

THE KINGDOM OF BELGIUM RATIFIES THE CLNI 2012

Ref: CC/CP (22)10



Strasbourg, 25.08.2022 – The Kingdom of Belgium has deposited its instrument of ratification of the Strasbourg Convention of 2012 on the limitation of liability in inland navigation (CLNI 2012). As for most of the States having ratified the Convention, the Kingdom of Belgium's instrument reserves in accordance with article 18(1)(a).

Ambassador Jean-Cédric Janssens de Bisthoven, Belgium's Permanent Representative to the Council of Europe, deposited the instrument. The ratification instrument was deposited with the Secretary General of the CCNR, Mrs Lucia Luijten, who is the depositary authority. During the same ceremony, the Kingdom of Belgium also deposited its [instrument of ratification concerning amendments to the CDNI](#).

After Serbia, Luxembourg, Hungary, the Netherlands and Germany, Belgium has thus now become a Party to the Convention adopted following the Diplomatic Conference concluded on 27 September 2012 and which entered into force on 1st July 2019.

ABOUT THE CLNI

The Strasbourg Convention on the limitation of liability in inland navigation (CLNI) is modelled on the Convention on Limitation of Liability for Maritime Claims (LLMC). It enables vessel owners and their assistants to limit their liability by creating a fund, the value of which is determined according to the provisions of the CLNI. The amount deposited in the fund is the limit of the compensation that can be claimed from the owner for the total damage caused in a navigation incident, provided that the damage in question was not as a result of the owner's own fault. The amount deposited in the fund is high and only limits the compensation due from the owner where the damage is considerable. This mechanism provides better visibility of the extent of the liability and helps the insurance market to offer products tailored to the inland navigation market without this warranty imposing an excessive burden on companies.

The original CLNI was adopted in 1988 and came into force in 1997. At that time it was accessible only to the riparian States of the Rhine and Moselle, with similar legal traditions. In 2007, the CLNI signatory States decided to initiate a revision process for this Convention, with the twofold objective of making it accessible to other states and updating the limitation of liability amounts decided more than twenty years ago.

The CLNI 2012 thus extends the geographical scope of the Convention beyond the Rhine and the Moselle and increases limits of liability, thereby enhancing the protection of tourist navigation passengers. It aims to improve legal certainty for international inland waterway transport and ensure sufficient compensation for parties that have suffered loss.

ABOUT THE CCNR

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment. Many of the CCNR's activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The CCNR works closely with the European Commission as well as with the other river commissions and international organisations.



Palais du Rhin
2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tel. **+33 (0)3 88 52 20 10**
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org
www.ccr-zkr.org