

ANNEX

PROTOCOL OF [YEAR] TO AMEND THE ATHENS CONVENTION RELATING TO THE CARRIAGE OF PASSENGERS AND THEIR LUGGAGE BY SEA, 1974

The States Parties to this 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, [to introduce strict liability,] to establish a simplified procedure for updating the limitation amounts, [to allow longer suspension of the limitation period when the claimant is unaware of the damage] and to make insurance for the benefit of passengers compulsory,

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 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:

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(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 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;

(c) "carrier who actually performs the whole or a part of the carriage" means performing carrier, or, in so far as the carrier actually performs the carriage, carrier.

ARTICLE 3

[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:

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 a distinct occasion does not exceed [...] 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 fault or neglect of the carrier.

2 For the loss suffered as a result of **death of or personal injury to a passenger not caused by a shipping incident**, the carrier shall be liable unless the carrier proves that the incident which caused the loss occurred without fault or neglect of the carrier.²

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. 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 fault or neglect of the carrier.

2 A minority in the intersessional work preferred the following text of paragraph 2, which is substantially the same as the present convention:

"For the loss suffered as a result of **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."

5 For the purposes of this Article

(a) "shipping incident" means shipwreck, 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 his or her servants, acting within the scope of their employment.

6 The liability of the carrier under this Article only includes 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 existing 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 that evidence in favour of that party is 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 his or her 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 [...] units of account *per capita* 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 giving security and, where appropriate, place of business where the insurance or 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 security.

3

(a) A State Party may authorise either an institution or an organisation recognised by it to issue the certificate referred to in paragraph 2 of this Article. Such institution or organisation 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 organisation 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 organisation authorised to issue certificates in accordance with this paragraph shall, as a minimum, be authorised to withdraw these certificates if the conditions under which they have been issued are not maintained. In all cases the institution or organisation 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 under paragraph 2 of this Article, before three months have elapsed from the date on which notice of its termination is given to the authorities referred to in paragraph 5 of this Article, 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 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 organisations relating to the financial standing of providers of insurance or 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 required by paragraph 2 of this Article.

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.

Option A	Option B
[However, the defendant may not invoke defences, which the defendant might have been entitled to invoke in proceedings brought by the assured against the defendant.]	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 I 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 slip under its flag to which this Article applies to operate at any time unless a certificate has been issued under paragraphs 2 or 15 of this Article.

13 Subject to the provisions of this Article, each State Party shall ensure, under its national law, that insurance or other 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 of this Article, a State Party may notify the Secretary-General that, for the purposes of paragraph 13 of this Article, ships are not required to carry on board or to produce the certificate required by paragraph 2 of this Article when entering or leaving ports in its territory, provided that the State Party which issues the certificate required by paragraph 2 of this Article 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 of this Article.]

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 slip's 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 of this Article.

ARTICLE 6

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

ARTICLE 7

Limit of liability for 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 [...] units of account *per capita* [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.

Agreed text:	Simplified alternative text:
<p>2 Notwithstanding the limit of liability prescribed in paragraph 1 of this Article, a State Party may regulate by specific provisions of national law the limit of liability, if any, to be applied to claims for loss of life or personal injury to <u>passengers</u> on a <u>ship</u>, provided that the limit of liability is not lower than that prescribed in paragraph 1 of this Article. 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.</p>	<p>2 [A State Party may regulate by specific provisions of national law the limit of liability prescribed in paragraph 1 of this Article, provided that the national limit of liability, if any, is not lower than that prescribed in paragraph 1 of this Article. 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.]</p>

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

1 The liability of the carrier for the loss of or damage to cabin luggage shall in no case exceed [...] 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 [...] 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 [...] 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 [...] units of account in the case of damage to a vehicle and not exceeding [...] 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 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 Rights 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 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 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:

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(i) A period of [ten] years from the date of disembarkation of the passenger or from the date when disembarkation should have taken place, whichever is later], or, if earlier

- (ii) a period of three years from 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:
 - (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,
 - (e) a court of the State of the domicile or permanent residence of the claimant, if the defendant provides services [for carriage of passengers by sea] to or from the State and is subject to jurisdiction in that State.³

1 bis 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 of this Article.

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.

- 3 In the intersessional work, Greece maintained that the word “regular” should be added before the word “services.” Others pointed out that the Convention on a code of Conduct for Liner Conferences, 1974, may serve as a precedent for what constitutes a regular liner service.

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 his or her case.

2 A judgment recognised under paragraph 1 of this Article 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 reopened.

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 his or her 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 paragraph 4 of Article 8, 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 paragraphs 1 or 1 bis 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 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 my amendment or Protocol thereto which is in force.

ARTICLE 14

- 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 4bis, paragraph 1, 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 States Parties.
- 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 States Parties 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 States Parties 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 States Parties 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 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.
- 8 An amendment deemed to have been accepted in accordance with paragraph 7 shall enter into force eighteen months after its acceptance.
- 9 All States Parties shall be bound by the amendment, unless they denounce this Protocol in accordance with paragraphs 1 and 2 of Article 21 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 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 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 15

The model of a certificate set out in the Annex to this Protocol shall be annexed to the Convention

ARTICLE 16

- [1 The Parties to this Protocol undertake to give effect to the provisions of
 - (a) this Protocol; and
 - (b) the Convention subject to the modifications and additions set out in this Protocol.]
- 2 The Convention and this Protocol shall, as between the Parties to this Protocol, be read and interpreted together as one single instrument.
- 3 The Convention as amended by this Protocol shall apply only to claims arising out of occurrences which take place after the entry into force for each State of this Protocol.

FINAL CLAUSES

ARTICLE 17

- 1 This Protocol shall be open for signature at the Headquarters of the Organization from [date] until [date] 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 State Parties, or after the completion of all measures required for the entry into force of the amendment with respect to those State 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 it has, if Party thereto, denounced:
 - (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 [not later than] 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 and to "national currency" shall be construed respectively as references to the requirements of the law and to 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

Economic Integration Organisations

[An Economic Integration Organisation, which is constituted by sovereign States and has competence over certain matters governed by this Protocol may sign, ratify, accept, approve or accede to this Protocol. The Economic Integration Organisation shall in that case have the rights and obligations of a State Party. Where the number of States Parties is relevant in this Protocol, the Economic Integration Organization shall not count as a State Party in addition to its Member States which are States Parties.]

ARTICLE 20

Entry into force

- 1 This Protocol shall enter into force twelve months following the date on which[...] 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 of this Article.

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 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 amended 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

Depository

- 1 This Protocol and any amendments accepted under Article 14 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 instrument together with the date thereof;
 - (ii) the date of entry into force of this Protocol;
 - (iii) the deposit of any instrument of denunciation of this Protocol together with the date of the deposit; and
 - (v) other notifications made under this Protocol.
 - (b) transmit certified true copies of this Protocol to all Signatory States and to all States which accede to this Protocol.

ARTICLE 24

Transmission to United Nations

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 [number] day of [month] [year].

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

**CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY
IN RESPECT OF LIABILITY FOR THE DEATH 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, 1974, as amended by the Protocol of [Year] to Amend the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea, 1974

Name of Slip	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.
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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, 1974, as amended by the Protocol of [Year] to Amend the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea, 1974.

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 paragraph 3 of Article 4bis:

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 of Title of issue 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.