

D-4: CONVENTION ON A CODE OF CONDUCT FOR LINER CONFERENCES

Name of the convention: Convention on a Code of Conduct for Liner conferences

Acronym or short name: Code for Liner conferences

International organisation in charge of it: United Nations Conference on Trade and Development (UNCTAD)

Summary description (in plain language): This convention recognizes the need for a universally acceptable code of conduct for liner conference. It aims to facilitate the expansion of world sea-borne trade, to stimulate the development of regular and efficient liner services, to ensure a balance of interests between suppliers and users of liner shipping services.

This convention deals with the group of vessel-operating carriers providing international liner services for the carriage of cargo on particular routes (art.1). They are binding by an agreement of which they operate under common freight (art.7). This conference are composed of member lines, they shared trade between national shipping lines and practiced a preferential freight between members (art.12-15).

A procedure of conciliation (an international mandatory conciliation: art.28) is instituted at the request of one of the parties to the dispute relating to membership of conference, to general freight-rate increase, or to surcharges.

Date of first approval: 6 april 1974

Date of coming into force: 6 october 1983

Dates of revision: no

Reasons of revisions: no

Applicability (situation of ratification): This convention shall enter into force 6 months after the date on which not less than 24 States, the combined tonnage of which amounts to at least 25 per cent of world tonnage, have become Contracting Parties to it in accordance with article 48 (art.49).

Stakes for ports: This convention is relevance of ports concerning the liner conference system. Ports “appropriate authority” which belong to a liner conference are subjected to specific rules (Chapter I):

Ports have the right to participate fully in the consultations, but they don't play a decision making-role, and also, they have to co-operate with shipper's organization (Chapter III, art.11). So, ports may be consulted for the changes in the tariff classification of ports (art.11 (f)).

Ports belonging to a same liner conference apply the same freight rate (art.12).

Links with other conventions: [The Hagues-Visby Rules](#), [Hamburg rules](#), [CSC](#), [United Nations Convention on the Liability of Operators of Transport Terminals in International Trade \(Vienna, 1991\)](#), [United Nations Convention on International Multimodal Transport of Goods](#)

Key-words: Liner conference, national shipping line, shippers, trade, international mandatory conciliation

Internet hyperlink with other website:

<http://www.un.org/>

<http://www.imo.org/>

<http://www.comitemaritime.org/>

<http://www.unctad.org/>

(full text) <http://www.admiraltylawguide.com/conven/liner1974.html>