

# Athens Convention (PAL)



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# The Athens Convention relating to the Carriage of Passengers and their Luggage by Sea (PAL) 1974 and Protocol thereto (Athens Convention)

## Part I

Convention relating to the carriage of passengers and their luggage by sea, 1974

THE STATES PARTIES TO THIS CONVENTION,

HAVING RECOGNIZED the desirability of determining by agreement certain rules relating to the carriage of passengers and their luggage by sea;

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

## Article 1

### Definitions

In this Convention the following expressions have the meaning assigned to them:

#### 1. "carrier"

a) means a person by or on behalf of whom a contract of carriage has been concluded, whether the carriage is actually performed by him or by a performing carrier;

b) performing carrier means a person other than the carrier, being the owner, charterer or operator of a ship, who actually performs the whole or a part of the carriage;

2. "contract of carriage" means a contract made by or on behalf of a carrier for the carriage by sea of a passenger or of a passenger and his luggage, as the case may be;

3. "ship" means only a seagoing vessel, excluding an air-cushion vehicle;

4. "passenger" means any person carried in a ship,

a) under a contract of 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 not governed by this Convention;

5. "luggage" means any article or vehicle carried by the carrier under a contract of carriage, excluding:

a) articles and vehicles carried under a charter party, bill of lading or other contract primarily concerned with the carriage of goods; and

b) live animals;

6. "cabin luggage" means luggage which the passenger has in his cabin or is otherwise in his possession, custody or control. Except for the application of paragraph 8 of this Article and Article 8, cabin luggage includes luggage which the passenger has in or on his vehicle;

7. "loss of or damage to luggage" includes pecuniary loss resulting from the luggage not having been re-delivered to the passenger within a reasonable time after the arrival of the ship on which the luggage has been or should have been carried, but does not include delays resulting from labour disputes;

8. carriage covers the following periods:

a) with regard to the passenger and his cabin luggage, the period during which the passenger and/or his cabin luggage are on board the ship or in the course of embarkation or disembarkation, and the period during which the passenger and his cabin luggage are transported by water from land to the ship or vice-versa, if the cost of such transport is included in the fare or if the vessel used for this purpose of auxiliary transport has been put at the disposal of the passenger by the carrier. However, with regard to the passenger, carriage does not include the period during which he is in a marine terminal or station or on a quay or in or on any other port installation;

b) with regard to cabin luggage, also the period during which the passenger is in a marine terminal or station or on a quay or in or on any other port installation if that luggage has been taken over by the carrier or his servant or agent and has not been re-delivered to the passenger;

c) with regard to other luggage which is not cabin luggage, the period from the time of its taking over by the carrier or his servant or agent on shore or on board until the time of its re-delivery by the carrier or his servant or agent;

9. "international carriage" means any carriage in which, according to the contract of carriage, the place of departure and the place of destination are situated in two different States, or in a single State if, according to the contract of carriage or the scheduled itinerary, there is an intermediate port of call in another State:

10. "Organization" means the Inter-Governmental Maritime Consultative Organization.

## Article 2

### Application

1. This Convention shall apply to any international carriage if:

a) the ship is flying the flag of or is registered in a State Party to this Convention, or  
b) the contract of carriage has been made in a State Party to this Convention, or  
c) the place of departure or destination, according to the contract of carriage, is in a State Party to this Convention.

2. Notwithstanding paragraph 1 of this Article, this Convention shall not apply when the carriage is subject, under any other international convention concerning the carriage

of passengers or luggage by another mode of transport, to a civil liability regime under the provisions of such convention, in so far as those provisions have mandatory application to carriage by sea.

### Article 3 Liability of the carrier

1. The carrier shall be liable for the damage suffered as a result of the death of or personal injury to a passenger and the loss of or damage to luggage if the incident which caused the damage so suffered occurred in the course of the carriage and was due to the fault or neglect of the carrier or of his servants or agents acting within the scope of their employment.

2. The burden of proving that the incident which caused the loss or damage occurred in the course of the carriage, and the extent of the loss or damage, shall lie with the claimant.

3. Fault or neglect of the carrier or of his servants or agents acting within the scope of their employment shall be presumed, unless the contrary is proved, if the death of or personal injury to the passenger or the loss of or damage to cabin luggage arose from or in connection with the shipwreck, collision, stranding, explosion or fire, or defect in the ship. In respect of loss of or damage to other luggage, such fault or neglect shall be presumed, unless the contrary is proved, irrespective of the nature of the incident which caused the loss or damage. In all other cases the burden of proving fault or neglect shall lie with the claimant.

### Article 4 Performing carrier

1. If the performance of the carriage or part thereof has been entrusted to a performing carrier, the carrier shall nevertheless remain liable for the entire carriage according to the provisions of this Convention. In addition, the performing carrier shall be subject and entitled to the provisions of this Convention for the part of the carriage performed by him.

2. The carrier shall, in relation to the carriage performed by the performing carrier, be liable for the acts and omissions of the performing carrier and of his servants and agents acting within the scope of their employment.

3. Any special agreement under which the carrier assumes obligations not imposed by this Convention or any waiver of rights conferred by this Convention shall affect the performing carrier only if agreed by him expressly and in writing.

4. Where and to the extent that both the carrier and the performing carrier are liable, their liability shall be joint and several.

5. Nothing in this Article shall prejudice any right of recourse as between the carrier and the performing carrier.

### Article 5 Valuables

The carrier shall not be liable for the loss of or damage to monies, negotiable securities, gold, silverware, jewellery, ornaments, works of art, or other valuables, except where such valuables have been deposited with the carrier for the agreed purpose of safe-keeping in which case the carrier shall be liable up to the limit provided for in paragraph 3 of Article 8 unless a higher limit is agreed upon in accordance with paragraph 1 of Article 10.

### Article 6 Contributory fault

If the carrier proves that the death of or personal injury to a passenger or the loss of or damage to his luggage was caused or contributed to by the fault or neglect of the passenger, the court seized of the case may exonerate the carrier wholly or partly from his liability in accordance with the provisions of the law of that court.

### Article 7 Limit of liability for personal injury

1. The liability of the carrier for the death of or personal injury to a passenger shall in no case exceed 700,000 francs per carriage. Where in accordance with the law of the court seized of the case damages are awarded in the form of periodical income payments, the equivalent capital value of those payments shall not exceed the said limit.

2. Notwithstanding paragraph 1 of this Article, the national law of any State Party to this Convention may fix, as far as carriers who are nationals of such State are concerned, a higher per capita limit of liability.

### Article 8\* Limit of liability for loss of or damage to luggage

1. The liability of the carrier for the loss of or damage to cabin luggage shall in no case exceed 12,500 francs per passenger, per carriage.

2. The liability of the carrier for the loss of or damage to vehicles including all luggage carried in or on the vehicle shall in no case exceed 50,000 francs per vehicle, per carriage.

3. The liability of the carrier for the loss of or damage to luggage other than that mentioned in paragraphs 1 and 2 of this Article shall in no case exceed 18,000 francs per passenger, per carriage.

4. The carrier and the passenger may agree that the liability of the carrier shall be subject to a deductible not exceeding 1,750 francs in the case of damage to a vehicle and not exceeding 200 francs per passenger in the case of loss of or damage to other luggage, such sum to be deducted from the loss or damage.

\* Other than for the purposes of section 25, reference should be made to the amendments of these provisions effected by Article II of the 1976 Protocol.

#### Article 9\*

##### Monetary unit and conversion

1. The franc mentioned in this Convention shall be deemed to refer to a unit consisting of 65.5 milligrams of gold millesimal fineness 900.

2. The amounts referred to in Articles 7 and 8 shall be converted into the national currency of the State of the court seized of the case on the basis of the official value of that currency, by reference to the unit defined in paragraph 1 of this Article, on the date of the judgment or the date agreed upon by the parties. If there is no such official value, the competent authority of the State concerned shall determine what shall be considered as the official value for the purpose of this Convention.

\* Other than for the purposes of section 25, reference should be made to the amendments of these provisions effected by Article II of the 1976 Protocol.

#### Article 10

##### Supplementary provisions on limits of liability

1. The carrier and the passenger may agree, expressly and in writing, to higher limits of liability than those prescribed in Articles 7 and 8.

2. Interest on damages and legal costs shall not be included in the limits of liability prescribed in Articles 7 and 8.

#### Article 11

##### Defences and limits for carriers' servants

If an action is brought against a servant or agent of the carrier or of the performing carrier arising out of damage covered by this Convention, such servant or agent, if he proves that he acted within the scope of his employment, shall be entitled to avail

himself of the defences and limits of liability which the carrier or the performing carrier is entitled to invoke under this Convention.

#### Article 12

##### Aggregation of claims

1. Where the limits of liability prescribed in Articles 7 and 8 take effect, they shall apply to the aggregate of the amounts recoverable in all claims arising out of the death of or personal injury to any one passenger or the loss of or damage to his luggage.

2. In relation to the carriage performed by a performing carrier, the aggregate of the amounts recoverable from the carrier and the performing carrier and from their servants and agents acting within the scope of their employment shall not exceed the highest amount which could be awarded against either the carrier or the performing carrier under this Convention, but none of the persons mentioned shall be liable for a sum in excess of the limit applicable to him.

3. In any case where a servant or agent of the carrier or of the performing carrier is entitled under Article 11 of this Convention to avail himself of the limits of liability prescribed in Articles 7 and 8, the aggregate of the amounts recoverable from the carrier, or the performing carrier as the case may be, and from that servant or agent, shall not exceed those limits.

#### Article 13

##### Loss of right to limit liability

1. The carrier shall not be entitled to the benefit of the limits of liability prescribed in Articles 7 and 8 and paragraph 1 of Article 10, if it is proved that the damage resulted from an act or omission of the carrier done with the intent to cause such damage, or recklessly and with knowledge that such damage would probably result.

2. The servant or agent of the carrier or of the performing carrier shall not be entitled to the benefit of those limits if it is proved that the damage resulted from an act or omission of that servant or agent done with the intent to cause such damage, or recklessly and with knowledge that such damage would probably result.

#### Article 14

##### Basis for claims

No action for damages for the death of or personal injury to a passenger, or for the loss of or damage to luggage, shall be brought against a carrier or performing carrier otherwise than in accordance with this Convention.

## Article 15

### Notice of loss or damage to luggage

1. The passenger shall give written notice to the carrier or his agent:
  - a) in the case of apparent damage to luggage:
    - i) for cabin luggage, before or at the time of disembarkation of the passenger;
    - ii) for all other luggage, before or at the time of its redelivery;
  - b) in the case of damage to luggage which is not apparent, or loss of luggage, within fifteen days from the date of disembarkation or re-delivery or from the time when such re-delivery should have taken place.
2. If the passenger fails to comply with this Article, he shall be presumed, unless the contrary is proved, to have received the luggage undamaged.
3. The notice in writing need not be given if the condition of the luggage has at the time of its receipt been the subject of joint survey or inspection.

## Article 16

### Time-bar for actions

1. Any action for damages arising out of the death of or personal injury to a passenger or for the loss of or damage to luggage shall be time-barred after a period of two years.
2. The limitation period shall be calculated as follows:
  - a) in the case of personal injury, from the date of disembarkation of the passenger;
  - b) in the case of death occurring during carriage, from the date when the passenger should have disembarked, and in the case of personal injury occurring during carriage and resulting in the death of the passenger after disembarkation, from the date of death, provided that this period shall not exceed three years from the date of disembarkation;
  - c) in the case of loss of or damage to luggage, from the date of disembarkation or from the date when disembarkation should have taken place, whichever is later.
3. The law of the court seized of the case shall govern the grounds of suspension and interruption of limitation periods, but in no case shall an action under this Convention be brought after the expiration of a period of three years from the date of disembarkation of the passenger or from the date when disembarkation should have taken place, whichever is later.
4. Notwithstanding paragraphs 1, 2 and 3 of this Article, the period of limitation may be extended by a declaration of the carrier or by agreement of the parties after the cause

of action has arisen. The declaration or agreement shall be in writing.

## Article 17

### Competent jurisdiction

1. An action arising under this Convention shall, at the option of the claimant, be brought before one of the courts listed below, provided that the court is located in a State Party to this Convention:
  - a) the court of the place of permanent residence or principal place of business of the defendant, or
  - b) the court of the place of departure or that of the destination according to the contract of carriage, or
  - c) a court of the State of the domicile or permanent residence of the claimant, if the defendant has a place of business and is subject to jurisdiction in that State, or
  - d) a court of the State where the contract of carriage was made, if the defendant has a place of business and is subject to jurisdiction in that State.
2. After the occurrence of the incident which has caused the damage, the parties may agree that the claim for damages shall be submitted to any jurisdiction or to arbitration.

## Article 18

### Invalidity of contractual provisions

Any contractual provision concluded before the occurrence of the incident which has caused the death of or personal injury to a passenger or the loss of or damage to his luggage, purporting to relieve the carrier of his liability towards the passenger or to prescribe a lower limit of liability than that fixed in this Convention except as provided in paragraph 4 of Article 8, and any such provision purporting to shift the burden of proof which rests on the carrier, or having the effect of restricting the option specified in paragraph 1 of Article 17, shall be null and void, but the nullity of that provision shall not render void the contract of carriage which shall remain subject to the provisions of this Convention.

## Article 19

### Other conventions on limitation of liability

This Convention shall not modify the rights or duties of the carrier, the performing carrier, and their servants or agents provided for in international conventions relating to the limitation of liability of owners of seagoing ships.

## Article 20

### Nuclear damage

No liability shall arise under this Convention for damage caused by a nuclear incident:

- a) if the operator of a nuclear installation is liable for such damage under either the Paris Convention of 29 July 1960 on Third Party Liability in the Field of Nuclear Energy as amended by its Additional Protocol of 28 January 1964, or the Vienna Convention of 21 May 1963 on Civil Liability for Nuclear Damage, or
- b) if the operator of a nuclear installation is liable for such damage by virtue of a national law governing the liability for such damage provided that such law is in all respect as favourable to persons who may suffer damage as either the Paris or the Vienna Conventions.

## Article 21

### Commercial carriage by public authorities

This Convention shall apply to commercial carriage undertaken by States or Public Authorities under contracts of carriage within the meaning of Article 1.

## Article 22

### Declaration of non-application

1. Any Party may at the time of signing, ratifying, accepting, approving or acceding to this Convention, declare in writing that it will not give effect to this Convention when the passenger and the carrier are subjects or nationals of that Party.
2. Any declaration made under paragraph 1 of this Article may be withdrawn at any time by a notification in writing to the Secretary-General of the Organization.

## Article 23

### Signature, ratification and accession

1. This Convention shall be open for signature at the Headquarters of the Organization until 31 December 1975 and shall thereafter remain open for accession.
2. States may become Parties to this Convention by:
  - a) signature without reservation as to ratification, acceptance or approval;
  - 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.

## Article 24

### Entry into force

1. This Convention shall enter into force on the ninetieth day following the date on which ten 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 any State which subsequently signs this Convention without reservation as to ratification, acceptance or approval, or deposits its instrument of ratification, acceptance, approval or accession, the Convention shall come into force on the ninetieth day after the date of such signature or deposit.

## Article 25

### Denunciation

1. This Convention may be denounced by a Party at any time after 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 of the Organization who shall inform all other Parties of the receipt of the instrument of denunciation and of the date of its deposit.
3. A denunciation shall take effect one year after the deposit of an instrument of denunciation, or after such longer period as may be specified in the instrument.

## Article 26

### 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 Parties to this Convention for revising or amending it at the request of not less than one-third of the Parties.
3. Any State becoming a Party to this Convention after the entry into force of an amendment adopted by a conference convened in accordance with this Article shall be bound by the Convention as amended.

### Article 27

#### Depositary

1. This Convention shall be deposited with the Secretary-General of the Organization.
2. The Secretary-General of the Organization shall:
  - a) inform all States which have signed or acceded to this Convention of:
    - i) each new signature and each deposit of an instrument together with the date thereof;
    - ii) the date of entry into force of this Convention;
    - iii) any denunciation of this Convention and the date on which it takes effect;
  - b) transmit certified true copies of this Convention to all signatory States and to all States which have acceded to this Convention.

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

### Article 28

#### Languages

This Convention is established in a single original in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared by the Secretary-General of the Organization and deposited with the signed original.

# Protocol of 1990 to amend the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 - **Not yet in force internationally**

## The parties to the present protocol,

Considering that it is desirable to amend the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, done at Athens on 13 December 1974, to provide for enhanced compensation and to establish a simplified procedure for updating the limitation amounts,

**Have agreed** as follows:

For the purpose of this Protocol:

### Article I

1. "Convention" means the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974. For States Parties to the Protocol of 1976 to the Convention, such reference shall be deemed to include the Convention as amended by that Protocol.

2. "Organization" means the International Maritime Organization.

3. "Secretary-General" means the Secretary-General of the Organization.

### Article II

1. Article 1, paragraph 10 of the Convention is replaced by the following text:

10. "Organization" means the International Maritime Organization.

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

1. The liability of the carrier for the death of or personal injury to a passenger shall in no case exceed 175,000 units of account per carriage. Where, in accordance with the law of the court seized of the case, damages are awarded in the form of periodical income payments, the equivalent capital value of those payments shall not exceed the said limit.

3. Article 8 of the Convention is replaced by the following text:

1. The liability of the carrier for the loss of or damage to cabin luggage shall in no case exceed 1,800 units of account per passenger, per carriage.

2. The liability of the carrier for the loss of or damage to vehicles including all luggage carried in or on the vehicle shall in no case exceed 10,000 units of account per vehicle, per carriage.

3. The liability of the carrier for the loss of or damage to luggage other than that mentioned in paragraphs 1 and 2 of this article shall in no case exceed 2,700 units of

account per passenger, per carriage.

The carrier and the passenger may agree that the liability of the carrier shall be subject to a deductible not exceeding 300 units of account in the case of damage to a vehicle and not exceeding 135 units of account per passenger in the case of loss of or damage to other luggage, such sum to be deducted from the loss or damage.

4. Article 9 of the Convention and its title are replaced by the following:

Unit of Account and conversion

1. The Unit of Account mentioned in this Convention is the Special Drawing Right as defined by the International Monetary Fund. The amounts mentioned in article 7, paragraph 1, and article 8 shall be converted into the national currency of the State of the court seized of the case on the basis of the value of that currency by reference to the Special Drawing Right on the date of the judgment or the date agreed upon by the parties. The value of the 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 on the date in question for its operations and transactions. The value of the 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, a State which is not a member of the International Monetary Fund and whose law does not permit the application of the provisions of paragraph 1 of this article may, at the time of ratification, acceptance, approval of or accession to this Convention or at any time thereafter, declare that the unit of account referred to in paragraph 1 shall be equal to 15 gold francs. The gold franc referred to in this paragraph corresponds to sixty-five-and-a-half milligrammes of gold of millesimal fineness nine hundred. The conversion of the gold franc into the national currency shall be made according to the law of the State concerned.

3. The calculation mentioned in the last sentence of paragraph 1, and the conversion mentioned in paragraph 2 shall be made in such a manner as to express in the national currency of the States Parties, as far as possible, the same real value for the amounts in article 7, paragraph 1, and article 8 as would result from the application of the first three sentences of paragraph 1. States shall communicate to the Secretary-General the manner of calculation pursuant to paragraph 1, or the result of the conversion in paragraph 2, as the case may be, when depositing an instrument of ratification, acceptance, approval of or accession to this Convention and whenever there is a change in either.

### Article III

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 a 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. 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 IV

##### Signature, ratification, etc.

1. This Protocol shall be open for signature at the Headquarters of the Organization from 1 June 1990 to 31 May 1991 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;
  - 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 V

##### Entry into Force

1. This Protocol shall enter into force 90 days following the date on which 10 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 90 days following the date of expression of such consent.

#### Article VI

##### 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 12 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 25 thereof shall not be construed in any way as a denunciation of the Convention as amended by this Protocol.

#### Article VII

##### 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 VIII

##### Amendment of limits

1. Upon the request of at least one half, but in no case less than six, of the States Parties to this Protocol, any proposal to amend the limits, including the deductibles, specified in article 7, paragraph 1, and article 8 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 (hereinafter referred to as "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 one 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 VI 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 IX

##### Depository

1. This Protocol and any amendments accepted under article VIII 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 9, paragraphs 2 and 3, of the Convention as amended by this Protocol;

iii) the date of entry into force of this Protocol;

iv) any proposal to amend limits which has been made in accordance with article VIII, paragraph 1;

v) any amendment which has been adopted in accordance with article VIII, paragraph 4;

vii) any amendment deemed to have been accepted under article VIII, paragraph 7, together with the date on which that amendment shall enter into force in accordance with paragraphs 8 and 9 of that article;

viii) 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 Secretary-General of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

#### Article X

##### Languages

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

# Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 - **Not yet in force internationally**

The States Parties to this Protocol,

CONSIDERING that it is desirable to revise the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, done at Athens on 13 December 1974, to provide for enhanced compensation, to introduce strict liability, to establish a simplified procedure for updating the limitation amounts, and to ensure compulsory insurance for the benefit of passengers,

RECALLING that the 1976 Protocol to the Convention introduces the Special Drawing Right as the Unit of Account in place of the gold franc,

HAVING NOTED that the 1990 Protocol to the Convention, which provides for enhanced compensation and a simplified procedure for updating the limitation amounts, has not entered into force,

HAVE AGREED as follows:

## Article 1

For the purposes of this Protocol:

1. "Convention" means the text of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974.
2. "Organization" means the International Maritime Organization.
3. "Secretary-General" means the Secretary-General of the Organization.

## Article 2

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

1.
  - a) "carrier" means a person by or on behalf of whom a contract of carriage has been concluded, whether the carriage is actually performed by that person or by a performing carrier;
  - b) "performing carrier" means a person other than the carrier, being the owner, charterer or operator of a ship, who actually performs the whole or a part of the carriage; and
  - c) "carrier who actually performs the whole or a part of the carriage" means the performing carrier, or, in so far as the carrier actually performs the carriage, the carrier.

## Article 3

1. Article 1, paragraph 10 of the Convention is replaced by the following:
  10. "Organization" means the International Maritime Organization.

2. The following text is added as Article 1, paragraph 11, of the Convention:
  - 11 "Secretary-General" means the Secretary-General of the Organization.

## Article 4

Article 3 of the Convention is replaced by the following text:

### Article 3

Liability of the carrier

1. For the loss suffered as a result of the death of or personal injury to a passenger caused by a shipping incident, the carrier shall be liable to the extent that such loss in respect of that passenger on each distinct occasion does not exceed 250,000 units of account, unless the carrier proves that the incident:
  - a) resulted from an act of war, hostilities, civil war, insurrection or a natural phenomenon of an exceptional, inevitable and irresistible character; or
  - b) was wholly caused by an act or omission done with the intent to cause the incident by a third party.

If and to the extent that the loss exceeds the above limit, the carrier shall be further liable unless the carrier proves that the incident which caused the loss occurred without the fault or neglect of the carrier.

2. For the loss suffered as a result of the death of or personal injury to a passenger not caused by a shipping incident, the carrier shall be liable if the incident which caused the loss was due to the fault or neglect of the carrier. The burden of proving fault or neglect shall lie with the claimant.
3. For the loss suffered as a result of the loss of or damage to cabin luggage, the carrier shall be liable if the incident which caused the loss was due to the fault or neglect of the carrier. The fault or neglect of the carrier shall be presumed for loss caused by a shipping incident.
4. For the loss suffered as a result of the loss of or damage to luggage other than cabin luggage, the carrier shall be liable unless the carrier proves that the incident which caused the loss occurred without the fault or neglect of the carrier.
5. For the purposes of this Article:
  - a) "shipping incident" means shipwreck, capsizing, collision or stranding of the ship, explosion or fire in the ship, or defect in the ship;
  - b) fault or neglect of the carrier" includes the fault or neglect of the servants of the

carrier, acting within the scope of their employment;

- c) "defect in the ship" means any malfunction, failure or non-compliance with applicable safety regulations in respect of any part of the ship or its equipment when used for the escape, evacuation, embarkation and disembarkation of passengers; or when used for the propulsion, steering, safe navigation, mooring, anchoring, arriving at or leaving berth or anchorage, or damage control after flooding; or when used for the launching of life saving appliances; and
- d) "loss" shall not include punitive or exemplary damages.

6. The liability of the carrier under this Article only relates to loss arising from incidents that occurred in the course of the carriage. The burden of proving that the incident which caused the loss occurred in the course of the carriage, and the extent of the loss, shall lie with the claimant.

7. Nothing in this Convention shall prejudice any right of recourse of the carrier against any third party, or the defence of contributory negligence under Article 6 of this Convention. Nothing in this Article shall prejudice any right of limitation under Articles 7 or 8 of this Convention.

8. Presumptions of fault or neglect of a party or the allocation of the burden of proof to a party shall not prevent evidence in favour of that party from being considered.

## Article 5

The following text is added as Article 4bis of the Convention:

### Article 4bis

#### Compulsory insurance

1 When passengers are carried on board a ship registered in a State Party that is licensed to carry more than twelve passengers, and this Convention applies, any carrier who actually performs the whole or a part of the carriage shall maintain insurance or other financial security, such as the guarantee of a bank or similar financial institution, to cover liability under this Convention in respect of the death of and personal injury to passengers. The limit of the compulsory insurance or other financial security shall not be less than 250,000 units of account per passenger on each distinct occasion.

2. A certificate attesting that insurance or other financial security is in force in accordance with the provisions of this Convention shall be issued to each ship after the appropriate authority of a State Party has determined that the requirements of paragraph 1 have been complied with. With respect to a ship registered in a State Party,

such certificate shall be issued or certified by the appropriate authority of the State of the ship's registry; with respect to a ship not registered in a State Party it may be issued or certified by the appropriate authority of any State Party. This certificate shall be in the form of the model set out in the annex to this Convention and shall contain the following particulars:

- a) name of ship, distinctive number or letters and port of registry;
- b) name and principal place of business of the carrier who actually performs the whole or a part of the carriage;
- c) IMO ship identification number;
- d) type and duration of security;
- e) name and principal place of business of insurer or other person providing financial security and, where appropriate, place of business where the insurance or other financial security is established; and
- f) period of validity of the certificate, which shall not be longer than the period of validity of the insurance or other financial security.

3. a) A State Party may authorize an institution or an Organization recognised by it to issue the certificate. Such institution or organization shall inform that State of the issue of each certificate. In all cases, the State Party shall fully guarantee the completeness and accuracy of the certificate so issued, and shall undertake to ensure the necessary arrangements to satisfy this obligation.

b) A State Party shall notify the Secretary-General of:

- i) the specific responsibilities and conditions of the authority delegated to an institution or organization recognised by it;
- ii) the withdrawal of such authority; and
- iii) the date from which such authority or withdrawal of such authority takes effect.

An authority delegated shall not take effect prior to three months from the date from which notification to that effect was given to the Secretary-General.

c) The institution or organization authorized to issue certificates in accordance with this paragraph shall, as a minimum, be authorized to withdraw these certificates if the conditions under which they have been issued are not complied with. In all cases the institution or organization shall report such withdrawal to the State on whose behalf the certificate was issued.

4. The certificate shall be in the official language or languages of the issuing State. If the language used is not English, French or Spanish, the text shall include a translation into one of these languages, and, where the State so decides, the official language of the State may be omitted.

5. The certificate shall be carried on board the ship, and a copy shall be deposited with the authorities who keep the record of the ship's registry or, if the ship is not registered in a State Party, with the authority of the State issuing or certifying the certificate.

6. An insurance or other financial security shall not satisfy the requirements of this Article if it can cease, for reasons other than the expiry of the period of validity of the insurance or security specified in the certificate, before three months have elapsed from the date on which notice of its termination is given to the authorities referred to in paragraph 5, unless the certificate has been surrendered to these authorities or a new certificate has been issued within the said period. The foregoing provisions shall similarly apply to any modification which results in the insurance or other financial security no longer satisfying the requirements of this Article.

7. The State of the ship's registry shall, subject to the provisions of this Article, determine the conditions of issue and validity of the certificate.

8. Nothing in this Convention shall be construed as preventing a State Party from relying on information obtained from other States or the Organization or other international organizations relating to the financial standing of providers of insurance or other financial security for the purposes of this Convention. In such cases, the State Party relying on such information is not relieved of its responsibility as a State issuing the certificate.

9. Certificates issued or certified under the authority of a State Party shall be accepted by other States Parties for the purposes of this Convention and shall be regarded by other States Parties as having the same force as certificates issued or certified by them, even if issued or certified in respect of a ship not registered in a State Party. A State Party may at any time request consultation with the issuing or certifying State should it believe that the insurer or guarantor named in the insurance certificate is not financially capable of meeting the obligations imposed by this Convention.

10. Any claim for compensation covered by insurance or other financial security pursuant to this Article may be brought directly against the insurer or other person providing financial security. In such case, the amount set out in paragraph 1 applies as the limit of liability of the insurer or other person providing financial security, even if the carrier or the performing carrier is not entitled to limitation of liability. The defendant may further invoke the defences (other than the bankruptcy or winding up) which the carrier referred to in paragraph 1 would have been entitled to invoke in accordance with this Convention.

Furthermore, the defendant may invoke the defence that the damage resulted from the wilful misconduct of the assured, but the defendant shall not invoke any other defence which the defendant might have been entitled to invoke in proceedings brought by the assured against the defendant. The defendant shall in any event have the right to require the carrier and the performing carrier to be joined in the proceedings.

11. Any sums provided by insurance or by other financial security maintained in accordance with paragraph 1 shall be available exclusively for the satisfaction of claims under this Convention, and any payments made of such sums shall discharge any liability arising under this Convention to the extent of the amounts paid.

12. A State Party shall not permit a ship under its flag to which this Article applies to operate at any time unless a certificate has been issued under paragraphs 2 or 15.

13. Subject to the provisions of this Article, each State Party shall ensure, under its national law, that insurance or other financial security, to the extent specified in paragraph 1, is in force in respect of any ship that is licensed to carry more than twelve passengers, wherever registered, entering or leaving a port in its territory in so far as this Convention applies.

14. Notwithstanding the provisions of paragraph 5, a State Party may notify the Secretary-General that, for the purposes of paragraph 13, ships are not required to carry on board or to produce the certificate required by paragraph 2 when entering or leaving ports in its territory, provided that the State Party which issues the certificate has notified the Secretary-General that it maintains records in an electronic format, accessible to all States Parties, attesting the existence of the certificate and enabling States Parties to discharge their obligations under paragraph 13.

15. If insurance or other financial security is not maintained in respect of a ship owned by a State Party, the provisions of this Article relating thereto shall not be applicable to such ship, but the ship shall carry a certificate issued by the appropriate authorities of the State of the ship's registry, stating that the ship is owned by that State and that the liability is covered within the amount prescribed in accordance with paragraph 1. Such a certificate shall follow as closely as possible the model prescribed by paragraph 2.

#### Article 6

Article 7 of the Convention is replaced by the following text:

#### Article 7

##### Limit of liability for death and personal injury

1. The liability of the carrier for the death of or personal injury to a passenger under Article 3 shall in no case exceed 400,000 units of account per passenger on each distinct occasion. Where, in accordance with the law of the court seized of the case, damages are awarded in the form of periodical income payments, the equivalent capital value of those payments shall not exceed the said limit.

2. A State Party may regulate by specific provisions of national law the limit of liability prescribed in paragraph 1, provided that the national limit of liability, if any, is not lower than that prescribed in paragraph 1. A State Party, which makes use of the option provided for in this paragraph, shall inform the Secretary-General of the limit of liability adopted or of the fact that there is none.

#### Article 7

Article 8 of the Convention is replaced by the following text:

#### Article 8

##### Limit of liability for loss of or damage to luggage and vehicles

1. The liability of the carrier for the loss of or damage to cabin luggage shall in no case exceed 2,250 units of account per passenger, per carriage.

2. The liability of the carrier for the loss of or damage to vehicles including all luggage carried in or on the vehicle shall in no case exceed 12,700 units of account per vehicle, per carriage.

3. The liability of the carrier for the loss of or damage to luggage other than that mentioned in paragraphs 1 and 2 shall in no case exceed 3,375 units of account per passenger, per carriage.

4. The carrier and the passenger may agree that the liability of the carrier shall be subject to a deductible not exceeding 330 units of account in the case of damage to a vehicle and not exceeding 149 units of account per passenger in the case of loss of or damage to other luggage, such sum to be deducted from the loss or damage.

#### Article 8

Article 9 of the Convention is replaced by the following text:

#### Article 9

##### Unit of Account and conversion

1. The Unit of Account mentioned in this Convention is the Special Drawing Right as defined by the International Monetary Fund. The amounts mentioned in Article 3, paragraph 1, Article 4bis, paragraph 1, Article 7, paragraph 1, and Article 8 shall be converted into the national currency of the State of the court seized of the case on the basis of the value of that currency by reference to the Special Drawing Right on the date of the judgment or the date agreed upon by the parties. The value of the 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 on the date in question for its operations and transactions. The value of the 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, a State which is not a member of the International Monetary Fund and whose law does not permit the application of the provisions of paragraph 1 may, at the time of ratification, acceptance, approval of or accession to this Convention or at any time thereafter, declare that the Unit of Account referred to in paragraph 1 shall be equal to 15 gold francs. The gold franc referred to in this paragraph corresponds to sixty-five and a half milligrams of gold of millesimal fineness nine hundred. The conversion of the gold franc into the national currency shall be made according to the law of the State concerned.

3. The calculation mentioned in the last sentence of paragraph 1, and the conversion mentioned in paragraph 2 shall be made in such a manner as to express in the national currency of the States Parties, as far as possible, the same real value for the amounts in Article 3, paragraph 1, Article 4bis, paragraph 1, Article 7, paragraph 1, and Article 8 as would result from the application of the first three sentences of paragraph 1. States shall communicate to the Secretary-General the manner of calculation pursuant to paragraph 1, or the result of the conversion in paragraph 2, as the case may be, when depositing an instrument of ratification, acceptance, approval of or accession to this Convention and whenever there is a change in either.

#### Article 9

Article 16, paragraph 3, of the Convention is replaced by the following text:

3. The law of the Court seized of the case shall govern the grounds for suspension and interruption of limitation periods, but in no case shall an action under this Convention

be brought after the expiration of any one of the following periods of time:

- a) A period of five years beginning with the date of disembarkation of the passenger or from the date when disembarkation should have taken place, whichever is later; or, if earlier
- b) a period of three years beginning with the date when the claimant knew or ought reasonably to have known of the injury, loss or damage caused by the incident.

#### Article 10

Article 17 of the Convention is replaced by the following text:

##### Article 17

###### Competent jurisdiction

1. An action arising under Articles 3 and 4 of this Convention shall, at the option of the claimant, be brought before one of the courts listed below, provided that the court is located in a State Party to this Convention, and subject to the domestic law of each State Party governing proper venue within those States with multiple possible forums:

- a) the court of the State of permanent residence or principal place of business of the defendant, or
- b) the court of the State of departure or that of the destination according to the contract of carriage, or
- c) the court of the State of the domicile or permanent residence of the claimant, if the defendant has a place of business and is subject to jurisdiction in that State, or
- d) the court of the State where the contract of carriage was made, if the defendant has a place of business and is subject to jurisdiction in that State.

2. Actions under Article 4bis of this Convention shall, at the option of the claimant, be brought before one of the courts where action could be brought against the carrier or performing carrier according to paragraph 1.

3. After the occurrence of the incident which has caused the damage, the parties may agree that the claim for damages shall be submitted to any jurisdiction or to arbitration.

#### Article 11

The following text is added as Article 17bis of the Convention:

##### Article 17bis

###### Recognition and enforcement

1. Any judgment given by a court with jurisdiction in accordance with Article 17 which is enforceable in the State of origin where it is no longer subject to ordinary forms

of review, shall be recognised in any State Party, except (a) where the judgment was obtained by fraud; or  
(b) where the defendant was not given reasonable notice and a fair opportunity to present the case.

2. A judgment recognised under paragraph 1 shall be enforceable in each State Party as soon as the formalities required in that State have been complied with. The formalities shall not permit the merits of the case to be re-opened.

3. A State Party to this Protocol may apply other rules for the recognition and enforcement of judgments, provided that their effect is to ensure that judgments are recognised and enforced at least to the same extent as under paragraphs 1 and 2.

#### Article 12

Article 18 of the Convention is replaced by the following text:

##### Article 18

###### Invalidity of contractual provisions

Any contractual provision concluded before the occurrence of the incident which has caused the death of or personal injury to a passenger or the loss of or damage to the passenger's luggage, purporting to relieve any person liable under this Convention of liability towards the passenger or to prescribe a lower limit of liability than that fixed in this Convention except as provided in Article 8, paragraph 4, and any such provision purporting to shift the burden of proof which rests on the carrier or performing carrier, or having the effect of restricting the options specified in Article 17, paragraphs 1 or 2, shall be null and void, but the nullity of that provision shall not render void the contract of carriage which shall remain subject to the provisions of this Convention.

#### Article 13

Article 20 of the Convention is replaced by the following text:

##### Article 20

###### Nuclear damage

No liability shall arise under this Convention for damage caused by a nuclear incident:

- a) if the operator of a nuclear installation is liable for such damage under either the Paris Convention of 29 July 1960 on Third Party Liability in the Field of Nuclear Energy as amended by its Additional Protocol of 28 January 1964, or the Vienna Convention of 21 May 1963 on Civil Liability for Nuclear Damage, or any amendment or Protocol thereto which is in force; or

b) if the operator of a nuclear installation is liable for such damage by virtue of a national law governing the liability for such damage, provided that such law is in all respects as favourable to persons who may suffer damage as either the Paris or the Vienna Conventions or any amendment or Protocol thereto which is in force.

#### Article 14

##### Model certificate

1. The model certificate set out in the annex to this Protocol shall be incorporated as an annex to the Convention.

2. The following text is added as Article 1bis of the Convention:

Article 1bis

Annex

The annex to this Convention shall constitute an integral part of the Convention.

#### Article 15

##### Interpretation and application

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

2. The Convention as revised 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.

3. Articles 1 to 22 of the Convention, as revised by this Protocol, together with Articles 17 to 25 of this Protocol and the annex thereto, shall constitute and be called the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 2002.

#### Article 16

The following text is added as Article 22bis of the Convention.

Article 22bis

Final clauses of the Convention

The final clauses of this Convention shall be Articles 17 to 25 of the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974. References in this Convention to States Parties shall be taken to mean references to States Parties to that Protocol.

#### Final clauses

##### Article 17

##### Signature, ratification, acceptance, approval and accession

1. This Protocol shall be open for signature at the Headquarters of the Organization from 1 May 2003 until 30 April 2004 and shall thereafter remain open for accession.

2. States may express their 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 this Protocol with respect to all existing States Parties, or after the completion of all measures required for the entry into force of the amendment with respect to those States Parties shall be deemed to apply to this Protocol as modified by the amendment.

5. A State shall not express its consent to be bound by this Protocol unless, if Party thereto, it denounces:

- a) the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, done at Athens on 13 December 1974;
- b) the Protocol to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, done at London on 19 November 1976; and
- c) the Protocol of 1990 to amend the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, done at London on 29 March 1990, with effect from the time that this Protocol will enter into force for that State in accordance with Article 20.

#### Article 18

##### States with more than one system of law

1 If a State has two or more territorial units in which different systems of law are applicable in relation to matters dealt with in this Protocol, it may at the time of signature, ratification, acceptance, approval or accession declare that this Protocol shall extend to all its territorial units or only to one or more of them, and may modify this declaration by submitting another declaration at any time.

2. Any such declaration shall be notified to the Secretary-General and shall state expressly the territorial units to which this Protocol applies.

3. In relation to a State Party which has made such a declaration:

- a) references to the State of a ship's registry and, in relation to a compulsory insurance certificate, to the issuing or certifying State, shall be construed as referring to the territorial unit respectively in which the ship is registered and which issues or certifies the certificate;
- b) references to the requirements of national law, national limit of liability and national currency shall be construed respectively as references to the requirements of the law, the limit of liability and the currency of the relevant territorial unit; and
- c) references to courts, and to judgments which must be recognised in States Parties, shall be construed as references respectively to courts of, and to judgments which must be recognised in, the relevant territorial unit.

#### Article 19

##### Regional Economic Integration Organizations

1. A Regional Economic Integration Organization, which is constituted by sovereign States that have transferred competence over certain matters governed by this Protocol to that Organization, may sign, ratify, accept, approve or accede to this Protocol. A Regional Economic Integration Organization which is a Party to this Protocol shall have the rights and obligations of a State Party, to the extent that the Regional Economic Integration Organization has competence over matters governed by this Protocol.

2. Where a Regional Economic Integration Organization exercises its right of vote in matters over which it has competence, it shall have a number of votes equal to the number of its Member States which are Parties to this Protocol and which have transferred competence to it over the matter in question. A Regional Economic Integration Organization shall not exercise its right to vote if its Member States exercise theirs, and vice versa.

3. Where the number of States Parties is relevant in this Protocol, including but not limited to Articles 20 and 23 of this Protocol, the Regional Economic Integration Organization shall not count as a State Party in addition to its Member States which are States Parties.

4. At the time of signature, ratification, acceptance, approval or accession the Regional Economic Integration Organization shall make a declaration to the Secretary-General specifying the matters governed by this Protocol in respect of which competence has been transferred to that Organization by its Member States which are signatories

or Parties to this Protocol and any other relevant restrictions as to the scope of that competence. The Regional Economic Integration Organization shall promptly notify the Secretary-General of any changes to the distribution of competence, including new transfers of competence, specified in the declaration under this paragraph. Any such declarations shall be made available by the Secretary-General pursuant to Article 24 of this Protocol.

5. States Parties which are Member States of a Regional Economic Integration Organization which is a Party to this Protocol shall be presumed to have competence over all matters governed by this Protocol in respect of which transfers of competence to the Organization have not been specifically declared or notified under paragraph 4.

#### Article 20

##### Entry into force

1. This Protocol shall enter into force twelve months following the date on which 10 States have either signed it without reservation as to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the Secretary-General.

2. For any State which ratifies, accepts, approves or accedes to this Protocol after the conditions in paragraph 1 for entry into force have been met, this Protocol shall enter into force three months after the date of deposit by such State of the appropriate instrument, but not before this Protocol has entered into force in agreement with paragraph 1.

#### Article 21

##### Denunciation

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

2. Denunciation shall be effected by the deposit of an instrument to that effect 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 25 thereof shall not be construed in any way as a denunciation of the Convention as revised by this Protocol.

## Article 22 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 States Parties to this Protocol for revising or amending this Protocol at the request of not less than one-third of the States Parties.

## Article 23 Amendment of limits

1. Without prejudice to the provisions of Article 22, the special procedure in this Article shall apply solely for the purposes of amending the limits set out in Article 3, paragraph 1, Article 4bis, paragraph 1, Article 7, paragraph 1 and Article 8 of the Convention as revised by this Protocol.
2. Upon the request of at least one half, but in no case less than six, of the States Parties to this Protocol, any proposal to amend the limits, including the deductibles, specified in Article 3, paragraph 1, Article 4bis, paragraph 1, Article 7, paragraph 1, and Article 8 of the Convention as revised by this Protocol shall be circulated by the Secretary-General to all Members of the Organization and to all States Parties.
3. Any amendment proposed and circulated as above shall be submitted to the Legal Committee of the Organization (hereinafter referred to as "the Legal Committee") for consideration at a date at least six months after the date of its circulation.
4. All States Parties to the Convention as revised 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.
5. Amendments shall be adopted by a two-thirds majority of the States Parties to the Convention as revised by this Protocol present and voting in the Legal Committee expanded as provided for in paragraph 4, on condition that at least one half of the States Parties to the Convention as revised by this Protocol shall be present at the time of voting.
6. 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.

7. 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 revised 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 revised by this Protocol multiplied by three.
8. Any amendment adopted in accordance with paragraph 5 shall be notified by the Organization to all States Parties. 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 States Parties 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.
9. An amendment deemed to have been accepted in accordance with paragraph 8 shall enter into force eighteen months after its acceptance.
10. All States Parties shall be bound by the amendment, unless they denounce this Protocol in accordance with Article 21, paragraphs 1 and 2 at least six months before the amendment enters into force. Such denunciation shall take effect when the amendment enters into force.
11. When an amendment has been adopted but the eighteen-month period for its acceptance has not yet expired, a State which becomes a State Party during that period shall be bound by the amendment if it enters into force. A State which becomes a State Party after that period shall be bound by an amendment which has been accepted in accordance with paragraph 8. 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 24

### Depositary

1. This Protocol and any amendments adopted under Article 23 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 of ratification, acceptance, approval or accession together with the date thereof;
- ii) each declaration and communication under Article 9, paragraphs 2 and 3, Article 18, paragraph 1 and Article 19, paragraph 4 of the Convention as revised by this Protocol;
- iii) the date of entry into force of this Protocol;
- iv) any proposal to amend the limits which has been made in accordance with Article 23, paragraph 2 of this Protocol;
- v) any amendment which has been adopted in accordance with Article 23, paragraph 5 of this Protocol;
- vi) any amendment deemed to have been accepted under Article 23, paragraph 8 of this Protocol, together with the date on which that amendment shall enter into force in accordance with paragraphs 9 and 10 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;

viii) any communication called for by any Article of this Protocol;

b) transmit certified true copies of this protocol to all States which have signed or acceded to this Protocol.

3. As soon as this Protocol comes 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 25

### Languages

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

DONE AT LONDON this first day of November two thousand and two.

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

# Annex - Certificate of insurance or other financial security in respect of liability for the death of and personal injury to passengers

Issued in accordance with the provisions of Article 4bis of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 2002,

Name of Ship ..... Distinctive number or letters .....

IMO Ship Identification Number ..... Port of Registry .....

Name and full address of the principal place of business of the carrier who actually performs the carriage.

This is to certify that there is in force in respect of the above-named ship a policy of insurance or other financial security satisfying the requirements of Article 4bis of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 2002.

Type of Security.....

Duration of Security .....

Name and address of the insurer(s) and/or guarantor(s)

Name .....

Address .....

This certificate is valid until .....

Issued or certified by the Government of .....(Full designation of the State)

OR

The following text should be used when a State Party avails itself of Article 4bis, paragraph 3:

The present certificate is issued under the authority of the Government of .....(full designation of the State)

by .....(name of institution or organisation)

At ..... On .....

(Place) (Date)

.....  
(Signature and Title of issuing or certifying official)

## Explanatory Notes:

1 If desired, the designation of the State may include a reference to the competent public authority of the country where the Certificate is issued.

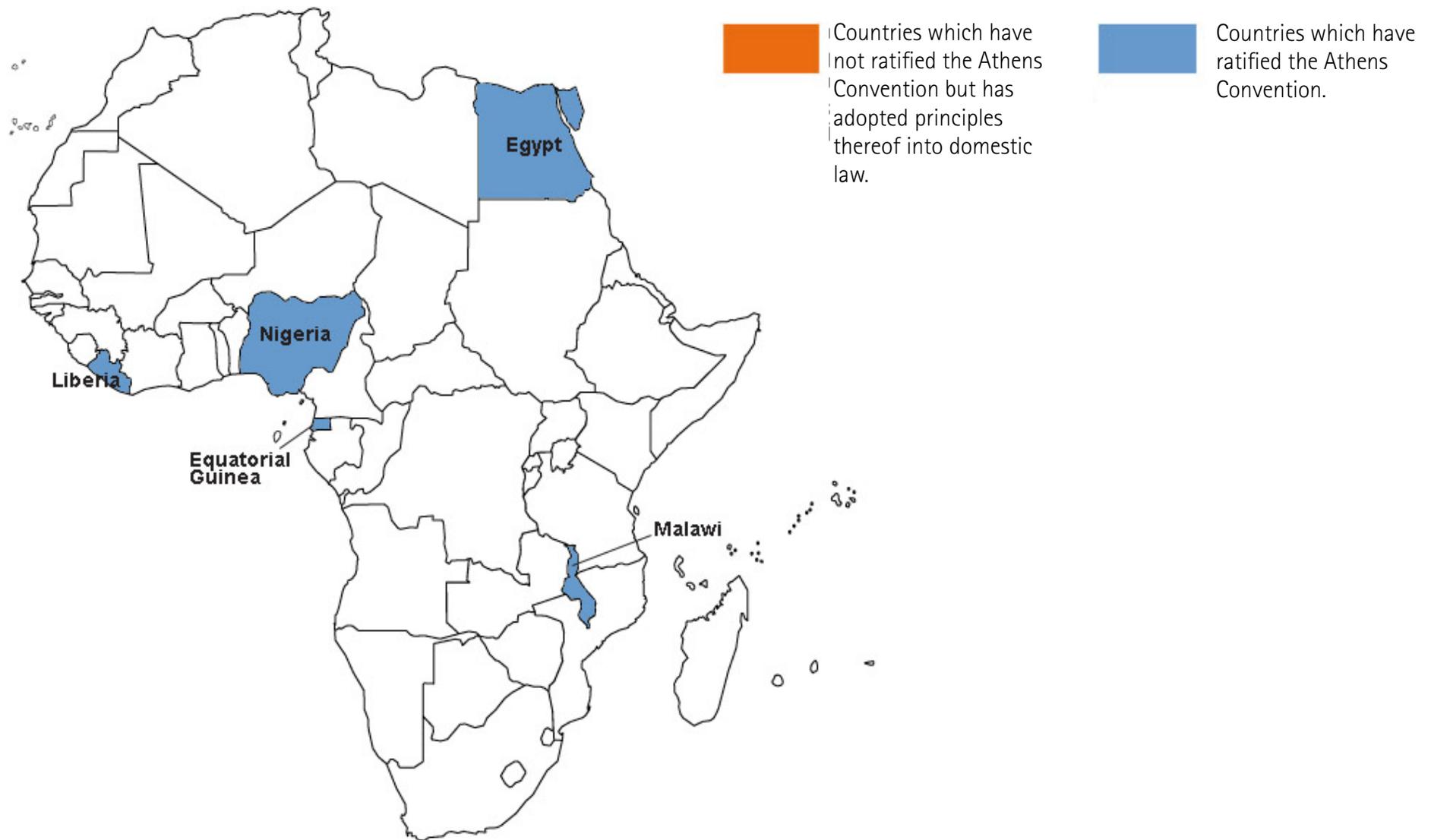
2 If the total amount of security has been furnished by more than one source, the amount of each of them should be indicated.

3 If security is furnished in several forms, these should be enumerated.

4 The entry "Duration of Security" must stipulate the date on which such security takes effect.

5 The entry "Address" of the insurer(s) and/or guarantor(s) must indicate the principal place of business of the insurer(s) and/or guarantor(s). If appropriate, the place of business where the insurance or other security is established shall be indicated.

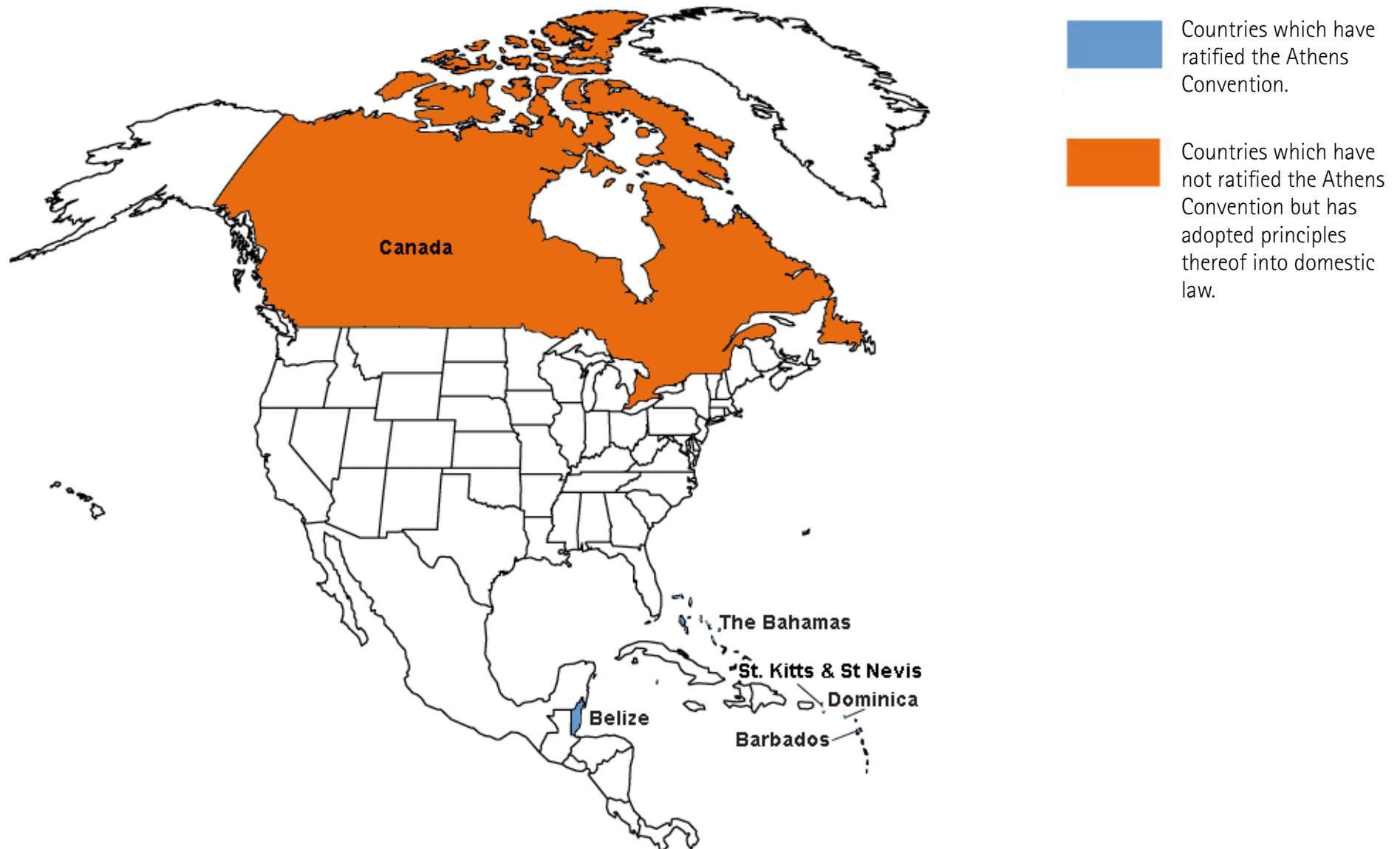
# Africa - map



# Africa - table

Country	Date of entry into force	Global Limitation Comments
Egypt	16th January 1992	Egypt has ratified the 1990 Protocol to the Athens Convention although it is doubtful this will ever come into force as the 2002 Protocol is now available for ratification.
Equatorial Guinea	23rd July 1996	Although Equatorial Guinea has ratified the 1974 Convention, local authorities are reported to ignore the limitation amounts in respect of the resident carriers. In practice, full compensation is applied in case of an incident.
Liberia	28th April 1987	Liberia has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.
Malawi	7th June 1993	
Nigeria	24th May 2004	

# North America - map



# North America - table

Country	Date of entry into force	Global Limitation Comments
Bahamas	28th April 1987	Bahamas has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.
Barbados	4th August 1994	Barbados has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 4th August 1994.
Belize	22nd August 2011	Belize has ratified the 2002 Protocol to the Athens Convention which is not yet in force.
Canada		<p>Canada is not a signatory to the 1974 Athens Convention, but has adopted an Athens-like limitation regime in domestic legislation. The Marine Liability Act, Part 4 incorporates the limits as set out in the 1990 Protocol into Canadian law:</p> <ol style="list-style-type: none"> <li>1. Personal injury and death: SDR 175,000</li> <li>2. Cabin luggage: SDR 1,800 per passenger</li> <li>3. Vehicles including all luggage carried therein or thereon: SDR 10,000 per vehicle, per carriage</li> <li>4. Other luggage not mentioned above: SDR 2,700 per passenger</li> <li>5. Subject to reduction by agreement of SDR 300 for vehicles and SDR 135 for luggage.</li> </ol>
Dominica	29th November 2001	Dominica has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 29th November 2001.
St. Kitts & St. Nevis	28th November 2005	St. Kitts & St. Nevis has also ratified the 2002 Protocol to the Athens Convention which is not yet in force.

## South America - map



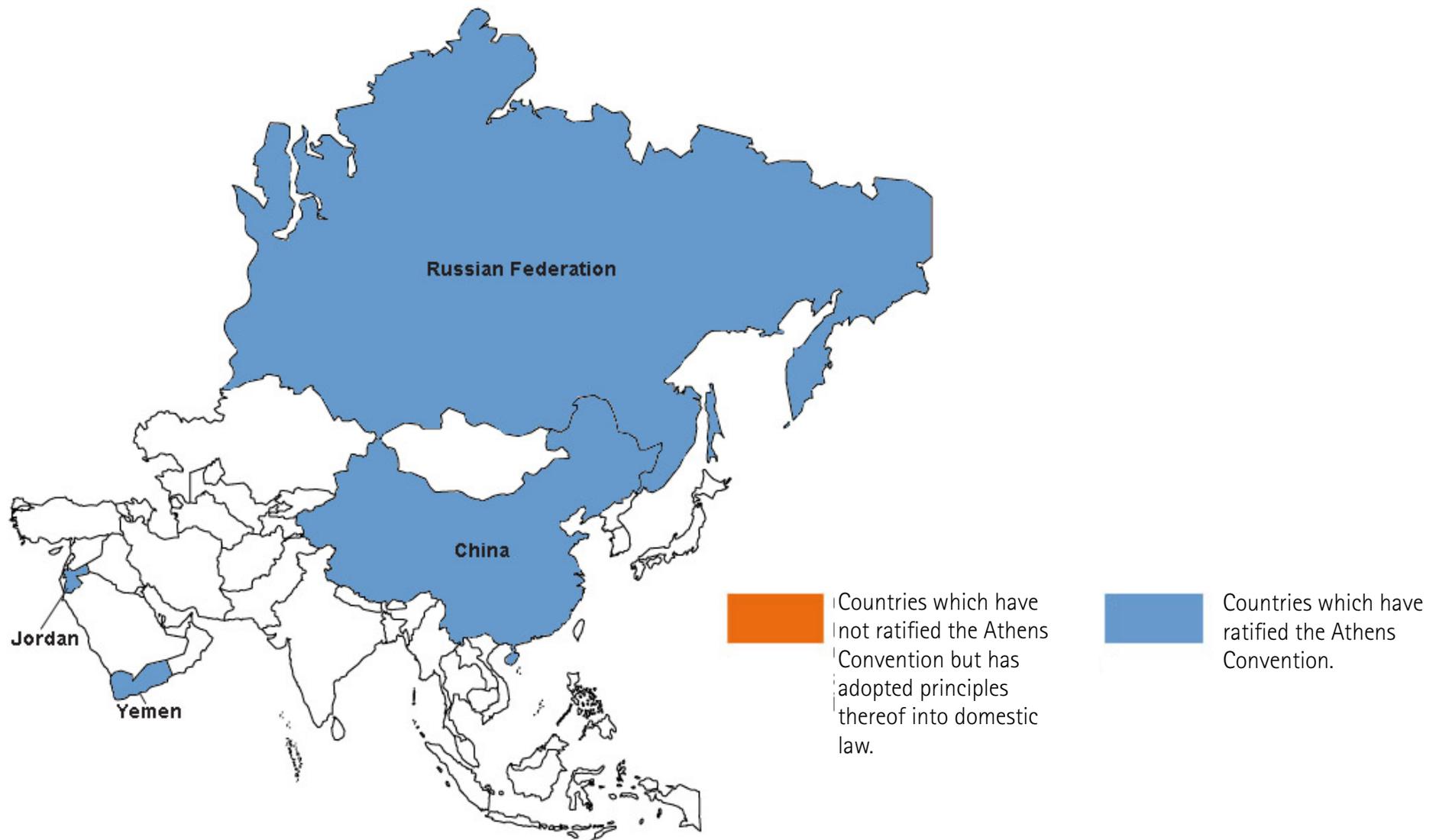
 Countries which have not ratified the Athens Convention but has adopted principles thereof into domestic law.

 Countries which have ratified the Athens Convention.

# South America - table

Country	Date of entry into force	Global Limitation Comments
Argentina	28th April 1987	<p>Argentina reserves the right to exclude the application of the Convention when both the passengers and the carrier are Argentine nationals (1974 Convention art. 22, §1).</p> <p>Argentina has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.</p> <p>For those cases not covered by the Convention, the Argentine Navigation Act Law 20094 provides a limitation for personal injuries to/death of passengers, equivalent to Argentine Gold Pesos 1,500, unless the parties agree a higher limit.</p> <p>With regard to luggage, the same act establishes the following limitations, unless otherwise agreed between the parties:</p> <ol style="list-style-type: none"> <li>1. River Carriage           <ul style="list-style-type: none"> <li>Personal luggage - Argentine Gold Pesos 100</li> <li>In hold luggage - Argentine Gold Pesos 80</li> </ul> </li> <li>2. Sea Carriage           <ul style="list-style-type: none"> <li>Personal luggage - Argentine Gold Pesos 100</li> <li>In hold luggage - Argentine Gold Pesos 150</li> </ul> </li> </ol> <p>For vehicles and all luggage transported therein, the limitation is Argentine Gold Pesos 350, unless otherwise agreed between the parties.</p>
Guyana	10th March 1998	

# Asia - map

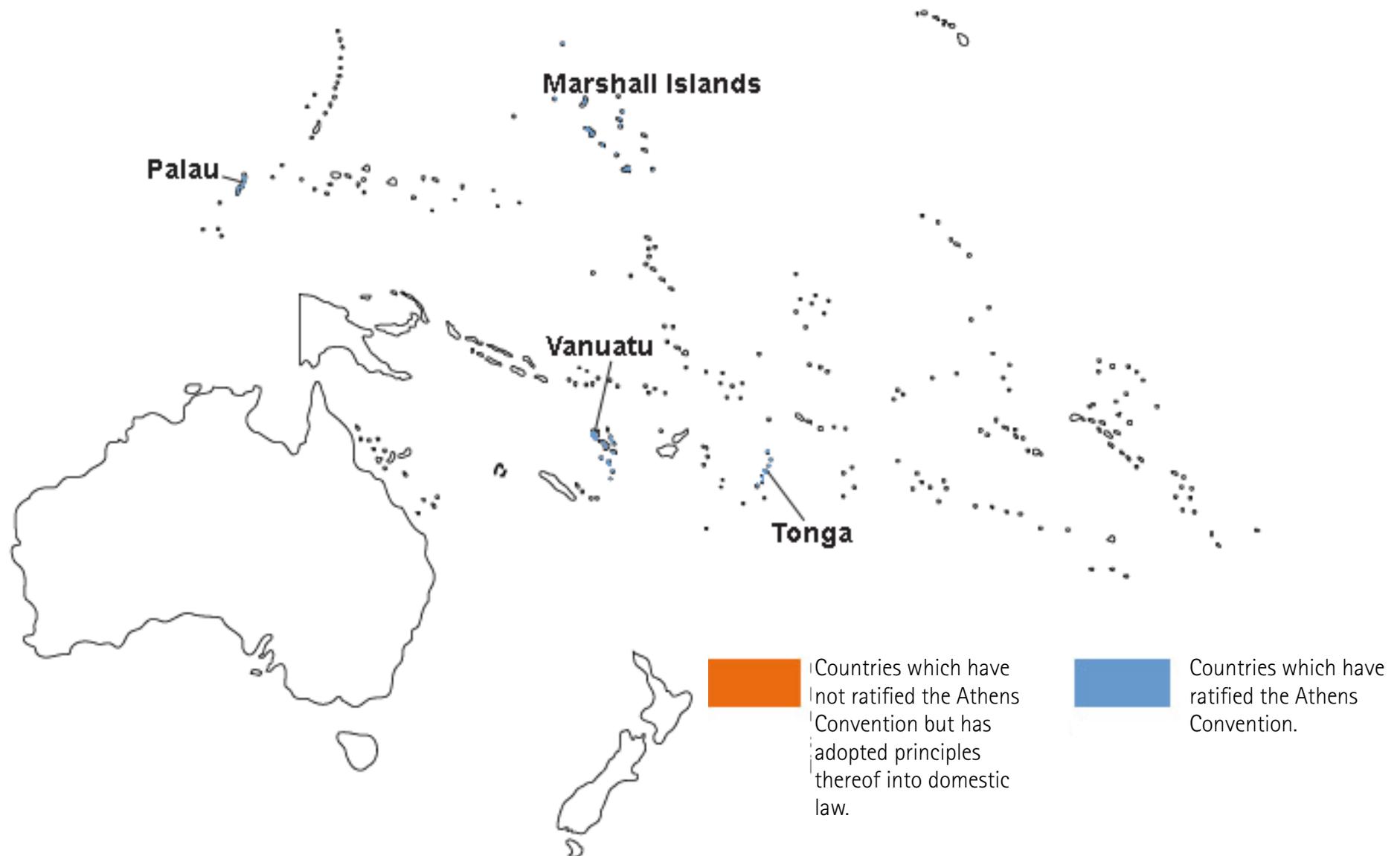


# Asia - table

Country	Date of entry into force	Global Limitation Comments
China	30th August 1994	<p>Also applies to Hong Kong special administrative region with effect from 1st July 1997.</p> <p>China has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th August 1994.</p> <p>The provisions of the Convention does not apply to the domestic carriage of passengers within China.</p> <p>With respect to Hong Kong, the limitation amounts as modified by the 1976 Protocol are still in force, but there is currently a proposal to increase the limits in line with the 1990 Protocol.</p>
Jordan	1st January 1996	
Russian Federation	28th April 1987	<p>Russia reserves the right to exclude the application of the Convention when both the passengers and the carrier are Russian nationals (1974 Convention art. 22, §1).</p> <p>As from 26th December 1991 the membership of the USSR in the convention was continued by the Russian Federation. Russia has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights).</p> <p>The 1976 Protocol entered into force 30th April 1989. Russia has the following comment on art. 9 §§1 and 3 of the Convention and art. II (3) of the Protocol: The value of the unit of SDR expressed in Soviet roubles, is calculated on the basis of the US dollar exchange rate employed at the moment of the calculation in relation to the unit of SDR established by the IMF, and the US dollar exchange rate in relation to the Soviet rouble, employed at the same moment, established by the State Bank of the USSR.</p> <p>Russia has increased the limitation amounts in respect of carriers resident in the Ukraine as permitted by Article 7(1) of the Convention by way of the Merchant</p>

Country	Date of entry into force	Global Limitation	Comments
		Shipping Code, which came into force on 1st May 1999. The limitations are in line with the amounts set out in the 1990 Protocol:	
		1. Personal injury or death: SDR 175,000	
		2. Loss of or damage to cabin luggage: SDR 1,800 per passenger.	
		3. Loss of or damage to vehicles, including luggage inside the car: SDR 10,000	
		4. Loss of or damage to luggage other than that mentioned under 2. and 3. above: SDR 2,700 per passenger.	
Syria	10th March 2005	Syria has ratified the 2002 Protocol to the Athens Convention. The Protocol is not yet in force.	
Yemen	28th April 1987	Yemen has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.	
		1. Personal injury or death:	
		- For vessels of 500 gt or less Riyals 2,400,000	
		- For vessels of 501 gt and more Riyals 2,400,000 plus an additional Riyals 1,400 for each additional ton	
		2. All other claims:	
		- For vessels of 500 gt or less Riyals 1,200,000	
		- For vessels of 501 gt and more Riyals 1,200,000 plus an additional Riyals 600 for each additional ton	

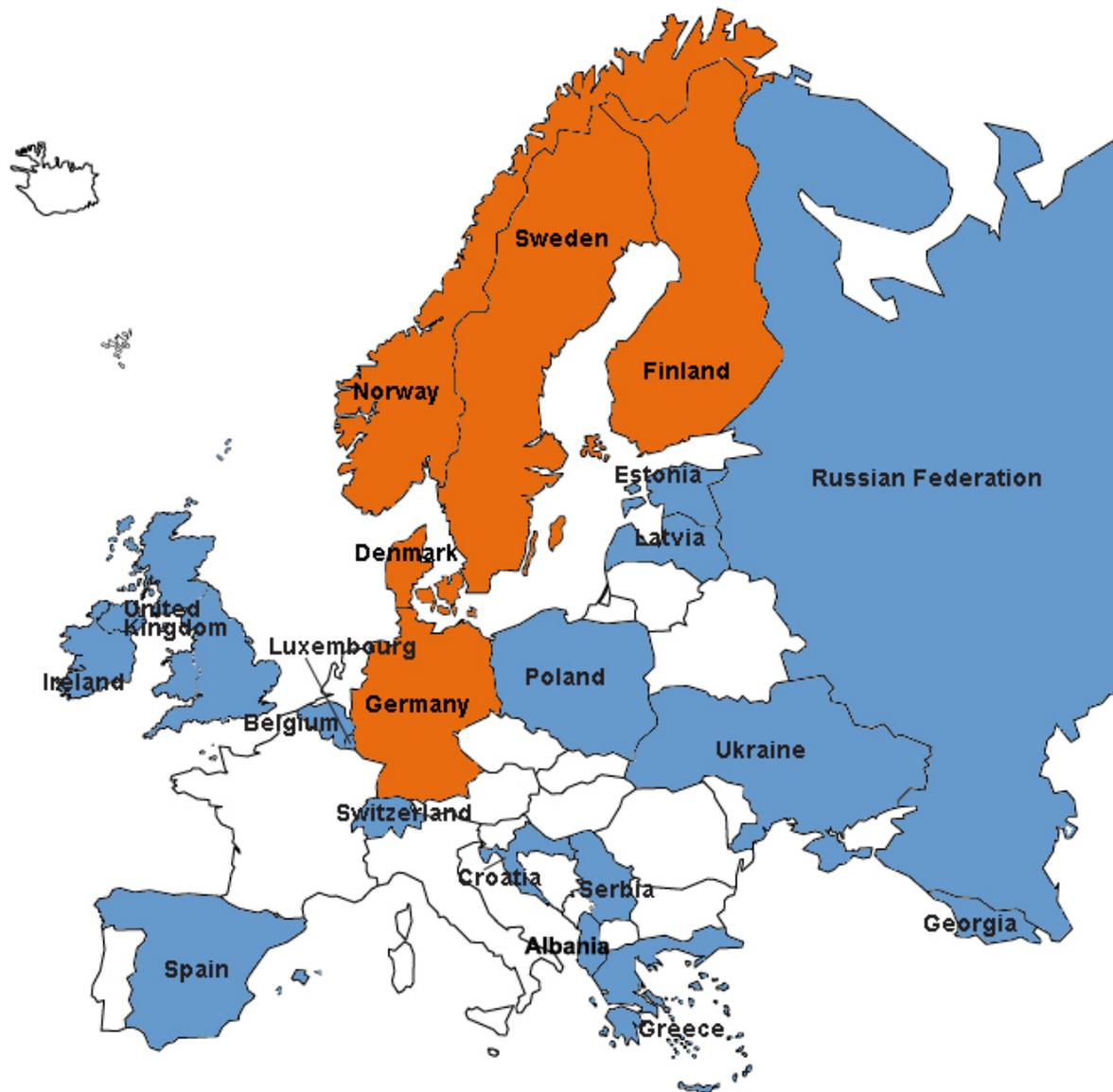
# Australia and Pacific - map



# Australia and pacific - table

Country	Date of entry into force	Global Limitation Comments
Marshall Islands	27th February 1995	Marshall Islands have ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 27th February 1995.
Palau	29th September 2011	Palau has ratified the 1990 Protocol to the Athens Convention which it is doubtful will ever come into force as the 2002 Protocol is now available for ratification.
Tonga	28th April 1987	<p>Tonga has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.</p> <p>Tonga has also ratified the 1990 Protocol to the Athens Convention which it is doubtful will ever come into force as the 2002 Protocol is now available for ratification.</p>
Vanuatu	13th April 1989	Vanuatu has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.

# Europe - map



-  Countries which have ratified the Athens Convention.
-  Countries which have not ratified the Athens Convention but has adopted principles thereof into domestic law.

# Europe - table

Country	Date of entry into force	Global Limitation Comments
Albania	14th June 2005	<p>Albania has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.</p> <p>Albania has also ratified the 1990 Protocol to the Athens Convention which it is doubtful will ever come into force as the 2002 Protocol is now available for ratification. Albania has also ratified 2002 Protocol to the Athens Convention which is not yet in force.</p>
Belgium	13th September 1989	<p>Belgium has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 13th September 1989.</p>
Croatia	12th April 1998	<p>Croatia has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 12th April 1998. Croatia has also ratified the 1990 Protocol to the Athens Convention which it is doubtful will ever come into force as the 2002 Protocol is now available for ratification.</p>
Denmark		<p>Denmark is not a signatory to the 1974 Athens Convention, but has adopted an Athens-like limitation regime in domestic legislation. Subject to the Danish Maritime Act, liability for passenger claims are limited as follows:</p> <ol style="list-style-type: none"> <li>1. Personal injury and death: SDR 175,000</li> <li>2. Luggage: <ul style="list-style-type: none"> <li>- Hand luggage SDR 1,800 per passenger</li> <li>- Valuables SDR 6,750 per passenger</li> <li>- Vehicles SDR 10,000 per vehicle</li> <li>- Other luggage SDR 2,700 per passenger</li> </ul> </li> <li>3. Delay: SDR 4,150</li> </ol>
Estonia	6th January 2003	<p>Estonia has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 6th January 2003.</p>

Country	Date of entry into force	Global Limitation	Comments
Finland			<p>Finland is not a signatory to the 1974 Athens Convention, but has adopted an Athens-like limitation regime in domestic legislation. Subject to the Finnish Maritime Code, Chapter 15, the limitation amounts are identical with the 1990 Protocol, as the 1990 Protocol is incorporated into domestic legislation:</p> <ol style="list-style-type: none"> <li>1. Personal injury and death: SDR 175,000</li> <li>2. Luggage: <ul style="list-style-type: none"> <li>- Hand luggage SDR 1,800 per passenger</li> <li>- Vehicles SDR 10,000 per vehicle</li> <li>- Other luggage SDR 2,700 per passenger</li> </ul> </li> </ol>
Georgia	23rd November 1995		<p>Georgia has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 23rd November 1995.</p>
Germany			<p>Germany is not a signatory to the 1974 Athens Convention, but has nevertheless adopted an Athens-like limitation regime in their domestic legislation. Subject to Article 664 HGB (sea) and Article 664 BinSchG (inland waterways) the 1974 Athens Convention is amended and implemented in domestic law. The limits of liability are:</p> <ol style="list-style-type: none"> <li>1. Personal injury and death: EUR 163,613</li> <li>2. Cabin luggage: EUR 2,045 per passenger</li> <li>3. Vehicles SDR 10,000 per vehicle</li> </ol> <p>Germany has signed the 1976, 1990 and 2002 Protocols to the Convention.</p>
Greece	1st October 1991		<p>Greece has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 1st October 1991.</p>
Ireland	25th May 1998		<p>Ireland has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 25th May 1998.</p>

Country	Date of entry into force	Global Limitation	Comments
Latvia	6th March 2002		Latvia has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 6th March 2002. Latvia has also ratified the 2002 Protocol which is not yet in force.
Luxembourg	15th May 1991		Luxembourg has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 15th May 1991. Luxembourg has also ratified the 1990 Protocol to the Convention, although it is now doubtful whether this will ever enter into force as the 2002 Protocol is now open for ratification.
Norway			<p>Norway is not a signatory to the 1974 Athens Convention, but has nevertheless adopted an Athens-like limitation regime in their domestic legislation. The Norwegian Maritime Act, §422, limits liability for passenger claims as follows:</p> <ol style="list-style-type: none"> <li>1. Personal injury and death: SDR 175,000</li> <li>2. Luggage: <ul style="list-style-type: none"> <li>- Hand luggage SDR 1,800 per passenger</li> <li>- Valuables that the carrier has received for safe storage SDR 6,750</li> <li>- Vehicles SDR 10,000 per vehicle</li> <li>- Other luggage SDR 2,700 per passenger</li> </ul> </li> <li>3. Delay: SDR 4,150 per passenger.</li> </ol> <p>Norway has signed the 2002 Protocol to the Convention.</p>
Poland	28th April 1987		Poland has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989.
Russian Federation	28th April 1987		Russia reserves the right to exclude the application of the Convention when both the passengers and the carrier are Russian nationals (1974 Convention art. 22, §1).

Country	Date of entry into force	Global Limitation Comments
		<p>As from 26th December 1991 the membership of the USSR in the convention was continued by the Russian Federation. Russia has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights).</p> <p>The 1976 Protocol entered into force 30th April 1989. Russia has the following comment on art. 9 §§1 and 3 of the Convention and art. II (3) of the Protocol: The value of the unit of SDR expressed in Soviet roubles, is calculated on the basis of the US dollar exchange rate employed at the moment of the calculation in relation to the unit of SDR established by the IMF, and the US dollar exchange rate in relation to the Soviet rouble, employed at the same moment, established by the State Bank of the USSR.</p> <p>Russia has increased the limitation amounts in respect of carriers resident in the Ukraine as permitted by Article 7(1) of the Convention by way of the Merchant Shipping Code, which came into force on 1st May 1999. The limitations are in line with the amounts set out in the 1990 Protocol:</p> <ol style="list-style-type: none"> <li>1. Personal injury or death: SDR 175,000</li> <li>2. Loss of or damage to cabin luggage: SDR 1,800 per passenger.</li> <li>3. Loss of or damage to vehicles, including luggage inside the car: SDR 10,000</li> <li>4. Loss of or damage to luggage other than that mentioned under 2. and 3. above: SDR 2,700 per passenger.</li> </ol>
Serbia	23rd August 2011	Serbia has also ratified the 2002 Protocol which is not yet in force.
Spain	28th April 1987	Spain has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989. Spain has also ratified the 1990 Protocol to the Athens Convention which it is doubtful will ever come into force as the 2002 Protocol is now available for ratification. Spain was authorised in a royal order dated 21st November 2003 to sign the 2002 Protocol, but has not yet done so.

Country	Date of entry into force	Global Limitation Comments
Sweden		<p>Sweden is not a signatory to the 1974 Athens Convention, but has nevertheless adopted an Athens-like limitation regime in their domestic legislation. The Swedish Maritime Code, 15:21§, limits liability for passenger claims as follows:</p> <ol style="list-style-type: none"> <li>1. Personal injury and death: SDR 175,000</li> <li>2. Luggage: <ul style="list-style-type: none"> <li>- Hand luggage SDR 1,800 per passenger</li> <li>- Valuables that the carrier has received for safe storage SDR 6,750</li> <li>- Vehicles SDR 10,000 per vehicle</li> <li>- Other luggage SDR 2,700 per passenger</li> </ul> </li> <li>3. Delay: SDR 4,150 per passenger.</li> </ol>
Switzerland	14th March 1988	<p>Switzerland has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989. Switzerland has the following comment on art. 9 §§1 and 3 of the Convention and art. II (3) of the Protocol: The Swiss National Bank notifies the IMF daily of the mean rate of the dollar of the U.S.A. on the Zurich currency market. The exchange value of one SDR in Swiss francs is determined from that dollar rate and the rate of the SDR in dollars calculated by IMF.</p>
Ukraine	9th February 1995	<p>Ukraine has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 9th February 1995. Ukraine has increased the limitation amounts in respect of carriers resident in Ukraine as permitted by Article 7(1) of the Convention by way of Clause 194 of the Merchant Shipping Code. The current limitations are:</p> <ol style="list-style-type: none"> <li>1. Personal injury or death: SDR 175,000</li> <li>2. Loss of or damage to cabin luggage: SDR 1,800 per passenger.</li> <li>3. Loss of or damage to vehicles, including luggage inside or on the car: SDR 10,000</li> <li>4. Loss of or damage to luggage other than mentioned under 2. and 3: SDR 2,700 per</li> </ol>

Country	Date of entry into force	Global Limitation	Comments
United Kingdom	28th April 1987	passenger.	Ratification also to be effective in respect of Bailiwick of Jersey, Isle of Man, Bailiwick of Guernsey, Bermuda, British Cayman Islands, Falkland Islands, Gibraltar, Monserrat, Pitcairn, Saint Helena and Dependencies. UK has increased the limits in respect of its own national carriers (permitted under art.7 of the convention). The actual legislation is "The Carriage of Passengers and their Luggage by Sea (UK Carriers) Order 1998": "In relation to any carrier whose principal place of business is in the UK §1 art. 7 of the Convention shall have the effect as if for the limit of 46 666 units of account there specified there were substituted amount of 300 000 units of account." UK has ratified the 1976 Protocol to The Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (1974), which converts the unit of account in the 1974 Athens Convention (gold value) to SDR (Special Drawing Rights). The 1976 Protocol entered into force 30th April 1989. UK has the following comments on art. 9 §§1 and 3 of the Convention and art. II (3) of the Protocol: The manner of calculation employed by the UK shall be the method of valuation applied by the IMF

# The Gard Group

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## Gard AS

Kittelsbuktheien 31  
NO-4836 Arendal  
P.O. Box 789 Stoa  
NO-4809 Arendal  
Norway

Tel: +47 37 01 91 00  
Fax: +47 37 02 48 10

## Gard AS

Skipsbyggerhallen  
Solheimsgaten 11  
NO-5058 Bergen  
Norway

Tel: +47 37 01 91 00  
Fax: +47 55 17 40 01

## Gard AS

Støperigt 2,  
Aker Brygge  
NO-0250 Oslo  
Norway

Tel: +47 37 01 91 00  
Fax: +47 24 13 22 33 (Energy)  
Fax: +47 24 13 22 77 (Marine)

## Gard (UK) Limited

85 Gracechurch Street  
London EC3V 0AA  
United Kingdom

Tel: +44 (0)20 7444 7200  
Fax: +44 (0)20 7623 8657

## Gard (Japan) K.K.

Kawade Building, 5F  
1-5-8 Nishi-Shinbashi  
Minato-ku  
Tokyo 105-0003  
Japan

Tel: +81 (0)3 3503 9291  
Fax: +81 (0)3 3503 9655

## Gard (Sweden) AB

Västra Hamngatan 5  
SE-41117 Gothenburg  
Sweden

Tel: +46 (0)31 743 7130  
Fax: +46 (0)31 743 7150

## Gard (HK) Ltd

Room 3505, 35F  
The Centrium,  
60 Wyndham Street  
Central  
Hong Kong

Tel: +852 2901 8688  
Fax: +852 2869 1645

## Oy Gard (Baltic) Ab

Bulevardi 46  
FIN-00120 Helsinki  
Finland

Tel: +358 9 6188 380  
Fax: +358 9 6121 000

## Gard (North America) Inc.

30 Broad Street  
New York, NY 10004-2944  
USA

Tel: +1 (0)212 425 5100  
Fax: +1 (0)212 425 8147

## Gard (Greece) Ltd.

2, A. Papanastasiou Avenue  
185 34 Kastella, Piraeus  
Greece

Tel: + 30 210 413 8750  
Fax: + 30 210 413 8751

## Lingard Limited

17A Brunswick Street  
Hamilton HM NX  
Bermuda

Tel: +1 441 292 6766  
Fax: +1 441 292 7120  
Web: [www.lingard.bm](http://www.lingard.bm)  
Email: [companymail@lingard.bm](mailto:companymail@lingard.bm)