



# SEMAPHORE

Newsletter of the Maritime Law

Association of Australia and New Zealand



## Major Maritime Law Reform for Greece

A new Code of Private Maritime Law (CPML) effected by Greece on 1 May is said to have “drastically reformed and modernised” maritime law provisions for a nation which has topped the global list of shipowning countries for at least the past four decades.

Replacing legislation introduced in 1958 to regulate private shipping law matters – such as crew claims, collisions, salvage and time bars – the new CPML now incorporates provisions of the “most important” international maritime conventions in its domestic law.

These include:

- the Convention for the Unification of Certain Rules of Law with respect to Collisions between Vessels 1910 (the Collision Convention 1910)
- the Protocol to amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading 1968 (the Hague-Visby Rules)
- the International Convention on Salvage 1989 (the 1989 Salvage Convention)
- the International Convention Relating to the Arrest of Sea-Going Ships 1952 (the 1952 Arrest Convention)
- the Athens Convention on the Carriage of Passengers and their Luggage by Sea 1974 (the Athens Convention)
- the Convention on Limitation of Liability for Maritime Claims 1976 (the LLMC Convention 1976), including the 1996 Protocol to amend the LLMC Convention [the 1996 LLMC Protocol]. Greece has also adopted the amendments to the 1996 LLMC Protocol, setting higher limits of liability
- the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001

HFW Piraeus managing partner Dimitri Vassos, HFW Piraeus associate Stella-Efi Gougoulaki and PPT Legal Piraeus partner Paris Karamitsios have published a detailed report on developments via [The Shipping Law Review](#) platform.

June 2023

