

No. 23623

MULTILATERAL

International Convention for the unification of certain rules relating to the carriage of passengers by sea (with protocol). Concluded at Brussels on 29 April 1961

Authentic texts: French and English.

Registered by Belgium on 19 November 1985.

MULTILATÉRAL

Convention internationale pour l'unification de certaines règles en matière de transport de passagers par mer (avec protocole). Conclue à Bruxelles le 29 avril 1961

Textes authentiques : français et anglais.

Enregistrée par la Belgique le 19 novembre 1985.

INTERNATIONAL CONVENTION¹ FOR THE UNIFICATION OF CERTAIN RULES RELATING TO THE CARRIAGE OF PASSENGERS BY SEA

The High Contracting Parties,

Having recognised the desirability of determining by agreement certain uniform rules relating to the carriage of passengers by sea,

Have resolved to conclude a Convention for this purpose, and to this [end] have agreed as follows:

Article 1. In this Convention, the following terms shall have the meanings hereby assigned to them:

a) "Carrier" includes any of the following persons who enters into a contract of carriage: the shipowner, the charterer or the operator of the ship;

b) "Contract of carriage" means a contract made by or on behalf of a carrier to carry passengers, but does not include a charter party;

¹ Came into force on 4 June 1965, i.e., three months after the date of deposit with the Government of Belgium of the second instrument of ratification, in accordance with article 17 (1):

<i>State</i>	<i>Date of deposit of the instrument of ratification</i>
France**	4 March 1965
United Arab Republic*	15 May 1964

*For the text of the reservations made upon ratification or accession, see p. 102.

**Also see p. 104 of this volume for the denunciation of the Convention.

In addition, the Convention also entered into force on 4 June 1965 in respect of the following acceding States, in accordance with article 18:

<i>State</i>	<i>Date of deposit of the instrument of accession (a)</i>
Cuba*	7 January 1963 a
Peru	29 October 1964 a

*For the text of the reservations made upon ratification or accession, see p. 102.

Subsequently, the Convention came into force with respect to the following States three months after the deposit with the Government of Belgium of their instrument of ratification, in accordance with article 17 (2), or three months after the date of deposit of their instrument of accession, in accordance with article 18:

<i>State</i>	<i>Date of deposit of the instrument of ratification or accession (a)</i>
Madagascar	13 July 1965 a
(With effect from 13 October 1965.)	
Morocco*	15 July 1965
(With effect from 15 October 1965.)	
Switzerland*	21 January 1966
(With effect from 21 April 1966.)	
Iran	26 April 1966 a
(With effect from 26 July 1966.)	
Zaire	17 July 1967 a
(With effect from 17 October 1967.)	
Algeria	2 July 1973 a
(With effect from 2 October 1973.)	
Tunisia	18 July 1974 a
(With effect from 18 October 1974.)	

*For the text of the reservations made upon ratification or accession, see p. 102.

- c) "Passenger" means only a person carried in a ship under a contract of carriage;
- d) "Ship" means only seagoing ship;
- e) "Carriage" covers the period while a passenger is on board the ship, and in the course of embarking or disembarking; but does not include any period while the passenger is in a marine station or on a quay or other port installation. In addition, "carriage" includes transport by water from land to ship or vice-versa, if the cost is included in the fare, or if the vessel used for this auxiliary transport has been put at the disposal of the passenger by the carrier;
- f) "International carriage" means any carriage in which according to the contract of carriage the place of departure and the place of destination are situated either in a single State if there is an intermediate port of call in another State, or in two different States;
- g) "Contracting State" means a State whose ratification or adherence to this Convention has become effective and who denunciation thereof has not become effective.

Article 2. This Convention shall apply to any international carriage if either the ship flies the flag of a Contracting State or if, according to the contract of carriage, either the place of departure or the place of destination is in a Contracting State.

Article 3. (1) Where a carrier is the owner of the carrying ship he shall exercise due diligence, and shall ensure that his servants and agents, acting within the scope of their employment, exercise due diligence to make and keep the ship seaworthy and properly manned, equipped and supplied at the beginning of the carriage, and at all times during the carriage and in all other respects to secure the safety of the passengers.

(2) Where a carrier is not the owner of the carrying ship, he shall ensure that the shipowner or operator, as the case may be, and their servants and agents acting within the scope of their employment exercise due diligence in the respects set out in paragraph (1) of this Article.

Article 4. (1) The carrier shall be liable for damage suffered as a result of the death of, or personal injury to a passenger if the incident which causes the damage so suffered occurs in the course of carriage and is due to the fault or neglect of the carrier or of his servants or agents acting within the scope of their employment.

(2) The fault or neglect of the carrier, his servants and agents shall be presumed, unless the contrary is proved, if the death or personal injury arises from or in connection with shipwreck, collision, stranding, explosion or fire.

(3) Except as provided in paragraph (2) of this Article, the burden of proving the fault or neglect of the carrier, his servants or agents shall be on the claimant.

Article 5. If the carrier proves that the death of, or personal injury to the passenger was caused or contributed to by the fault or neglect of the passenger, the Court may exonerate the carrier wholly or partly from his liability in accordance with the provisions of its own law.

Article 6. (1) The liability of the carrier for the death of or personal injury to a passenger shall in no case exceed 250,000 francs, each franc consisting of 65.5 mil-

ligrams of gold of millesimal fineness 900. The sum awarded may be converted into national currencies in round figures. Conversion of this sum into national currencies other than gold shall be made according to the gold value of such currencies at the date of payment.

(2) 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 these payments shall not exceed the said limit.

(3) Nevertheless the national legislation of any High Contracting Party may fix as far as the carriers who are subjects of such State are concerned a higher *per capita* limit of liability.

(4) The carrier and the passenger may also agree by special contract to a higher *per capita* limit of liability.

(5) Any legal costs awarded and taxed by a Court in an action for damages shall not be included in the limits of liability prescribed in this Article.

(6) The limits of liability prescribed in this Article shall apply to the aggregate of the claims put forward by or on behalf of any one passenger, his personal representatives, heirs or dependants on any distinct occasion.

Article 7. The carrier shall not be entitled to the benefit of the limitation of liability provided for in Article 6, if it is proved that the damage resulted from an act or omission of the carrier done with intent to cause damage or recklessly and with knowledge that damage would probably result.

Article 8. The provisions of this Convention shall not modify the rights or duties of the carrier, provided for in international Conventions relating to the limitation of liability of owners of sea going ships or in any national law relating to such limitation.

Article 9. Any contractual provision concluded before the occurrence which caused the damage, purporting to relieve the carrier of his liability towards the passenger or his personal representatives, heirs or dependants or to prescribe a lower limit than that fixed in this Convention, as well as any such provision purporting to shift the burden of proof which rests on the carrier, or to require disputes to be submitted to any particular jurisdiction or to arbitration, shall be null and void, but the nullity of that provision shall not render void the contract which shall remain subject to the provisions of this Convention.

Article 10. (1) Any claim for damages, however founded, may only be made subject to the conditions and the limits set out in this Convention.

(2) Any claim for damages for personal injury suffered by a passenger may only be made by or on behalf of the passenger.

(3) In case of the death of the passenger a claim for damages may be made only by the personal representatives, heirs or dependants of the deceased, and only if such persons are permitted to bring an action in accordance with the law of the Court seized of the case.

Article 11. (1) In case of personal injury suffered by a passenger, he shall give written notice of such injury to the carrier within fifteen days of the date of disembarkation. If he fails to comply with this requirement, the passenger shall be

presumed, in the absence of proof to the contrary, to have disembarked safe and sound.

(2) Actions for damages arising out of the death or personal injury of a passenger shall be time barred after a period of two years.

(3) In case of personal injury, the limitation period shall be calculated from the date of the disembarkation of the passenger.

(4) In the event of death occurring during carriage the limitation period shall be calculated from the date on which the passenger should have disembarked.

(5) In the event of personal injury which occurs in the course of carriage and results in death after disembarkation the limitation period shall be calculated from the date of death, provided that this period shall not exceed three years from the date of disembarkation.

(6) The law of the Court seized of the case shall govern rights of suspension and interruption of the limitation periods in this Article; 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.

Article 12. (1) If an action is brought against a servant or agent of a carrier arising out of damages to which this Convention relates, 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 himself is entitled to invoke under this Convention.

(2) The aggregate of the amounts recoverable from the carrier, his servants and agents, in that case, shall not exceed the said limits.

(3) Nevertheless, a servant or agent of the carrier shall not be entitled to avail himself of the provisions of paragraphs (1) and (2) of this Article if it is proved that the damage resulted from an act or omission of the servant or agent done with intent to cause damage or recklessly and with knowledge that damage would probably result.

Article 13. This Convention shall be applied to commercial carriage within the meaning of Article 1 undertaken by States or Public Authorities.

Article 14. This Convention shall not affect the provisions of any international Convention or national law which governs liability for nuclear damage.

Article 15. This Convention shall be open for signature by the States represented at the eleventh session of the Diplomatic Conference on Maritime Law.

Article 16. This Convention shall be ratified and the instruments of ratification shall be deposited with the Belgian Government.

Article 17. (1) This Convention shall come into force between the two States which first ratify it, three months after the date of the deposit of the second instrument of ratification.

(2) This Convention shall come into force in respect of each signatory State which ratifies it after the deposit of the second instrument of ratification, three months after the date of the deposit of the instrument of ratification of that State.

Article 18. Any State not represented at the eleventh session of the Diplomatic Conference on Maritime Law may accede to this Convention.

The instruments of accession shall be deposited with the Belgian Government.

The Convention shall come into force in respect of the acceding State three months after the date of the deposit of the instrument of accession of that State, but not before the date of entry into force of the Convention as established by Article 17, paragraph (1).

Article 19. Each High Contracting Party shall have the right to denounce this Convention at any time after the coming into force thereof in respect of such High Contracting Party. Nevertheless, this denunciation shall only take effect one year after the date on which notification thereof has been received by the Belgian Government.

Article 20. (1) Any High Contracting Party may at the time of its ratification of or accession to this Convention or at any time thereafter declare by written notification to the Belgian Government that the Convention shall extend to any of the countries which have not yet obtained sovereign rights and for whose international relations it is responsible.

The Convention shall three months after the date of the receipt of such notification by the Belgian Government, extend to the countries named therein.

The United Nations Organisation may apply the provisions of this Article in cases where they are the administering authority for a country or where they are responsible for the international relations of a country.

(2) The United Nations Organisation or any High Contracting Party which has made a declaration under paragraph (1) of this Article may at any time thereafter declare by notification given to the Belgian Government that the Convention shall cease to extend to such country.

This denunciation shall take effect one year after the date on which notification thereof has been received by the Belgian Government.

Article 21. The Belgian Government shall notify the States represented at the eleventh session of the Diplomatic Conference on Maritime Law, and the acceding States to this Convention, of the following:

- (1) The signatures, ratifications and accessions received in accordance with Articles 15, 16 and 18.
- (2) The date on which the present Convention will come into force in accordance with Article 17.
- (3) The notifications with regard [to] the territorial application of the Convention in accordance with Article 20.
- (4) The denunciations received in accordance with Article 19.

Article 22. Any High Contracting Party may three years after the coming into force of this Convention, in respect of such High Contracting Party or at any time thereafter request that a Conference be convened in order to consider amendments to this Convention.

Any High Contracting Party proposing to avail itself of this right shall notify the Belgian Government which, provided that one third of the High Contracting Parties are in agreement, shall convene the Conference within six months thereafter.

[For the testimonium and signature pages, see p. 93 of this volume.]

EN FOI DE QUOI, les Plénipotentiaires soussignés, dont les pouvoirs ont été reconnus en bonne et due forme, ont signé la présente Convention.

FAIT à Bruxelles, le 29 avril 1961, en langues française et anglaise, les deux textes faisant également foi, en un seul exemplaire, qui restera déposé dans les archives du Gouvernement belge lequel en délivrera des copies certifiées conformes.

IN WITNESS WHEREOF the undersigned Plenipotentiaries, whose credentials have been duly accepted, have signed this Convention.

DONE at Brussels, this 29th day of April, 1961, in the French and English languages, the two texts being equally authentic, in a single copy, which shall remain deposited in the archives of the Belgian Government, which shall issue certified copies.

Pour la République populaire d'Albanie :

For the People's Republic of Albania:

Pour la République fédérale
d'Allemagne :

For the Federal Republic
of Germany:

Ad referendum

Dr. K. OPPLER
Prof. Dr. E. GESSLER

Pour l'Argentine :

For Argentina:

Pour l'Australie :

For Australia:

Pour l'Autriche :

For Austria:

Pour la Belgique :

For Belgium:

A. LILAR

Pour la République socialiste
soviétique de Biélorussie :

For the Byelorussian
Soviet Socialist Republic:

Pour la Birmanie :

For Burma:

Subject to acceptance by the Government¹

U SAW THA

Pour la République populaire
de Bulgarie :

For the People's Republic
of Bulgaria:

Pour le Cambodge :

For Cambodia:

CHHAT PHLEK

¹ Sous réserve d'acceptation par le Gouvernement.

Pour le Canada :

For Canada:

Pour le Chili :

For Chile:

ALFONSO SOMAVIA

Pour la République de Chine :

For the Republic of China:

[— —]¹

Pour l'État de la Cité du Vatican :

For the State of the Vatican City:

P. DEMEUR

Pour le Danemark :

For Denmark:

N. V. BOEG

Pour la République dominicaine :

For the Dominican Republic:

A. F. VORSHIRM

Pour l'Espagne :

For Spain:

E. DE LAIGLESIA

Pour les États-Unis d'Amérique :

For the United States of America:

Pour la Finlande :

For Finland:

Pour la France :

For France:

[— —]¹

Pour le Royaume-Uni
de Grande-Bretagne
et d'Irlande du Nord :

For the United Kingdom
of Great Britain
and Northern Ireland:

Pour la Grèce :

For Greece:

CH. ZAMARIAS
PHOCION POTAMIANOS

Pour la République populaire
de Hongrie :

For the Hungarian
People's Republic:

Pour l'Inde :

For India:

Subject to acceptance by the Government of India²

NAGENDRA SINGH

¹ The name of the signatory could not be determined — Le nom du signataire n'a pu être déterminé.

² Sous réserve d'acceptation par le Gouvernement indien.

Pour l'Iran :	For Iran:
Pour l'Irlande :	For Ireland:
Pour Israël :	For Israel:
Pour l'Italie :	For Italy:
ROBERTO SANDIFORD	
Pour le Japon :	For Japan:
Pour le Liban :	For Lebanon:
Pour le Libéria :	For Liberia:
EDW. R. MOORE F. R. T. GARDINER BURTON H. WHITE HERBERT R. W. BREWER	
Pour la Fédération de Malaisie :	For the Federation of Malaya:
Pour le Maroc :	For Morocco:
A. LAMRANI	
Pour Monaco :	For Monaco:
Pour la Norvège :	For Norway:
SJUR BRAEKHUS	
Pour les Pays-Bas :	For the Netherlands:
[— —] ¹	
Pour la République des Philippines :	For the Republic of the Philippines:
A. ROXAS	
Pour la République populaire de Pologne :	For the Polish People's Republic:
A. WOLSKI	
Pour le Portugal :	For Portugal:
EDUARDO VIEIRA LEITAO	

¹ The name of the signatory could not be determined — Le nom du signataire n'a pu être déterminé.

Pour la République arabe unie :	For the United Arab Republic:
Sous réserve de ratification ¹	
MUSTAFA EL HEFNAOUI SAAD EL DIN ATIAH B. SAID A. A. BAKR K. A. MAHMOUD	
Pour la République populaire de Roumanie :	For the People's Republic of Romania:
[— —] ²	
Pour la Suède :	For Sweden:
Sous réserve de ratification ¹	
STURE PETRÉN	
Pour la Suisse :	For Switzerland:
W. MULLER	
Pour la République socialiste de Tchécoslovaquie :	For the Czechoslovak Socialist Republic:
[— —] ²	
Pour la Tunisie :	For Tunisia:
Pour la Turquie :	For Turkey:
G. ARKAN	
Pour la République socialiste soviétique d'Ukraine :	For the Ukrainian Soviet Socialist Republic:
Pour l'Union des Républiques socialistes soviétiques :	For the Union of Soviet Socialist Republics:
[— —] ²	
Pour la Yougoslavie :	For Yugoslavia:
Sous réserve de ratification ¹	
VLAD. BRAJKOVIC	

¹ Subject to ratification.

² The name of the signatory could not be determined — Le nom du signataire n'a pu être déterminé.

PROTOCOLE

Toute Haute Partie Contractante pourra, lors de la signature, de la ratification ou de l'adhésion à la présente Convention, formuler les réserves suivantes :

- (1) de ne pas appliquer la Convention aux transports qui, d'après sa loi nationale, ne sont pas considérés comme transports internationaux;
- (2) de ne pas appliquer la Convention, lorsque le passager et le transporteur sont tous deux ressortissants de cette Partie Contractante;
- (3) de donner effet à cette Convention, soit en lui donnant force de loi, soit en incluant dans sa législation nationale les dispositions de cette Convention sous une forme appropriée à cette législation.

Pour la République populaire d'Albanie :

Pour la République fédérale
d'Allemagne :

Sous la réserve prévue au paragraphe (3)¹

Dr. K. OPPLER
Prof. Dr. E. GESSLER

Pour l'Argentine :

Pour l'Australie :

Pour l'Autriche :

Pour la Belgique :

A. LILAR

Pour la République socialiste
soviétique de Biélorussie :

PROTOCOL

Any High Contracting Party may at the time of signing, ratifying or acceding to this Convention make the following reservations:

- (1) not to give effect to the Convention in relation to carriage which according to its national law is not considered to be international carriage;
- (2) not to give effect to the Convention when the passenger and the carrier are both subjects of the said Contracting Party;
- (3) to give effect to this Convention either by giving it the force of law or by including the provisions of this Convention in its national legislation in a form appropriate to that legislation.

For the People's Republic of Albania:

For the Federal Republic
of Germany:

For Argentina:

For Australia:

For Austria:

For Belgium:

For the Byelorussian
Soviet Socialist Republic:

¹ Subject to reservation provided in paragraph 3.

Pour la Birmanie : For Burma:

Subject to reservations in paragraphs (1), (2) and (3)¹

U SAW THA

Pour la République populaire de Bulgarie : For the People's Republic of Bulgaria:

Pour le Cambodge : For Cambodia:

Sous les réserves prévues aux paragraphes (1), (2) et (3)²

CHHAT PHLEK

Pour le Canada : For Canada:

Pour le Chili : For Chile:

ALFONSO SOMAVIA

Pour la République de Chine : For the Republic of China:

Pour l'Etat de la Cité du Vatican : For the State of the Vatican City:

P. DEMEUR

Pour le Danemark : For Denmark:

N. V. BOEG

Pour la République dominicaine : For the Dominican Republic:

A. F. VORSHIRM

Pour l'Espagne : For Spain:

Sous les réserves prévues aux paragraphes (1), (2) et (3)²

E. DE LAIGLESIA

Pour les Etats-Unis d'Amérique : For the United States of America:

Pour la Finlande : For Finland:

Pour la France : For France:

[— —]³

¹ Sous les réserves prévues aux paragraphes (1), (2) et (3).

² Subject to reservations provided in paragraphs (1), (2) and (3).

³ The name of the signatory could not be determined — Le nom du signataire n'a pu être déterminé.

Pour le Royaume-Uni
de Grande-Bretagne
et d'Irlande du Nord :

For the United Kingdom
of Great Britain
and Northern Ireland:

Pour la Grèce :

For Greece:

CH. ZAMARIAS
PHOCION POTAMIANOS

Pour la République populaire
de Hongrie :

For the Hungarian
People's Republic:

Pour l'Inde :

For India:

Subject to reservations provided in paragraphs (1), (2) and (3),
and subject to acceptance by the Government of India¹

NAGENDRA SINGH

Pour l'Iran :

For Iran:

Pour l'Irlande :

For Ireland:

Pour Israël :

For Israel:

Pour l'Italie :

For Italy:

Sous les réserves prévues aux paragraphes (1), (2) et (3)²

ROBERTO SANDIFORD

Pour le Japon :

For Japan:

Pour le Liban :

For Lebanon:

Pour le Libéria :

For Liberia:

EDW. R. MOORE
F. R. T. GARDINER
BURTON H. WHITE
HERBERT R. W. BREWER

Pour la Fédération de Malaisie :

For the Federation of Malaya:

Pour le Maroc :

For Morocco:

A. LAMRANI

Pour Monaco :

For Monaco:

¹ Sous les réserves prévues aux paragraphes (1), (2) et (3), et sous réserve d'acceptation par le Gouvernement indien.

² Subject to reservations provided in paragraphs (1), (2) and (3).

Pour la Norvège :

For Norway:

SJUR BRAEKHUS

Pour les Pays-Bas :

For the Netherlands:

[— —]¹

Pour le Pérou :

For Peru:

Pour la République des Philippines :

For the Republic of the Philippines:

A. ROXAS

Pour la République populaire
de Pologne :

For the Polish
People's Republic:

A. WOLSKI

Pour le Portugal :

For Portugal:

EDUARDO VIEIRA LEITAO

Pour la République arabe unie :

For the United Arab Republic:

Sous les réserves aux paragraphes (1), (2) et (3)²

MUSTAFA EL HEFNAOUI

SAAD EL DIN ATIAH

B. SAID

A. A. BAKR

K. A. MAHMOUD

Pour la République populaire
de Roumanie :

For the People's Republic
of Romania:

[— —]¹

Pour la Suède :

For Sweden:

Sous la réserve prévue au paragraphe (3)³

STURE PETRÉN

Pour la Suisse :

For Switzerland:

Sous la réserve prévue au paragraphe (3)³

W. MULLER

Pour la République socialiste
de Tchécoslovaquie :

For the Czechoslovak
Socialist Republic:

[— —]¹

¹ The name of the signatory could not be determined — Le nom du signataire n'a pu être déterminé.

² Subject to reservations provided in paragraphs (1), (2) and (3).

³ Subject to reservation provided in paragraph (3).

Pour la Tunisie :

For Tunisia:

Pour la Turquie :

For Turkey:

G. ARKAN

Pour la République
socialiste soviétique d'Ukraine :

For the Ukrainian
Soviet Socialist Republic:

Pour l'Union des Républiques
socialistes soviétiques :

For the Union of Soviet Socialist
Republics:

[— —]¹

Pour la Yougoslavie :

For Yugoslavia:

Sous réserve de ratifications²

VLAD. BRAJKOVIC

¹ The name of the signatory could not be determined — Le nom du signataire n'a pu être déterminé.

² Subject to ratification.

RESERVATIONS MADE UPON
RATIFICATION OR ACCESSION (a)

FRANCE

[TRANSLATION — TRADUCTION]

... the Government of the French Republic reserves the right to exclude from this Convention nationals of States which would exercise the powers accorded under article 8 of the Convention and under the additional Protocol in such a way as to alter the scope of the said Convention.

CUBA (a)

[SPANISH TEXT — TEXTE ESPAGNOL]

“1. No hacer efectivas las disposiciones de la Convención en relación con aquel transporte que, de acuerdo con la ley nacional de la Alta Parte Contratante, no se considere que constituye un transporte internacional.

2. No hacer efectivas las disposiciones de la Convención cuando el pasajero y el transportador sean ambos nacionales de la susodicha parte contratante.

3. Hacer efectivas las disposiciones de esta Convención, ya sea dándoles fuerza de ley o incluyendo dichas disposiciones en la legislación nacional de la Alta Parte Contratante, en forma adecuada a esa legislación.”

[TRANSLATION — TRADUCTION]

1. Not to give effect to the Convention in relation to carriage which, according to the national law of the High Contracting Party, is not considered to be international carriage;

2. Not to give effect to the Convention when the passenger and the carrier are both nationals of the said Contracting Party;

3. To give effect to this Convention either by giving it the force of law or by including the provisions in the national

RÉSERVES FAITES LORS DE LA
RATIFICATION OU DE L'ADHÉSION (a)

FRANCE

« ... le Gouvernement de la République Française se réserve de ne pas faire bénéficier de la présente Convention les ressortissants des Etats qui useraient des facultés reconnues par l'article 8 de la Convention et par le Protocole additionnel dans les conditions qui aboutiraient à dénaturer la portée de ladite Convention. »

CUBA (a)

[TRADUCTION¹ — TRANSLATION²]

1. De ne pas appliquer la Convention aux transports qui, d'après sa loi nationale, ne sont pas considérés comme transports internationaux.

2. De ne pas appliquer la Convention, lorsque le passager et le transporteur sont tous deux ressortissants de cette Partie Contractante.

3. De donner effet à cette Convention, soit en lui donnant force de loi, soit en incluant dans sa législation nationale

¹ Traduction fournie par le Gouvernement belge.

² Translation supplied by the Government of Belgium.

legislation of the High Contracting Party in a form appropriate to that legislation.

les dispositions de cette Convention sous une forme appropriée à cette législation.

MOROCCO

MAROC

[TRANSLATION — TRADUCTION]

... the following are and shall remain excluded from the scope of this Convention:

1. The carriage of passengers on ships fitted out for the coastal or home trade, as defined in article 52 of annex I to the dahir of 28 Jumada II A.H. 1337 (31 March 1919) establishing the maritime trade code, as amended by the dahir of 29 Sha'ban A.H. 1380 (15 February 1961);
2. The international carriage of passengers when the passenger and the carrier are both of Moroccan nationality.

The carriage of passengers referred to ... above shall, as far as the limitation of liability is concerned, continue to be governed by the provisions of article 126 of annex I to the dahir of 28 Jumada II A.H. 1337 (31 March 1919) establishing the maritime trade code, as amended by the dahir of 16 Jumada II A.H. 1367 (26 April 1948).

UNITED ARAB REPUBLIC

[For the text of the reservations made upon signature and confirmed upon ratification, see p. 100 of this volume.]

SWITZERLAND

[For the text of the reservation made upon signature and confirmed upon ratification, see p. 100 of this volume.]

«... sont et demeurent exclus du champ d'application de cette convention :

1. les transports de passagers effectués sur les navires armés au cabotage ou au bornage, au sens donné à ces expressions par l'article 52 de l'annexe I du dahir du 28 Joumada II 1337 (31 mars 1919) formant code de commerce maritime, tel qu'il a été modifié par le dahir du 29 Chaabane 1380 (15 février 1961).
2. les transports internationaux de passagers lorsque le passager et le transporteur sont tous deux de nationalité marocaine.

Les transports de passagers visés... ci-dessus demeurent régis en ce qui concerne la limitation de responsabilité, par les dispositions de l'article 126 de l'annexe I du dahir du 28 Joumada II 1337 (31 mars 1919) formant code de commerce maritime, tel qu'il a été modifié par le dahir du 16 Joumada II 1367 (26 avril 1948).»

RÉPUBLIQUE ARABE UNIE

[Pour le texte des réserves faites lors de la signature et confirmées lors de la ratification, voir p. 100 du présent volume.]

SUISSE

[Pour le texte de la réserve faite lors de la signature et confirmée lors de la ratification, voir p. 100 du présent volume.]

DENUNCIATION of the International Convention for the unification of certain rules relating to the carriage of passengers by sea, concluded at Brussels on 29 April 1961

Notification received by the Government of Belgium on:

3 December 1975

FRANCE

(With effect from 3 December 1976.)

DÉNONCIATION de la Convention internationale pour l'unification de certaines règles en matière de transport de passagers par mer, conclue à Bruxelles le 29 avril 1961

Notification reçue par le Gouvernement belge le :

3 décembre 1975

FRANCE

(Avec effet au 3 décembre 1976.)
