmit certified true copies of this Protocol to all Signatory States and to all States which accede to this Protocol.

3. As soon as this Protocol enters into force, the text shall be transmitted by the Secretary-General to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

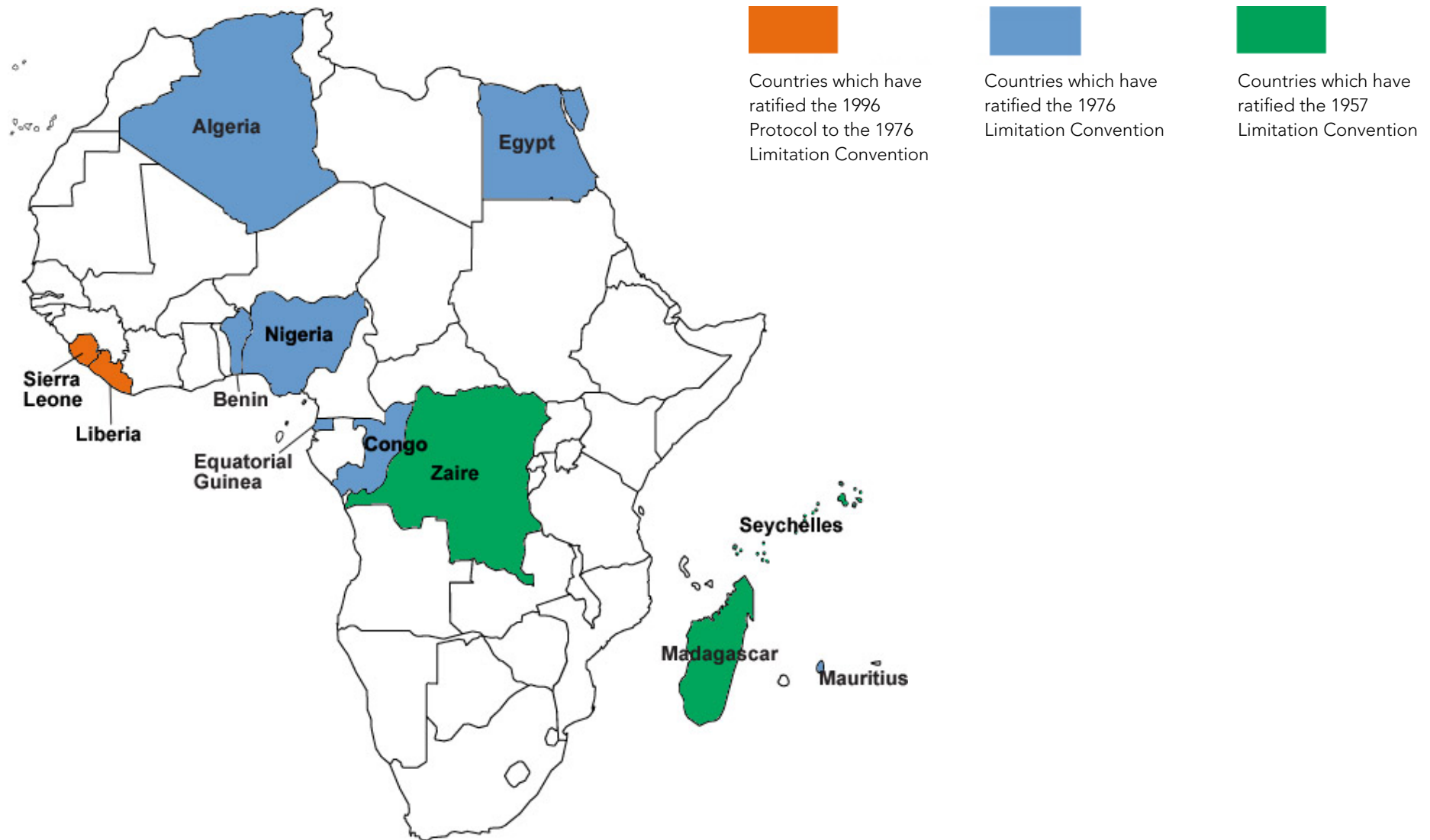
Article 15 Languages

This Protocol is established in a single original in the Arabic, Chinese, English, Russian and Spanish languages, each text being equally authentic.

DONE AT LONDON this second day of May one thousand nine hundred and ninety-six.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments for that purpose, have signed this Protocol.

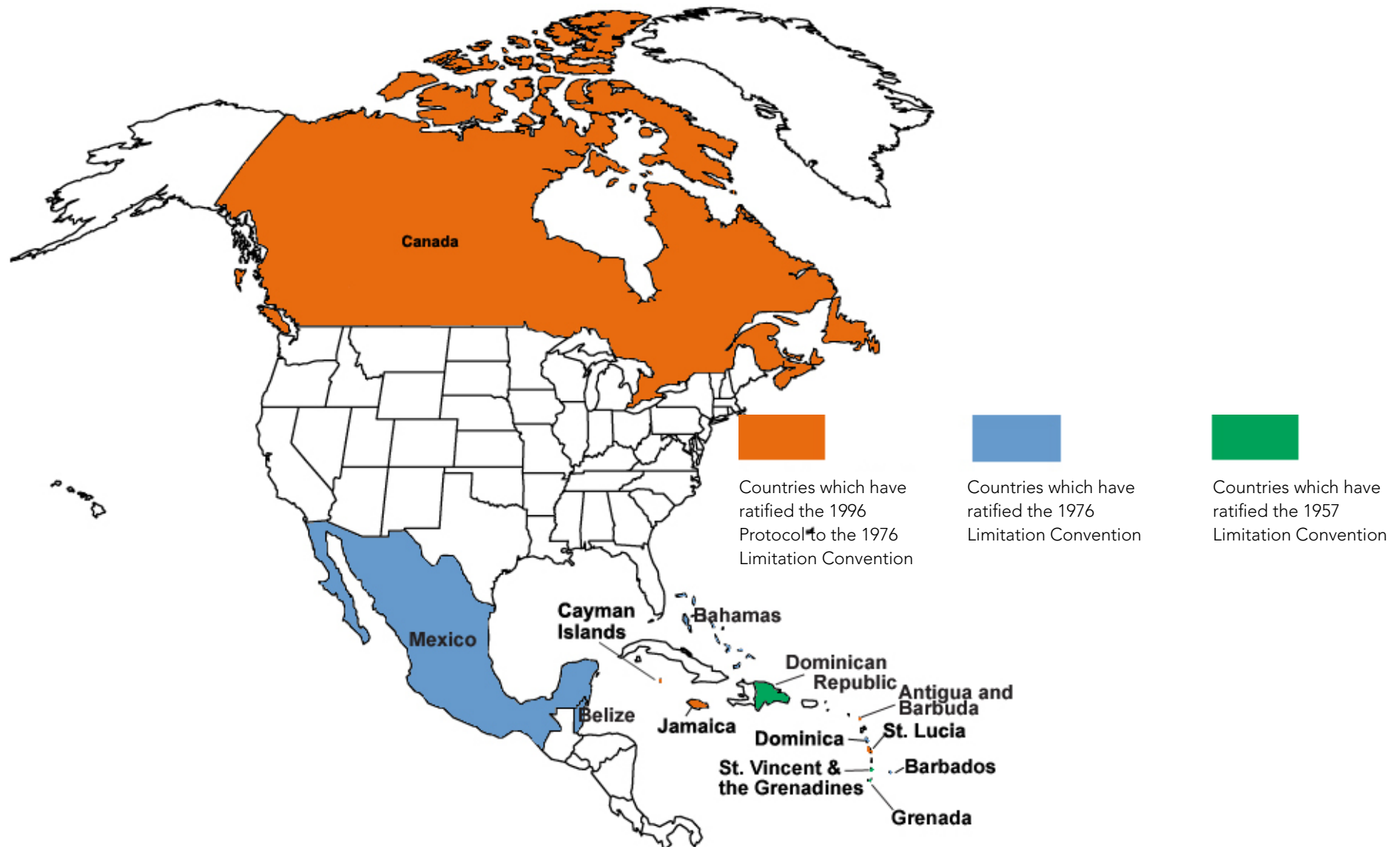
Africa - map



Africa - table

Country	Date of entry into force	Global Limitation	Comments
Algeria	19th April 2004	1976 Limitation Convention	
Benin	1st December 1986	1976 Limitation Convention	
Congo	1st January 2005	1976 Limitation Convention	
Egypt	1st July 1988	1976 Limitation Convention	
Equatorial Guinea	1st August 1996	1976 Limitation Convention	
Liberia	12 December 2008	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Madagascar	31st May 1968	1957 Limitation Convention	Has acceded to the 1979 Protocol to the 1957 Limitation Convention, which: (a) replaces the limitation amounts under Article 3, paragraph (1); and (b) replaces Article 3, paragraph (6) by substituting the unit of account in Article 3, paragraph (1) for the Special Drawing Rights (SDR) as defined by the International Monetary Fund. Alternative methods of calculation are set out in the Protocol for countries which are not members of the International Monetary Fund and which do not permit the application of the provisions relating to the SDR.
Mauritius	1st April 2003	1976 Limitation Convention	
Nigeria	1st June 2004	1976 Limitation Convention	
Seychelles	31st May 1968	1957 Limitation Convention	Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways". Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.
Sierra Leone	13th May 2004	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Zaire	31st May 1968	1957 Limitation Convention	

North America - map



North America - table


Country	Date of entry into force	Global Limitation	Comments
Antigua and Barbuda	10 January 2010	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Bahamas	1st December 1986	1976 Limitation Convention	
Barbados	1st September 1994	1976 Limitation Convention	
Belize	1st December 1986	1976 Limitation Convention	Accepted the Convention through accession by the UK. Applies the Convention provisionally and on the basis of reciprocity; it can be assumed that ships flying the States party to the 1976 Limitation Convention will be entitled to limit their liability in accordance with that Convention.
Canada	7th August 2008	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Cayman Islands	31st January 2011	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>The reservations made by the Government of the United Kingdom of Great Britain and Northern Ireland upon ratification with respect to articles 18(1)(a) and (b), 2(1)(d) and (e), 15(2)(b), 6(1)(a)(i) and (1)(b)(i), and 15(3bis) of the 1976 Convention as amended by the Protocol of 1996 will apply in respect of the Cayman Islands</p>
Dominican Republic	31st May 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p>
Dominica	1st December 2001	1976 Limitation Convention	

Country	Date of entry into force	Global Limitation	Comments
Grenada	31st May 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p>
Jamaica	17th November 2005	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Mexico	1st September 1994	1976 Limitation Convention	
St. Lucia	18th August 2004	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
St. Vincent & The Grenadines	31st May 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p>
Trinidad & Tobago	1st July 2000	1976 Limitation Convention	

South America - map and table



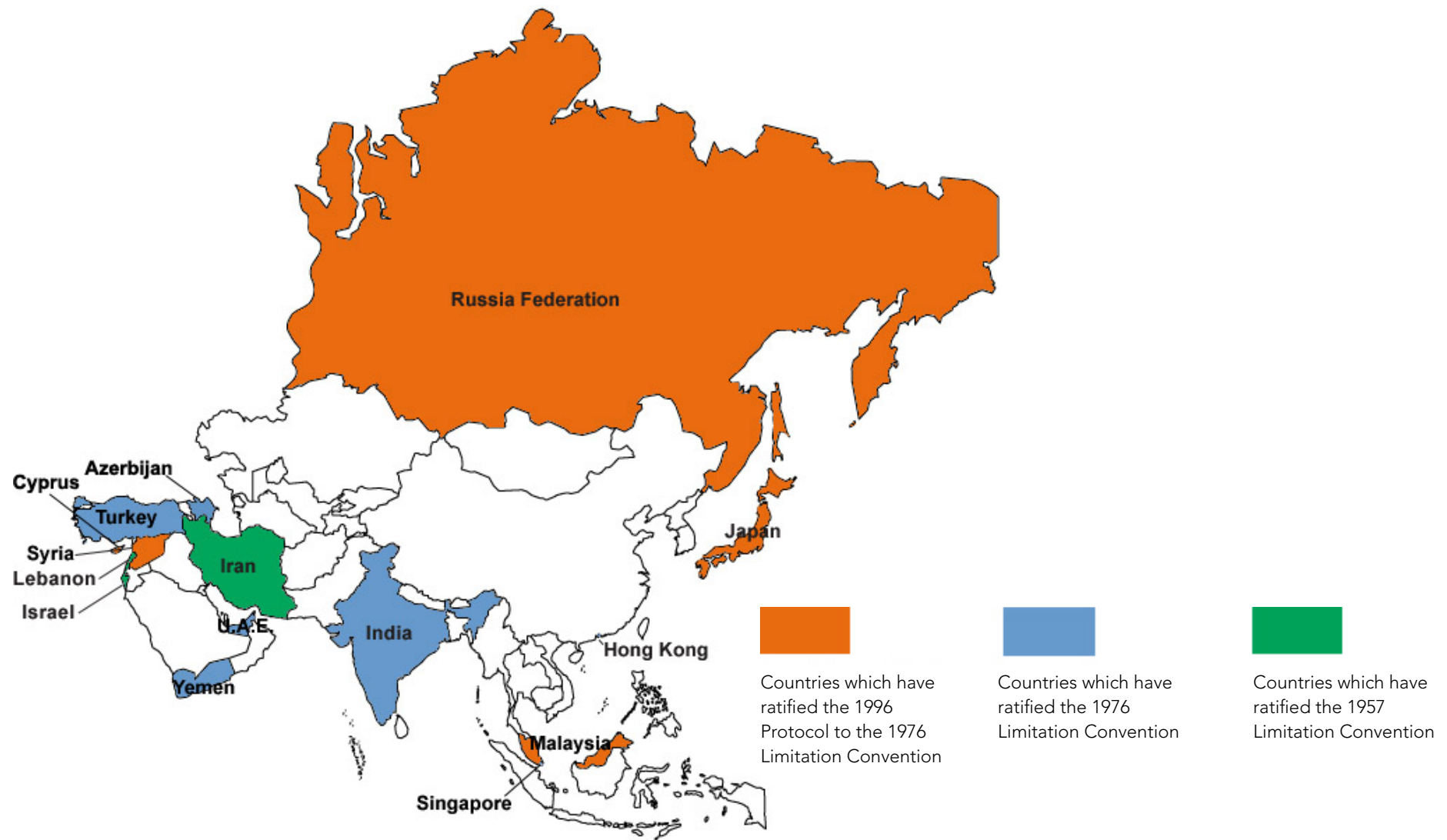
Country	Date of entry into force	Global Limitation	Comments
Guyana	1st April 1998	1976 Limitation Convention	
Trinidad and Tobago	1st July 2000	1976 Limitation Convention	

 Countries which have ratified the 1996 Protocol to the 1976 Limitation Convention

 Countries which have ratified the 1976 Limitation Convention

 Countries which have ratified the 1957 Limitation Convention

Asia - map



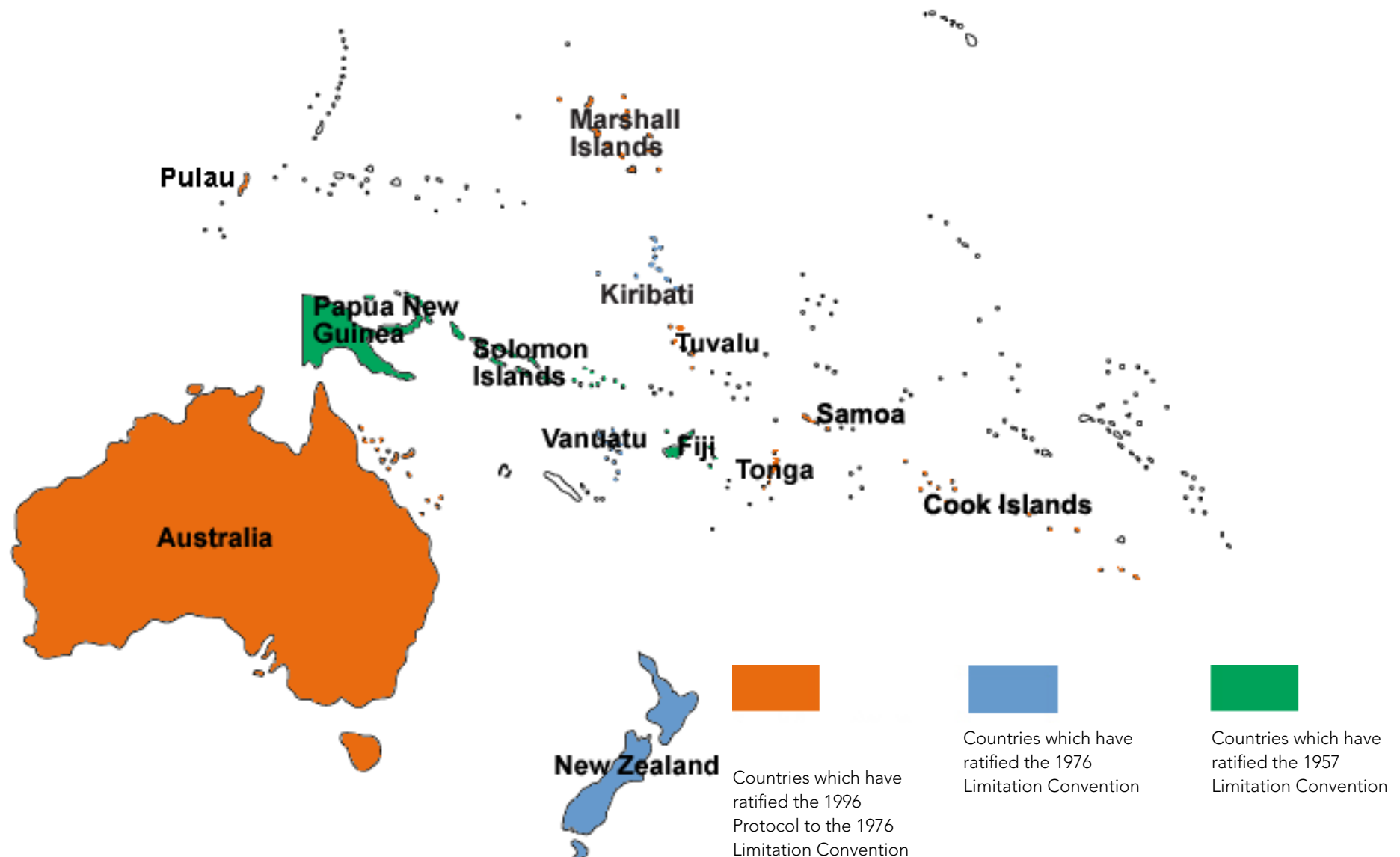
Asia - table

Country	Date of entry into force	Global Limitation	Comments
Azerbaijan	1st November 2004	1976 Limitation Convention	
China - HK SAR	1st July 1997	1976 Limitation Convention	<p>Reserves the right to exclude the application of Article 2, paragraph 1 (d) of the Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship".</p> <p>National law regulates the system of limitation of liability to be applied to vessels which are less than 300 gross tons (pursuant to Article 15 paragraph 2(b) of the 1976 Limitation Convention).</p> <p>The manner of calculation employed with respect to Article 8(i) of the Convention concerning the unit of account shall be the method of valuation applied by the International Monetary Fund. The Convention will continue to apply to the Hong Kong Special Administrative Region of the People's Republic of China with effect from 1st July 1997 with certain resolutions and declarations.</p>
Cyprus	23rd March 2006	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
India	21 June 2011	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Iran	31st May 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p> <p>Reserves the right to give effect to the Convention either by giving it the force of law or by including in national legislation, in a form appropriate to that legislation, the provisions of the Convention.</p>

Country	Date of entry into force	Global Limitation	Comments
Israel	31st May 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p> <p>Reserves the right to give effect to the Convention either by giving it the force of law or by including in national legislation, in a form appropriate to that legislation, the provisions of the Convention.</p>
Japan	1st August 2006	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>Reserves the right to exclude the application of Article 2, paragraph 1 (d) of the Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship".</p> <p>Reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads: "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship".</p>
Lebanon	23rd June 1995	1957 Limitation Convention	
Malaysia	10th February 2009	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Mongolia	27th December 2011	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Russian Federation	13th May 2004	1996 Protocol to amend the 1976 Limitation Convention	<p>The Russian Federation reserves the right to exclude the application of Article 2, paragraph 1(d) of the 1976 Convention (as amended by the 1996 Protocol) which relates to claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship.</p> <p>The Russian Federation reserves the right to exclude the provisions of Article 2, paragraph 1(e) which relate to claims in respect of the removal, destruction or the rendering harmless of a cargo from a ship.</p>

Country	Date of entry into force	Global Limitation	Comments
			<p>The Russian Federation reserves the right to exclude claims relating to damage in the meaning of the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea 1996 (HNS Convention 1996).</p> <p>The Russian Federation shall by virtue of Article 3(e) of the 1976 Convention apply national law to claims for personal injury or property caused to employees of shipowners or rescuers if the contract of employment between the shipowner or rescuer and these employees is subject to the law of the Russian Federation.</p> <p>The Russian Federation shall by virtue of Article 15, paragraph 3 of the Convention apply national law in respect of claims for compensation for damage to persons or personal property directly connected with the operation of the ship or with rescue operations if the shipowner and the person concerned or the rescuer and the person concerned are organisations or citizens of the Russian Federation.</p> <p>The Russian Federation shall by virtue of Article 15, paragraph 15 apply national law to claims for compensation for personal injury or death of passengers on a ship, if the shipowner and passenger are organisations or citizens of the Russian Federation.</p>
Singapore	1st May 2005	1976 Limitation Convention	
Syrian Arab Republic	1st January 2006	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Turkey	1st July 1998	1976 Limitation Convention	
United Arab Emirates	1st March 1998	1976 Limitation Convention	
Yemen	1st December 1986	1976 Limitation Convention	

Australia and Pacific - map

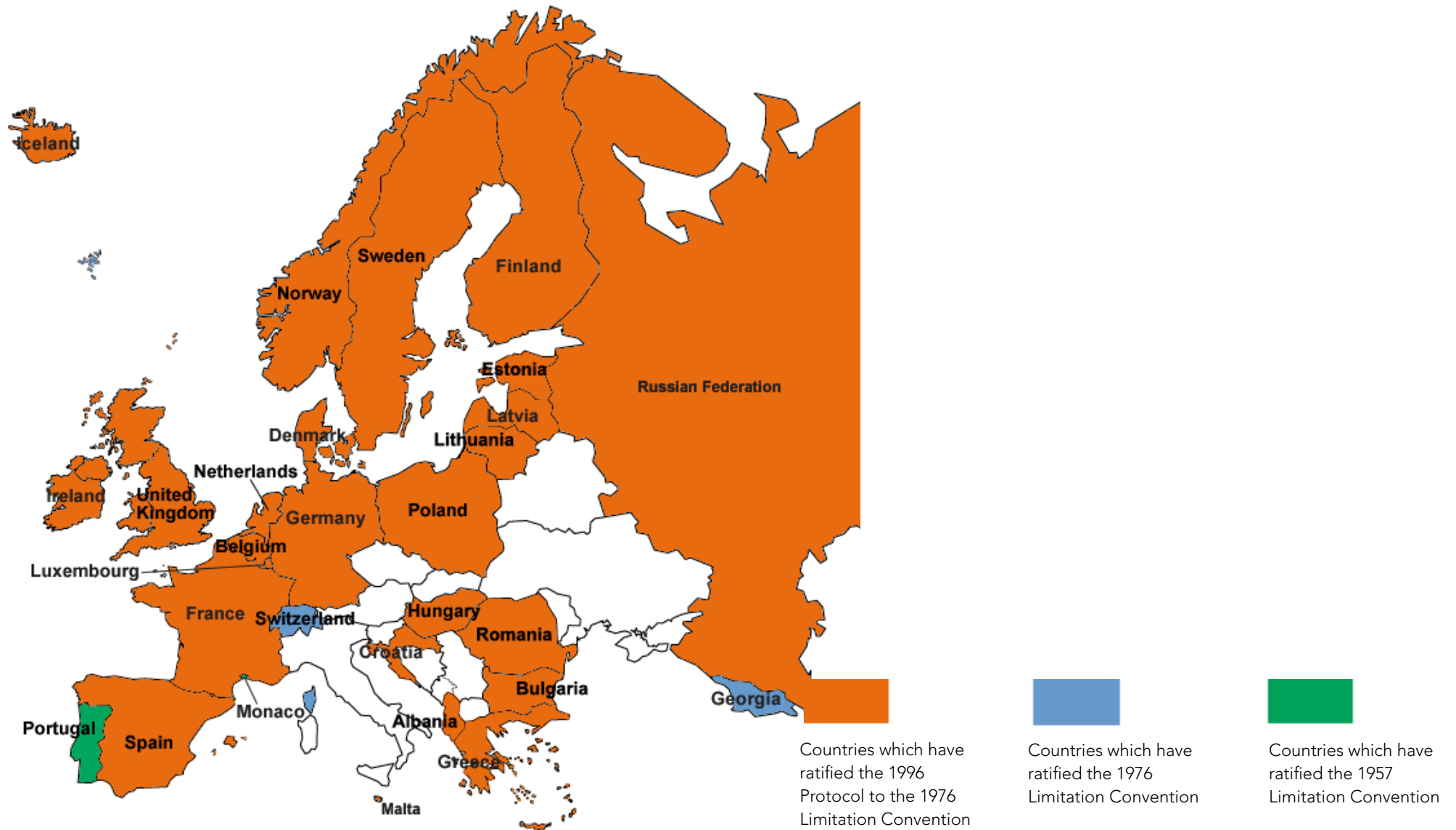


Australia and Pacific - table

Country	Date of entry into force	Global Limitation	Comments
Australia	13th May 2004	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>Reserves the right to exclude the application of Article 2, paragraph 1 (d) of the 1976 Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship".</p> <p>Reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads: "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship".</p>
Cook Islands	12th June 2007	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p>
Fiji	31st May 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p>
Kiribati	1st June 2007	1976 Limitation Convention	
Marshall Islands	30th April 2006	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p>
New Zealand	1st June 1994	1976 Limitation Convention	

Country	Date of entry into force	Global Limitation	Comments
Papua New Guinea	14th September 1980	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p> <p>Reserves the right to give effect to the Convention either by giving it the force of law or by including it in national legislation, in a form appropriate to that legislation, the provisions of the Convention.</p>
Pulau	28th December 2011	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Samoa	16th August 2004	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Solomon Islands	31st May 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p>
Tonga	13th May 2004	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Tuvalu	12th April 2009	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Vanuatu	1st January 1993	1976 Limitation Convention	

Europe - map



Europe - table

Country	Date of entry into force	Global Limitation	Comments
Albania	6th September 2004	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies. The provisions of the Protocol entered into force in Albania by national law prior to the Protocol itself coming into force internationally (by the ratification of the 10 States as provided for in the Protocol).
Belgium	7th January 2010	1996 Protocol to the 1976 Limitation Convention	Reserves the right to exclude the application of Article 2, paragraph 1 (d) of the Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship". Reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads: "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship". Convention applies to vessels navigating in inland waterways. The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Bulgaria	2nd October 2005	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Croatia	13th August 2006	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies. Under the 1976 Convention, reserves the right to exclude the application of Article 2, paragraph 1 (d) of the Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship". Under the 1976 Convention, reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads: "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship". Croatia reserves the right to exclude claims relating to damage in the meaning of the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea 1996 (HNS Convention 1996) or any protocol thereto.
Cyprus	23rd March 2006	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.

Country	Date of entry into force	Global Limitation	Comments
Denmark	25th March 2004	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>Denmark has utilised Article 15 (i) of the Convention to the effect that a person who has his habitual residence or principal place of business in a State party to the 1976 Convention but not the 1996 Protocol, and seeks to limit his liability before a court in Denmark whilst Denmark is a party to both the 1976 Convention and the 1996 Protocol, Denmark will accept limitations according to the Convention of 1976.</p> <p>Denmark intends to use the provisions of Article 15 paragraph 2 (b) by which a State party may regulate by national law the system of limitation of liability to be applied to ships of less than 300 tons.</p> <p>The Protocol does not apply to the Faroe Islands and Greenland.</p>
Estonia	14th June 2011	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>The instrument of accession of the Republic of Estonia contained the following reservation: "Pursuant to paragraph 1(b) of article 18 of the Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976, the Republic of Estonia reserves the right to exclude claims for damage within the meaning of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996, or any amendments or protocol related thereto."</p>
Finland	13th May 2004	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p>
France	23rd July 2007	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>Under the 1976 Convention, reserves the right to exclude the application of Article 2, paragraph 1 (d) of the Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship".</p> <p>Under the 1976 Convention, reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads: "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship". Furthermore, under national law, no limit of liability is provided for vessels navigating on French internal waterways.</p>
Georgia	1st June 1996	1976 Limitation Convention	

Country	Date of entry into force	Global Limitation	Comments
Germany	13th May 2004	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>Germany by virtue of Article 15 (2)(a) of the Convention, has declared that it will regulate the limitation of liability of ships intended for navigation on inland waterways by national law (Act Relating to Private Law Aspects of Inland Navigation).</p> <p>Germany, in accordance with Article 16 (2)(b) of the Convention, has declared that it shall regulate by national law the limitation of liability for ships with a tonnage of up to 250 tons.</p>
Gibraltar (UK)	1st December 1986	1976 Limitation Convention	Gibraltar reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship".
Greece	4 October 2009	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Hungary	2nd October 2008	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Iceland	15th February 2009	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Ireland	24th April 2012	1996 Protocol to the	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>Reserves the right to exclude the application of Article 2, paragraph 1 (d) of the Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the 1976 Limitation Convention raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship".</p> <p>Reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads: "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship".</p>
Latvia	17th July 2007	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Lithuania	13th December 2007	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Luxembourg	8th June 2005	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.

Country	Date of entry into force	Global Limitation	Comments
Malta	13th May 2004	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Monaco	24th July 1977	1957 Limitation Convention	Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways". Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons. Reserves the right to give effect to the Convention either by giving it the force of law or by including it in national legislation, in a form appropriate to that legislation, the provisions of the Convention.
Netherlands	23rd March 2011	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies. Reserves the right to exclude the application of Article 2, paragraph 1 (d) of the Convention. Article 2 paragraph 1 (d) reads: "Claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship". Reserves the right to exclude the application of Article 2 paragraph 1 (e) of the Convention. Article 2 paragraph 1 (e) reads: "claims in respect of the removal, destruction or the rendering harmless of a cargo of a ship". National law (Act of June 14th 1989 (Staatsblad 239)) regulates the system of limitation of liability to be applied to vessels, which according to the law of the Netherlands, are intended for navigation on inland waterways (pursuant to Article 15 paragraph 2(a) of the 1976 Limitation Convention). National law (Act of June 14th 1989 (Staatsblad 239)) regulates the system of limitation of liability to be applied to vessels which are according to their construction intended exclusively or mainly for the carriage of persons and have a tonnage of less than 300 gross tons, the limit of liability for claims other than for loss of life or personal injury may be established at a lower level by national law than under the Convention. Has signed but not ratified the 1996 Protocol to the 1976 Limitation Convention which provides for enhanced compensation and establishes a simplified procedure for updating the limitation amounts. The absence of ratification means that the Netherlands has not yet expressed its consent to be bound by the Protocol.
Norway	13th May 2004	1996 Protocol to the 1976 Limitation Convention	Norway, in accordance with Article 18 (i) of the 1976 Convention (as amended by Article 7 of the 1996 Protocol), reserves its right to exclude claims for damages within the meaning of the HNS Convention 1996. The Convention does not apply to ships customised or adapted to drilling and/or engaged in drilling as the national law has established a higher limit than that in Article 6 (pursuant to Article 15 paragraph 4(a) of the 1976 Limitation Convention). In accordance with Article 18.1a of the 1976 Limitation Convention as amended by the 1996 Protocol, Norway reserves the right to exclude the application of Article 2 paragraph 1(d) and (e).

Country	Date of entry into force	Global Limitation	Comments
Poland	1st December 1986	1976 Limitation Convention	The Polish National Bank will fix a rate of exchange of the SDR to the US Dollar according to the current rates of exchange quoted by Reuters. The US dollar will be converted into Polish Zloties at the exchange rate quoted by the Polish National Bank from their current table of foreign currencies.
Portugal	8th October 1968	1957 Limitation Convention	<p>Reserves the right to exclude the application of Article 1 paragraph 1(c) of the Convention. Article 1 paragraph 1(c) reads: "Any obligation or liability imposed by any law relating to the removal of wreck and arising from or in connection with the raising, removal or destruction of any ship which is sunk, stranded or abandoned (including anything which may be on board such ship) and any obligation or liability arising out of damage caused to harbour works, basins and navigable waterways".</p> <p>Reserves the right to regulate by specific provisions of national law the system of limitation of liability to be applied to ships of less than 300 gross tons.</p> <p>Reserves the right to give effect to the Convention either by giving it the force of law or by including it in national legislation, in a form appropriate to that legislation, the provisions of the Convention.</p> <p>Has ratified the 1979 Protocol to the 1957 Limitation Convention, which: (a) replaces the limitation amounts under Article 3, paragraph (1) of the 1957 Convention; and (b) replaces Article 3, paragraph (6) of the 1957 Convention by substituting the unit of account in Article 3, paragraph (1) for the Special Drawing Rights (SDR) as defined by the International Monetary Fund. Alternative methods of calculation are set out in the Protocol for countries which are not Members of the International Monetary Fund and which do not permit the application of the provisions relating to the SDR.</p>
Romania	10th June 2007	1996 Protocol to the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Russian Federation	13th May 2004	1996 Protocol to amend the 1976 Limitation Convention	<p>The Russian Federation reserves the right to exclude the application of Article 2, paragraph 1(d) of the 1976 Convention (as amended by the 1996 Protocol) which relates to claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship.</p> <p>The Russian Federation reserves the right to exclude the provisions of Article 2, paragraph 1(e) which relate to claims in respect of the removal, destruction or the rendering harmless of a cargo from a ship.</p> <p>The Russian Federation reserves the right to exclude claims relating to damage in the meaning of the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea 1996 (HNS Convention 1996).</p> <p>The Russian Federation shall by virtue of Article 3(e) of the 1976 Convention apply national law to claims for personal injury or property caused to employees of shipowners or rescuers if the contract of employment between the shipowner or rescuer and these employees is subject to the law of the Russian Federation.</p>

Country	Date of entry into force	Global Limitation	Comments
			<p>The Russian Federation shall by virtue of Article 15, paragraph 3 of the Convention apply national law in respect of claims for compensation for damage to persons or personal property directly connected with the operation of the ship or with rescue operations if the shipowner and the person concerned or the rescuer and the person concerned are organisations or citizens of the Russian Federation.</p> <p>The Russian Federation shall by virtue of Article 15, paragraph 15 apply national law to claims for compensation for personal injury or death of passengers on a ship, if the shipowner and passenger are organisations or citizens of the Russian Federation.</p>
Spain	29th May 2005	1996 Protocol to amend the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Sweden	20th October 2004	1996 Protocol to amend the 1976 Limitation Convention	The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.
Switzerland	1st April 1988	1976 Limitation Convention	<p>National law regulates the system of limitation of liability to be applied to vessels which according to the law of Switzerland are intended for navigation on inland waterways (pursuant to Article 15 paragraph 2 (a) of the 1976 Limitation Convention).</p> <p>Switzerland calculates the value of the Swiss Franc in SDR by reference to the value of the US dollar quoted on the Zurich currency market and the SDR in US dollars calculated by the IMF.</p>
United Kingdom	11th May 2004	1996 Protocol to the 1976 Limitation Convention	<p>The 1996 Protocol updates the 1976 Convention in two respects. It provides for enhanced compensation and also provides a tacit acceptance procedure for updating these amounts. Reservations made under the 1976 Convention applies.</p> <p>The United Kingdom reserves the right to exclude the application of Article 2 paragraph 1(d) of the Convention which relates to claims in respect of the raising, removal, destruction, or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship.</p> <p>The United Kingdom has the right to exclude the application of Article 2 paragraph 1(e) which relates to claims in respect of the removal, destruction or the rendering harmless of a cargo from a ship.</p> <p>The United Kingdom reserves the right to exclude claims for damage within the meaning of the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea 1996 (HNS Convention 1996).</p> <p>The United Kingdom intends to use the provisions of Article 15 paragraph 2(b) of the convention to regulate by national law the system of limitation of liability to be applied to ships less than 300 tons.</p> <p>The United Kingdom intends to use the provisions of Article 15(3)bis of the 1976 Convention to regulate by national law the system of limitation of liability to be applied to passengers so that there will be no limit of liability in respect of death or personal injury to passengers of a ship although separate per capita limits may apply under national law based on the Convention relating to the Carriage of Passengers and their Luggage by Sea 1974 (Athens Convention).</p>

Country	Date of entry into force	Global Limitation	Comments
United Kingdom Territories	1st December 1986	1976 Limitation Convention	<p>The United Kingdom's ratification of the 1996 Protocol to the 1976 Convention does not extend to the Overseas Territories of the United Kingdom.</p> <p>The UK has declared its ratification of the 1976 Convention to be effective in respect of Jersey, Guernsey, Isle of man, Bermuda, British Virgin Isles, Cayman Islands, Falkland Islands, Gibraltar, Monserrat, Pitcairn, Saint Helena and Dependencies, Turks and Caicos Islands, UK sovereign base areas of Akrotiri, Dhekelia in Cyprus, Anguilla British Antarctic Territory, British Indian Ocean Territory, South Georgia and the South Sandwich Islands. The UK's ratification of the 1996 Protocol shall not extend to the Overseas Territories until the UK's denunciation is extended to these.</p>

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