

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

## SCHEDULES

### SCHEDULE 7 **U.K.**

Section 185.

#### CONVENTION ON LIMITATION OF LIABILITY FOR MARITIME CLAIMS 1976

##### **Modifications etc. (not altering text)**

- C1** Sch. 7 extended (with modifications) to Anguilla, British Antarctic Territory, British Indian Ocean Territory, South Georgia and South Sandwich Islands (30.11.1997) by 1997/2579, art. 2, Schs. 1, 2

### **PART I** **U.K.**

#### TEXT OF CONVENTION

### **CHAPTER I.** **U.K.**

#### THE RIGHT OF LIMITATION

### **ARTICLE 1** **U.K.**

#### *Persons entitled to limit liability*

- 1 Shipowners and salvors, as hereinafter defined, may limit their liability in accordance with the rules of this Convention for claims set out in Article 2.
- 2 The term “shipowner” shall mean the owner, charterer, manager or operator of a seagoing ship.
- 3 Salvor shall mean any person rendering services in direct connection with salvage operations. Salvage operations shall also include operations referred to in Article 2, paragraph 1(d), (e) and (f).
- 4 If any claims set out in Article 2 are made against any person for whose act, neglect or default the shipowner or salvor is responsible, such person shall be entitled to avail himself of the limitation of liability provided for in this Convention.
- 5 In this Convention the liability of a shipowner shall include liability in an action brought against the vessel herself.
- 6 An insurer of liability for claims subject to limitation in accordance with the rules of this Convention shall be entitled to the benefits of this Convention to the same extent as the assured himself.
- 7 The act of invoking limitation of liability shall not constitute an admission of liability.

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

## ARTICLE 2 U.K.

### *Claims subject to limitation*

- 1 Subject to Articles 3 and 4 the following claims, whatever the basis of liability may be, shall be subject to limitation of liability:
- (a) claims in respect of loss of life or personal injury or loss of or damage to property (including damage to harbour works, basins and waterways and aids to navigation), occurring on board or in direct connection with the operation of the ship or with salvage operations, and consequential loss resulting therefrom;
  - (b) claims in respect of loss resulting from delay in the carriage by sea of cargo, passengers or their luggage;
  - (c) claims in respect of other loss resulting from infringement of rights other than contractual rights, occurring in direct connection with the operation of the ship or salvage operations;
  - (d) claims in respect of the raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship;
  - (e) claims in respect of the removal, destruction or the rendering harmless of the cargo of the ship;
  - (f) claims of a person other than the person liable in respect of measures taken in order to avert or minimise loss for which the person liable may limit his liability in accordance with this Convention, and further loss caused by such measures.
- 2 Claims set out in paragraph 1 shall be subject to limitation of liability even if brought by way of recourse or for indemnity under a contract or otherwise. However, claims set out under paragraph 1(d), (e) and (f) shall not be subject to limitation of liability to the extent that they relate to remuneration under a contract with the person liable.

## ARTICLE 3 U.K.

### *Claims excepted from limitation*

The rules of this Convention shall not apply to:

- [<sup>F1</sup>(a) claims for salvage, including, if applicable, any claim form or special compensation under Article 14 of the International Convention on Salvage 1989 as amended, or contributed in general average;]
- (b) claims for oil pollution damage within the meaning of the International Convention on Civil Liability for Oil Pollution Damage dated 29th November 1969 or of any amendment or Protocol thereto which is in force;
  - (c) claims subject to any international convention or national legislation governing or prohibiting limitation of liability for nuclear damage;
  - (d) claims against the shipowner of a nuclear ship for nuclear damage;
  - (e) claims by servants of the shipowner or salvor whose duties are connected with the ship or the salvage operations, including claims of their heirs, dependants or other persons entitled to

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

make such claims, if under the law governing the contract of service between the shipowner or salvor and such servants the shipowner or salvor is not entitled to limit his liability in respect of such claims, or if he is by such law only permitted to limit his liability to an amount greater than that provided for in Article 6.

#### Textual Amendments

- F1** Sch. 7 Pt. I Ch. I Article 3(a) substituted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258, arts. 3, 8, Sch.](#)

### ARTICLE 4 **U.K.**

#### *Conduct barring limitation*

A person liable shall not be entitled to limit his liability if it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such loss, or recklessly and with knowledge that such loss would probably result.

### ARTICLE 5 **U.K.**

#### *Counterclaims*

Where a person entitled to limitation of liability under the rules of this Convention has a claim against the claimant arising out of the same occurrence, their respective claims shall be set off against each other and the provisions of this Convention shall only apply to the balance, if any.

## CHAPTER II. **U.K.**

### LIMITS OF LIABILITY

### ARTICLE 6 **U.K.**

#### *The general limits*

<sup>[F2]</sup> The limits of liability for claims, other than those mentioned in Article 7, arising on any distinct occasion, shall be calculated as follows:

- (a) in respect of claims for loss of life or personal injury,
  - (i) 3.02 million Units of Account for a ship with a tonnage not exceeding 2,000 tons,
  - (ii) for a ship with a tonnage in excess thereof, the following amount in addition to that mentioned in (i):  
for each ton from 2,001 to 30,000 tons, 1,208 Units of Account;  
for each ton from 30,001 to 70,000 tons, 906 Units of Account; and  
for each ton in excess of 70,000 tons, 604 Units of Account,
- (b) in respect of any other claims,

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

(i) 1.51 million Units of Account for a ship with a tonnage not exceeding 2,000 tons,

(ii) for a ship with a tonnage in excess thereof the following amount in addition to that mentioned in (i):

for each ton from 2,001 to 30,000 tons, 604 Units of Account;

for each ton from 30,001 to 70,000 tons, 453 Units of Account; and

for each ton in excess of 70,000 tons, 302 Units of Account.]

#### Textual Amendments

**F2** Words in Sch. 7 Pt. 1 Ch. 2 Art. 6 para. 1 substituted (30.11.2016) by [The Merchant Shipping Act 1995 \(Amendment\) Order 2016 \(S.I. 2016/1061\)](#), arts. 1, **3(a)**

2 Where the amount calculated in accordance with paragraph 1(a) is insufficient to pay the claims mentioned therein in full, the amount calculated in accordance with paragraph 1(b) shall be available for payment of the unpaid balance of claims under paragraph 1(a) and such unpaid balance shall rank rateably with claims mentioned under paragraph 1(b).

4 The limits of liability for any salvor not operating from any ship or for any salvor operating solely on the ship to, or in respect of which he is rendering salvage services, shall be calculated according to a tonnage of 1,500 tons.

[<sup>F3</sup>The references in paragraph 1 to relevant limits in this Convention have effect as follows—

- (a) the references to the relevant limits are to be construed as references to those limits as modified from time to time pursuant to Article 8 of the 1996 Protocol;
- (b) a modification of a reference to a relevant limit by virtue of paragraph (a) has effect at the time that the modification of that limit pursuant to Article 8 of the 1996 Protocol comes into force in accordance with paragraph 8 of that Article;
- (c) no modification of a reference to a relevant limit by virtue of paragraph (a) affects any rights or liabilities arising out of an occurrence which took place before the day on which the modification has effect;
- (d) paragraph (a) does not apply to a modification pursuant to Article 8 of the 1996 Protocol which reduces a relevant limit.]

#### Textual Amendments

**F3** Words in Sch. 7 Pt. 1 Ch. 2 Art. 6 inserted (30.11.2016) by [The Merchant Shipping Act 1995 \(Amendment\) Order 2016 \(S.I. 2016/1061\)](#), arts. 1, **3(b)**

## ARTICLE 7 **U.K.**

### *The limit for passenger claims*

[<sup>F4</sup>1 In respect of claims arising on any distinct occasion for loss of life or personal injury to passengers of ship, the limit of liability of the shipowner thereof shall be

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

an amount of 175,000 Units of Account multiplied by the number of passengers which the ship is authorised to carry according to the ship's certificate.]

#### Textual Amendments

**F4** Sch. 7 Pt. I Ch. II Art. 7 para. 1 substituted (with effect in accordance with art. 1 of the amending S.I.) by S.I. 1998/1258, arts. 4(b), 8, **Sch.**

- 2 For the purpose of this Article “claims for loss of life or personal injury to passengers of a ship” shall mean any such claims brought by or on behalf of any person carried in that ship:
- (a) under a contract of passenger 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.

### ARTICLE 8 **U.K.**

#### *Unit of Account*

The Unit of Account referred to in Articles 6 and 7 is the special drawing right as defined by the International Monetary Fund. The amounts mentioned in Articles 6 and 7 shall be converted into the national currency of the State in which limitation is sought, according to the value of that currency at the date the limitation fund shall have been constituted, payment is made, or security is given which under the law of that State is equivalent to such payment.

### ARTICLE 9 **U.K.**

#### *Aggregation of claims*

- 1 The limits of liability determined in accordance with Article 6 shall apply to the aggregate of all claims which arise on any distinct occasion:
- (a) against the person or persons mentioned in paragraph 2 of Article 1 and any person for whose act, neglect or default he or they are responsible; or
  - (b) against the shipowner of a ship rendering salvage services from that ship and the salvor or salvors operating from such ship and any person for whose act, neglect or default he or they are responsible; or
  - (c) against the salvor or salvors who are not operating from a ship or who are operating solely on the ship to, or in respect of which, the salvage services are rendered and any person for whose act, neglect or default he or they are responsible.
- 2 The limits of liability determined in accordance with Article 7 shall apply to the aggregate of all claims subject thereto which may arise on any distinct occasion against the person or persons mentioned in paragraph 2 of Article 1 in respect of the ship referred to in Article 7 and any person for whose act, neglect or default he or they are responsible.

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

## ARTICLE 10 U.K.

### *Limitation of liability without constitution of a limitation fund*

- 1       Limitation of liability may be invoked notwithstanding that a limitation fund as mentioned in Article 11 has not been constituted.
- 2       If limitation of liability is invoked without the constitution of a limitation fund, the provisions of Article 12 shall apply correspondingly.
- 3       Questions of procedure arising under the rules of this Article shall be decided in accordance with the national law of the State Party in which action is brought.

## CHAPTER III. U.K.

### THE LIMITATION FUND

## ARTICLE 11 U.K.

### *Constitution of the Fund*

- 1       Any person alleged to be liable may constitute a fund with the Court or other competent authority in any State Party in which legal proceedings are instituted in respect of claims subject to limitation. The fund shall be constituted in the sum of such of the amounts set out in Articles 6 and 7 as are applicable to claims for which that person may be liable, together with interest thereon from the date of the occurrence giving rise to the liability until the date of the constitution of the fund. Any fund thus constituted shall be available only for the payment of claims in respect of which limitation of liability can be invoked.
- 2       A fund may be constituted, either by depositing the sum, or by producing a guarantee acceptable under the legislation of the State Party where the fund is constituted and considered to be adequate by the Court or other competent authority.
- 3       A fund constituted by one of the persons mentioned in paragraph 1(a), (b) or (c) or paragraph 2 of Article 9 or his insurer shall be deemed constituted by all persons mentioned in paragraph 1(a), (b) or (c) or paragraph 2, respectively.

## ARTICLE 12 U.K.

### *Distribution of the fund*

- 1       Subject to the provisions of paragraphs 1 and 2 of Article 6 and of Article 7, the fund shall be distributed among the claimants in proportion to their established claims against the fund.
- 2       If, before the fund is distributed, the person liable, or his insurer, has settled a claim against the fund such person shall, up to the amount he has paid, acquire by subrogation the rights which the person so compensated would have enjoyed under this Convention.

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

- 3 The right of subrogation provided for in paragraph 2 may also be exercised by persons other than those therein mentioned in respect of any amount of compensation which they may have paid, but only to the extent that such subrogation is permitted under the applicable national law.
- 4 Where the person liable or any other person establishes that he may be compelled to pay, at a later date, in whole or in part any such amount of compensation with regard to which such person would have enjoyed a right of subrogation pursuant to paragraphs 2 and 3 had the compensation been paid before the fund was distributed, the Court or other competent authority of the State where the fund has been constituted may order that a sufficient sum shall be provisionally set aside to enable such person at such later date to enforce his claim against the fund.

### ARTICLE 13 U.K.

#### *Bar to other actions*

- 1 Where a limitation fund has been constituted in accordance with Article 11, any person having made a claim against the fund shall be barred from exercising any right in respect of such a claim against any other assets of a person by or on behalf of whom the fund has been constituted.
- 2 After a limitation fund has been constituted in accordance with Article 11, any ship or other property, belonging to a person on behalf of whom the fund has been constituted, which has been arrested or attached within the jurisdiction of a State Party for a claim which may be raised against the fund, or any security given, may be released by order of the Court or other competent authority of such State. However, such release shall always be ordered if the limitation fund has been constituted:
- (a) at the port where the occurrence took place, or, if it took place out of port, at the first port of call thereafter; or
  - (b) at the port of disembarkation in respect of claims for loss of life or personal injury; or
  - (c) at the port of discharge in respect of damage to cargo; or
  - (d) in the State where the arrest is made.
- 3 The rules of paragraphs 1 and 2 shall apply only if the claimant may bring a claim against the limitation fund before the Court administering that fund and the fund is actually available and freely transferable in respect of that claim.

### ARTICLE 14 U.K.

#### *Governing law*

Subject to the provisions of this Chapter the rules relating to the constitution and distribution of a limitation fund, and all rules of procedure in connection therewith, shall be governed by the law of the State Party in which the fund is constituted.

### CHAPTER IV. U.K.

#### SCOPE OF APPLICATION

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

## ARTICLE 15 U.K.

[<sup>F52</sup> A State Party may regulate by specific provisions of national law the system of limitation of liability to be applied to vessels which are:

- (a) according to the law of that State, ships intended for navigation on inland waterways;
- (b) ships of less than 300 tons.

A State Party which makes use of the option provided for in this paragraph shall inform the depositary of the limits of liability adopted in its national legislation or of the fact that there are none.

*3bis.* Notwithstanding the limit of liability prescribed in paragraph 1 of article 7, a State Party may regulate by specific provisions of national law the system of liability to be applied to claims for loss of life or personal injury to passengers of a ship, provided that the limit of liability is not lower than that prescribed in paragraph 1 of article 7. A State Party which makes use of the option provided for in this paragraph shall inform the Secretary-General of the limits of liability adopted or of the fact that there are none.]

### Textual Amendments

**F5** Sch. 7 Pt. I Art. 15 para. 2 inserted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258](#), arts. 5, 8, [Sch.](#)

## [<sup>F6</sup>ARTICLE 18 U.K.

### *RESERVATIONS]*

### Textual Amendments

**F6** Sch. 7 Pt. I Art. 18 inserted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258](#), arts. 6, 8, [Sch.](#)

<sup>F71</sup> Any State may, at the time of signature, ratification, acceptance, approval or accession, or at any time thereafter, reserve the right:

- (a) to exclude the application of article 2, paragraphs 1(d) and (e);
- (b) to exclude claims for damage within the meaning of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 <sup>X1</sup> or of any amendment or Protocol thereto.

No other reservations shall be admissible to the substantive provisions of this Convention.

### Editorial Information

**X1** The text of the Convention is set out in Schedule 5A to this Act.



*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

**Textual Amendments**

- F7** Sch. 7 Pt. I Art. 18 inserted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258](#), arts. 6, 8, [Sch.](#)

**PART II** **U.K.**

PROVISIONS HAVING EFFECT IN CONNECTION WITH CONVENTION

*Interpretation*

- 1 In this Part of this Schedule any reference to a numbered article is a reference to the article of the Convention which is so numbered.

*Right to limit liability*

- 2 [<sup>F8</sup>Subject to paragraph 6 below,]the right to limit liability under the Convention shall apply in relation to any ship whether seagoing or not, and the definition of “shipowner” in paragraph 2 of article 1 shall be construed accordingly.

**Textual Amendments**

- F8** Words in Sch. 7 Pt. II para. 2 inserted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258](#), arts. 7(a), 8, [Sch.](#)

<sup>F9</sup>[<sup>F10</sup>2A] .....

**Textual Amendments**

- F9** Sch. 7 para. 2A omitted (13.5.2004) by virtue of [The Merchant Shipping \(Convention on Limitation of Liability for Maritime Claims\) \(Amendment\) Order 2004 \(S.I. 2004/1273\)](#), arts. 1, 2
- F10** Sch. 7 Pt. II para. 2A inserted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258](#), arts. 7(b), 8, [Sch.](#)

*Claims subject to limitation*

- 3 (1) Paragraph 1(d) of article 2 shall not apply unless provision has been made by an order of the Secretary of State for the setting up and management of a fund to be used for the making to harbour or conservancy authorities of payments needed to compensate them for the reduction, in consequence of the said paragraph 1(d), of amounts recoverable by them in claims of the kind there mentioned, and to be maintained by contributions from such authorities raised and collected by them in respect of vessels in like manner as other sums so raised by them.
- (2) Any order under sub-paragraph (1) above may contain such incidental and supplemental provisions as appear to the Secretary of State to be necessary or expedient.

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

### *Claims excluded from limitation*

- 4 <sup>F11</sup>[(1) Claims for Damages within the meaning of the international Convention on Liability and compensation for Damage in connection with the carriage of Hazardous and Noxious Substances by Sea 1996(b), or any amendment of or Protocol to the Convention, which arise from occurrences which take place after the coming into force of the first Order in Council made by Her Majesty under section 182B of this Act shall be excluded from the convention.]
- (2) The claims excluded from the Convention by paragraph (b) of article 3 are claims in respect of any liability incurred under section 153 of this Act.
- (3) The claims excluded from the Convention by paragraph (c) of article 3 are claims made by virtue of any of sections 7 to 11 of the <sup>M1</sup>Nuclear Installations Act 1965.

#### **Textual Amendments**

**F11** Sch. 7 Pt. II para. 4(1) substituted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258, arts. 7\(C\), 8, Sch.](#)

#### **Marginal Citations**

**M1** 1965 c. 57.

### *The general limits*

- 5 (1) In the application of article 6 to a ship with a tonnage less than 300 tons that article shall have effect as if—
- (a) paragraph 1(a)(i) referred to [<sup>F12</sup>1,000,000] Units of Account; and
- (b) paragraph 1(b)(i) referred to [<sup>F12</sup>500,000] Units of Account.
- (2) For the purposes of article 6 and this paragraph a ship's tonnage shall be its gross tonnage calculated in such manner as may be prescribed by an order made by the Secretary of State.
- (3) Any order under this paragraph shall, so far as appears to the Secretary of State to be practicable, give effect to the regulations in Annex I of the International Convention on Tonnage Measurement of Ships 1969.

#### **Textual Amendments**

**F12** Words in s. 5(1)(a)(b) substituted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258, arts. 7\(d\), 8, Sch.](#)

### *Limit for passenger claims*

- 6 [<sup>F13</sup>(1) Article 7 shall not apply in respect of any sea going ship and shall have effect in respect of any ship which is not as if in paragraph 1 of that article.
- (a) after “thereof” there were inserted “in respect of each passenger,”;
- (b) the words from “multiplied” onwards were omitted.]
- (2) In paragraph 2 of article 7 the reference to claims brought on behalf of a person includes a reference to any claim in respect of the death of a person under the <sup>M2</sup>Fatal

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

Accidents Act 1976, the <sup>M3</sup>Fatal Accidents (Northern Ireland) Order 1977 or the [<sup>F14</sup>Damages (Scotland) Act 2011].

#### Textual Amendments

- F13** Sch. 7 Pt. 2 para. 6(1)(a)(b) substituted for Sch. 7 para. 6(1) (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258](#), [arts. 7\(e\)](#), [8](#), [Sch.](#)
- F14** Words in Sch. 7 Pt. 2 para. 6 substituted (7.7.2011) by [Damages \(Scotland\) Act 2011 \(asp 7\)](#), [s. 19\(3\)](#), [sch. 1 para. 6](#) (with [ss. 17](#), [19\(2\)](#)); [S.S.I. 2011/268](#), [art. 3](#) (with [art. 4](#))

#### Marginal Citations

- M2** [1976 c. 30](#).
- M3** [S.I. 1977/1258 \(NI 18\)](#); [1976 c. 13](#).

#### *Units of Account*

- 7 (1) For the purpose of converting the amounts mentioned in articles 6 and 7 from special drawing rights into sterling one special drawing right shall be treated as equal to such a sum in sterling as the International Monetary Fund have fixed as being the equivalent of one special drawing right for—
- the relevant date under paragraph 1 of article 8; or
  - if no sum has been so fixed for that date, the last preceding date for which a sum has been so fixed.
- (2) A certificate given by or on behalf of the Treasury stating—
- that a particular sum in sterling has been fixed as mentioned in sub-paragraph (1) above for a particular date; or
  - that no sum has been so fixed for that date and that a particular sum in sterling has been so fixed for a date which is the last preceding date for which a sum has been so fixed,
- shall be conclusive evidence of those matters for the purposes of those articles; and a document purporting to be such a certificate shall, in any proceedings, be received in evidence and, unless the contrary is proved, be deemed to be such a certificate.

#### *Constitution of fund*

- 8 (1) The Secretary of State may, with the concurrence of the Treasury, by order prescribe the rate of interest to be applied for the purposes of paragraph 1 of article 11.
- (2) Any statutory instrument containing an order under sub-paragraph (1) above shall be laid before Parliament after being made.
- (3) Where a fund is constituted with the court in accordance with article 11 for the payment of claims arising out of any occurrence, the court may stay any proceedings relating to any claim arising out of that occurrence which are pending against the person by whom the fund has been constituted.

#### *Distribution of fund*

- 9 No lien or other right in respect of any ship or property shall affect the proportions in which under article 12 the fund is distributed among several claimants.

*Status: Point in time view as at 05/12/2016.*

*Changes to legislation: Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details)*

*Bar to other actions*

- 10 Where the release of a ship or other property is ordered under paragraph 2 of article 13 the person on whose application it is ordered to be released shall be deemed to have submitted to (or, in Scotland, prorogated) the jurisdiction of the court to adjudicate on the claim for which the ship or property was arrested or attached.

*Meaning of “court”*

- 11 References in the Convention and the preceding provisions of this Part of this Schedule to the court are references to the High Court or, in relation to Scotland, the Court of Session.

*Meaning of “ship”*

- 12 References in the Convention and in the preceding provisions of this Part of this Schedule to a ship include references to any structure (whether completed or in course of completion) launched and intended for use in navigation as a ship or part of a ship.

*Meaning of “State Party”*

- [<sup>F15</sup>13 An Order in Council made for the purposes of this paragraph and declaring that any State specified in the Order is a party to the Convention as amended by the 1996 Protocol shall, subject to the provisions of any subsequent Order made for those purposes, be conclusive evidence that the State is a party to the Convention as amended by the 1996 Protocol.]

**Textual Amendments**

- F15** Sch. 7 Pt. II para. 13 substituted (with effect in accordance with art. 1 of the amending S.I.) by [S.I. 1998/1258](#), arts. 7(f), 8, [Sch.](#)

**Status:**

Point in time view as at 05/12/2016.

**Changes to legislation:**

Merchant Shipping Act 1995, SCHEDULE 7 is up to date with all changes known to be in force on or before 15 July 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations.