

## SWITZERLAND RATIFIES THE CLNI 2012

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**Strasbourg, 23.04.2024** – Switzerland has deposited its instrument of ratification of the Strasbourg Convention of 2012 on the limitation of liability in inland navigation ([CLNI 2012](#)). After Serbia, Luxembourg, Hungary, the Netherlands, Germany and Belgium, Switzerland has thus now become a Party to the Convention which was adopted on 27 September 2012 and entered into force on 1 July 2019.

As for most of the States having ratified the Convention, Switzerland's instrument contains a declaration and reserves. More detailed information on this subject will be made available on the CCNR website in the coming weeks. The CLNI 2012 will enter into force for Switzerland on 1 August 2024 (see Article 17, paragraph 2 of the CLNI 2012).

Ambassador Claude Wild, the Swiss Permanent Representative to the Council of Europe, deposited the instrument. The ratification instrument was deposited on 23 April 2024, at the Palais du Rhin in Strasbourg. During the same ceremony, Switzerland also deposited its instrument of ratification concerning amendments to the [CDNI](#) (Convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways).

### 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. The objective was twofold: to make the CLNI accessible to other States and to update 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. It also 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.



Mr Jörg Rusche, Deputy Secretary General of the CCNR, and Ambassador Claude Wild

Source: Secretariat of the CCNR

### 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.*



**CCNR**

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