



## THE CONVENTION ON LIMITATION OF LIABILITY FOR MARITIME CLAIMS, 1976 (LLMC 76) MERCHANT SHIPPING (AMENDMENT) ACT 2004

**SC No. 18 of 2005**

**14-04-2005**

**Applicable to:** This circular should be brought to the attention of the shipping community and all Singapore ship owners, ship insurers, ship managers and shipping agents.

This is to bring to your attention, the coming into force on 1 May 2005 of Part VIII of the Merchant Shipping (Amendment) Act 2004, which amends the Merchant Shipping Act, Cap, 179. See [Annex A](#) for the complete text of the Amendment Act. The amendments give effect to the International Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 76), which Singapore would accede to on the same date.

2. LLMC 76 was adopted by the IMO on 19 November 1976 and entered into force on 1 December 1986. It replaced the International Convention Relating to the Limitation of the Liability of Owners of Seagoing Ships, which was signed in Brussels in 1957 and entered into force in 1968.

3. LLMC 76 aims to limit the liability of claims for the loss of life or personal injury, or the loss or damage to property including damage to other ships, property, harbour works, basins, waterways and aids to navigation, occurring on board or in connection with the operation of a ship or salvage operations, and the loss resulting from delay in the carriage by sea of cargo, passengers or their luggage.

4. The Convention safeguards the interests of both shipowners and potential claimants by providing greater certainty in the event of a claim. The limits of compensation<sup>1</sup> are higher under LLMC 76 than the existing regime such that claimants need not resort to litigation in order to obtain adequate compensation. In return, the shipowner obtains a virtually unbreakable right to limit his liability towards such claimants. This results in more all-around certainty in the maritime legal environment.

5. Singapore's accession to LLMC 76 will help safeguard the interest of the shipping community; shipowners and insurers in particular, and provide greater certainty to the outcome of the compensation regime. It will also align Singapore's legislative standards to those in leading maritime nations and in accordance with international practice and standards, thereby enhancing Singapore's attractiveness as a centre for maritime law and arbitration. This initiative reaffirms the commitment of the Maritime and Port Authority of Singapore (MPA) to create a sophisticated maritime legal infrastructure to enhance Singapore's standing as an International Maritime Centre.

5. Any queries relating to this circular should be directed to Mr Chandru S Rajwani at Tel: 6375 6217 or Mr. Zafrul Alam at Tel: 63756204 (Fax: 63756231).

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