

# Deutscher Verein für Internationales Seerecht

## Deutsche Landesgruppe des Comité Maritime International

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### Revision of the York–Antwerp Rules (YAR)

Dear Mr. President,

I refer to your letter of 25 June 2012, addressed to the Presidents of all national Maritime Law Associations.

Please find the comments regarding the proposed revision of the York-Antwerp Rules of the German Maritime Law Association:

The German MLA generally supports a further development of the YAR in order to take into account the various interests of the various stakeholders in a way. The German MLA wonders, however, whether the current steps at this stage and in the current procedure will lead to a version of the YAR, which will find widespread support from and use in the market. We do not favour, after YAR 2004, another version of YAR, which does not find its way into bills of lading and charter parties.

Given the ongoing discussions in the area of salvage, it may be too early to consider amendments to the YAR at this stage. The German MLA also favours that all stakeholders, in particular including shipowners and property underwriters, do have the possibility of expressing their views and participating in the discussions before new YAR are out up for voting by CMI. The current procedure, which includes a discussion of the percentage figure in the suggested new Art. VI (b) as well as a voting on this figure during the Beijing conference, in this context might be less than optimal.

For these reasons the German MLA, whilst generally not being opposed to an amendment of the YAR, recommends to keep the subject on the agenda for discussion, but to postpone any voting to a later stage.

Hamburg, 31 August 2012

Yours sincerely



Secretary German Maritime Law Association  
(Tilo Wallrabenstein)