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The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968 with 2018 marking the 50 year anniversary. Around 80 per cent of the volume of international trade in goods is carried by sea, and the percentage is even higher for most developing countries. The Review of Maritime Transport provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information.

A close analysis of the framework of existing governance and the existing jurisdictional arrangements for shipping and ports reveals that while policy-making is characterized by national considerations through flags, institutional representation at all jurisdictions and the inviolability of the state, the commercial, financial, legal and operational environment of the sector is almost wholly global. This governance mismatch means that in practice the maritime industry can avoid policies which it dislikes by trading nations off against one another, while enjoying the freedoms and benefits of a globalized economy. A Post-modern interpretation of this globalized society prompts suggestions for change in maritime policy-making so that the governance of the sector better matches more closely the environment in which shipping and ports operate. Maritime Governance and Policy-Making is a controversial commentary on the record of policy-making in the maritime sector and assesses whether the reason for continued policy failure rests with the inadequate governance of the sector. Maritime Governance and Policy-Making addresses fundamental questions of governance, jurisdiction and policy and applies them to the maritime sector. This makes it of much more interest to a much wider audience – including students, researchers, government officials, and those with industrial and commercial interests in the shipping and ports areas - and also of more value as it places the specific maritime issues into their wider context. Maritime Governance and Policy-Making addresses fundamental questions of governance, jurisdiction and policy and applies them to the maritime sector. This makes it of much more interest to a much wider audience – including students, researchers, government officials, and those with industrial and commercial interests in the shipping and ports areas - and also of more value as it places the specific maritime issues into their wider context.

This series contains the decisions of the Court in both the English and French texts.

Now in its second edition Maritime Economics provides a valuable introduction to the organisation and workings of the global shipping industry. The author outlines the economic theory as well as many of the operational practicalities involved. Extensively revised for the new edition, the book has many clear illustrations and tables. Topics covered include: * an overview of international trade * Maritime Law * economic organisation and principles * financing ships and shipping companies * market research and forecasting.

This book addresses the legal and contractual obligations of sea carriers regarding due care for the cargo under a contract of carriage. While the general framework employed is the leading international liability regime, the Hague-Visby Rules, the discussions in each chapter also account for the possible future adoption of a new regime, the Rotterdam Rules. The subject matter concerns the standard for the duty of care for goods as codified in the Hague-Visby Rules, but the work also touches upon a wide range of related topics found both in law and in practice, providing valuable commercial, technical and historical links as well as various solutions that have been found at the national and international level to address challenges arising in this specialised area of law. The book is divided into six chapters, which gradually reveal the complexity of the topic. Chapter 1 provides a thorough introduction to the two main transport documents in use, and to the basic logic behind shipping, sea-going trade and related national and international legislation. In turn, Chapter 2 presents an overview of the relevant provisions of the Hague-Visby Rules. Chapters 3, 4 and 5 examine the problems arising out of the insertion of a FIOS(T) clause in the contract of carriage; the carriage of goods on deck; and the carriage of goods in containers, respectively. Lastly, Chapter 6 provides an overall conclusion on the legal status quo and current practice, as well as future prospects. The book was written with a number of potential readers in mind and is intended to open up the topic to a broader audience. It is suitable both for readers who wish to advance their learning (e.g. professionals, practitioners and postgraduates) and for readers with little or no prior knowledge of the topic (e.g. students and researchers).

A guide to good practice for the proper use of bills of lading

This book focuses on contemporary women seafarers at a global level. It looks at issues surrounding the working conditions and welfare of women, from both developed and developing countries, employed aboard the world's merchant and passenger ships. Using research commissioned by the ILO, the book considers women's participation levels in the industry, and examines policies concerning their recruitment, training, maternity and employment rights, and other aspects of work and life at sea. It also gives first-hand accounts from women seafarers describing how they have dealt with discrimination, sexual harassment, parental disapproval and an array of other difficulties. The study examines the practices and policies of national and international regulatory agencies, employers, trade unions, and maritime education institutions. A series of recommendations that may further help the integration of women into shipboard communities is included.

The Review of Maritime Transport, an annual publication, provides comprehensive and up-to-date statistics and information on maritime and ancillary services. The Review focuses on developments concerning maritime activities in developing countries as compared with other groups of countries. In the 2006 edition, particular attention is given to regional developments in sub-Saharan Africa.

This handbook provides a wide-ranging, coherent, and systematic analysis of maritime management, policy, and strategy development. It undertakes a comprehensive examination of the fields of management and policy-making in shipping by bringing together chapters on key topics of seminal scientific and practical importance. Within 21 original chapters, authoritative experts describe and analyze concepts at the cutting edge of knowledge in shipping. Themes include maritime management and policy, ship finance, port and maritime economics, and maritime logistics. A study examines the determinants of ship management fees. Aspects of corporate governance in the shipping industry are reviewed and there is a critical review of the ship investment literature. Other topics featured include the organization and management of tanker and dry bulk shipping companies, environmental management in shipping with reference to energy-efficient ship operation, a study of the BIMCO Shipping KPI standard, utilizing the Bunker Adjustment Factor as a strategic decision-making instrument, and slow steaming in the maritime industry. All chapters are written to provide implications for further advancement in professional practice and research. The Routledge Handbook of Maritime Management will be of great interest to relevant students, researchers, academics, and professionals alike. It provides abundant opportunities to guide further research in the areas covered but will also initiate and inspire effective maritime management.

The Condition Assessment Scheme (CAS) for oil tankers was adopted in 2001 and is applicable to all single-hull tankers of 15 years or older. Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Program of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.--Publisher's description.

War Risks Authorized Statements from All the Leading Life Insurance Companies Outlining Their Prospective Action in the Case of Policyholders Now Serving Or Contemplating Service in the U.S. Army Or Navy. The Status of Fire Insurance Companies in the Matter of War Risks. Previous Insurance Experience in War Times. Prominent Fire, Marine and Accident Underwriters' Views on the War Problem Review of

Maritime Transport 2020

The ISM Code has been mandatory for almost every commercial vessel in the world for more than a decade and nearly two decades for high risk vessels, yet there is very little case law in this area. Consequently, there remains a great deal of confusion about the potential legal and insurance implications of the Code. This third edition represents a major re-write and addresses significant amendments that were made to the ISM Code on 1st July 2010 and 1st January 2015. This book provides practitioners with a practical overview of, and much needed guidance on, the potential implications of failing to implement the requirements of the Code. It will be hugely valuable to DPAs, managers of ship operating companies, ship masters, maritime lawyers and insurance claims staff.

With the aim of creating an autonomous regime for the interpretation and application of the contract, boilerplate clauses are often inserted into international commercial contracts without negotiations or regard for their legal effects. The assumption that a sufficiently detailed and clear language will ensure that the legal effects of the contract will only be based on the contract, as opposed to the applicable law, was originally encouraged by English courts, and today most international contracts have these clauses, irrespective of the governing law. This collection of essays demonstrates that this assumption is not fully applicable under systems of civil law, because these systems are based on principles, such as good faith and loyalty, which contradict this approach.

Legal Issues Relating to Time Charterparties addresses all the major questions and issues that arise in connection with time charterparties, examining them in a logical manner, progressively tracing the subject from the creation to the termination of the contract. All the salient legal aspects of time charterparties are examined, with the law analysed in its commercial context, particularly in relation to the various ways in which time charterparties may be used in shipping and international trade.

Commercial Ship Surveying: On/Off Hire Condition Surveys and Bunker Surveys provides guidance on the complete survey process, what should be done to prepare, and what constitutes good practice, all completely detailed so that the process can be executed quickly and efficiently. In addition to the surveying process, the book describes supplementary topics, such as the vessels likely encountered, the gear and rigging involved, and the special techniques necessary. The book is well-researched, with plenty of practical examples and photographic references, explaining not only what is expected to happen during surveys, but also how marine surveyors and ships' officers are expected to perform, if, and when, they become involved with this work. Dedicated to detail, this book ensures that the reader clearly understands each step of the surveying process. Presents the first work to comprehensively describe the processes of on-hire, off-hire, and bunker surveys for dry cargo ships Includes a companion site featuring survey checklists and Excel worksheets for select calculations (such as heavy fuel and diesel oil weight calculations) Contains accompanying illustrations and photographs to clarify key concepts

La 4e de couverture indique : "Offers Practical advice on C.I.F. and F.O.B. contracts and their most common variants with easy reference to solutions for issues you may be face. Covers the nature of each sales term under both Common law and the new Incoterms ® 2010 Rules, including: property and risk in the goods, the physical shipment, the documentary tender of bills of lading, policies and certificates of insurance, licences and certificates together with payment, remedies for breach and conflict of laws. Includes commentary on all the significant legislative and contractual developments and new decisions of the European Court of Justice, the Supreme Court/House of Lords, the Court of Appeal and the Commercial Court. Covers in full the CIF and FOB Incoterms ® 2010 Rules often incorporated by reference in shipment sales of commodities and manufactured goods. Includes express references to the most common standard form contracts in current use such as the GAFTA (2010 edn), and FOSFA (2008 edn) C.I.F. and F.O.B. forms and the 2009 Institute Cargo Clauses. Includes a detailed analysis of the effects of the Uniform Customs and Practice for Documentary Credits (the UCP 600) on documentary tender and their influence on recent judicial trends"

The book provides an introduction to shipping in all its aspects. It is a valuable source of information for students of traditional maritime law as well as for those who seek to understand maritime and shipping services on a global scale. The text includes information and analytical content on national and international practices in shipping, including the age-old dichotomy between freedom in international shipping and the persistent demands of states to control specific maritime areas, as well as the tension between, on the one hand, the desire on the part of sovereign states to regulate and protect their shipping interests and, on the other, the abiding concern and unquestioned right of the international community to regulate the global shipping industry effectively, in order to ensure maritime safety, protection of the environment and fair competition.

This book focuses on the management of ship operations, an activity that requires integrative knowledge and technical expertise that spans various disciplines. As such, ship operations personnel are expected to be well-versed with aspects of management, economics, engineering, technology and law. Further, ship operations management requires the ability to identify and neutralize threats and to manage risks and make decisions that will optimize costs and contribute to performance improvements. Despite the fundamental nature of ship operations management, no book has ever attempted to reconcile and compile a comprehensive body of knowledge, while pursuing a coherent, structured and systematic approach. This edited volume addresses that fundamental gap in the extant literature, and brings together a wealth of knowledge from experts in their respective fields. Concretely, it explores issues of organization, technical management, crewing and behavioral issues, chartering and post fixture, risk management, finance, legal aspects of international conventions and regulations, attainment of safety, security and marine insurance, as well as ocean governance and sustainability. As such, the book offers a vital reference guide for maritime companies and organizations, while also serving as a teaching supplement in academic and professional maritime programmes.

This book focuses on the interaction between shipping and the natural environment and how shipping can strive to become more sustainable. Readers are guided in marine environmental awareness, environmental regulations and abatement technologies to assist in decisions on strategy, policy and investments. You will get familiar with possible paths to improve environmental performance and, in the long term, to a sustainable shipping sector, based on an understanding of the sources and mechanisms of common impacts. You will also gain knowledge on emissions and discharges from ships, prevention measures, environmental regulations, and methods and tools for environmental assessment. In addition, the book includes a chapter on the background to regulating pollution from ships. It is intended as a source of information for professionals connected to maritime activities as well as policy makers and interested public. It is also intended as a textbook in higher education academic programmes.

The Commercial Shipping Handbook is an invaluable reference tool for anyone involved in international trade and a first step towards understanding the framework within which the international movement of goods by sea is conducted. The handbook gives concise explanations of the many activities that comprise shipping, explaining the terms and how they interrelate. Areas covered include: Documents used in international transport by sea e.g. the bill of lading and the charter-party – what they contain, the different types and examples of each Generic types of ships, cargoes, containers and ports Details of all the major maritime associations prominent in contract drafting and policy making, together with a brief explanation of their objectives The many extra costs and surcharges found in shipping, particularly in liner shipping

Chartering terms, an explanation of each and their context
Clauses appearing in bills of lading, in voyage charters and time charters
Technical elements of shipping as they relate to the commercial operation of ships, for example tides and draughts
Examples of principal documents
Discussing over 1250 commercial shipping terms, this book will be an essential reference for all shipowners, charterers, managers and brokers and will also be of use to legal, insurance and banking professionals.

The international carriage of goods by sea has been regulated by international conventions. These include the "International Convention for the Unification of Certain Rules of Law relating to Bills of Lading" ("Hague Rules"); the "Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading" ("Visby Rules"); and the "UN Convention on the Carriage of Goods by Sea." They were adopted in 1924, 1968 and 1978 respectively and the transport industry's commercial needs have since substantially changed. Furthermore the advent of subsequent regimes has resulted in the uniformity in the carriage of goods by sea once provided by the Hague Rules being lost. In order to update and modernize existing regimes the "UN Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea" ("Rotterdam Rules") was adopted on December 11, 2008 by the UN General Assembly and opened for signature on September 23, 2009. Since then drafters of the Rotterdam Rules, academics and practitioners have been publicizing, discussing, and evaluating the Rules. This book is an effort to further explore those same goals.

World maritime trade lost momentum in 2018, with volumes expanding at 2.7 per cent, below the historical averages of 3.0 per cent and 4.1 per cent recorded in 2017. Total volumes are estimated to have reached 11 billion tons, an all-time high, according to UNCTAD records. UNCTAD is projecting 2.6 per cent growth in 2019 and an annual average growth rate of 3.4 per cent for the period 2019-2024. However, the outlook remains challenging, given the heightened uncertainty regarding trade policy and wide-ranging downside risks clouding the horizon. In 2018, world merchandise trade growth decelerated at an unexpected rate, and tariffs on trade between China and the United States of America escalated amid mounting trade tensions and a proliferation of national trade-restrictive measures. Apart from trade policy crosscurrents, geopolitics and sanctions, environmental concerns, fuel economics and tensions involving the Strait of Hormuz - a strategic maritime chokepoint - were in the headlines. Other forces at work continued to slowly reshape the maritime transport landscape. A new normal, contrasting with the historical perspective, appears to be taking hold. This trend is characterized by overall moderate growth in the global economy and trade, a supply chain restructuring in favour of more regionalized trade flows, a continued rebalancing of the Chinese economy, a larger role of technology and services in value chains and logistics, intensified and more frequent natural disasters and climate-related disruptions, and an accelerated environmental sustainability agenda with an increased awareness of the impact of global warming. A transition to the new normal calls for an improved understanding of the main issues at stake, better planning, and flexible and forward-looking-policies that can effectively anticipate change and enable appropriate response measures that take into account the heterogenous nature of developing countries as a group and their varied local conditions and needs.. Principles of the Carriage of Goods by Sea offers students studying this topic as part of their LLM or LLB course an accessible, comprehensive overview of the subject from a leading expert in the field. Written specifically with students in mind, concentrating on principles, and tailored to common law coverage, this title presents all the essential topics and is supported by the following useful pedagogy: Line Diagrams: illustrating the relationships between parties so that this may be understood at a glance; also where appropriate, time lines Case Studies: looking at topical matters such as piracy, and problematic areas of law such as reachable on arrival clauses and the carriage of bulk oil by sea Sample Problem Questions: problem questions and suggestions to help students to prepare for assessment Annotated appendices: concise appendix of the most important legislation and international conventions, with useful annotation from the author that explains these and puts them in context

MARPOL VI was developed through the International Maritime Organization (IMO), a United Nations agency that deals with maritime safety and security, as well as the prevention of marine pollution from ships. MARPOL is the main international agreement covering all types of pollution from ships. Annex VI aims to reduce emissions from ships through international regulations. Regulation 14 - Restricts SOx emissions from ships by introducing a maximum sulphur content in marine fuels of 4.5 per cent. In addition, MARPOL Annex VI identifies SOx emission control areas (SECA)

Now in its eighth edition, this classic text is a first point of reference for anyone looking to obtain an understanding of chartering and shipbroking practice. It provides hands-on, commercially-focused explanations of chartering business and invaluable advice on how the shipping market operates across a broad range of topics. The authors also deal expertly with the legal, financial, operational and managerial aspects of chartering, offering numerous case studies which clearly link theory to practice. This new edition has been fully revised and updated to reflect the current trends in chartering practice, legal developments and standard forms of charterparties. New to this edition: Enriched with practical examples covering crucial aspects of chartering and shipbroking business, such as voyage estimations, freight conversions and tanker calculations. New material on day-to-day laytime principles, including "Laytime Definitions for Charterparties 2013", associated commentary and relevant examples. Shipping Marketing as a modern tool of improving chartering and shipbroking business. Expanded coverage of the economic background of chartering, including markets, vessels, cargoes, trades and fixtures. Freight rates for all vessel types from 1980 to 2015. Updated review of well-known standard charterparty documents (including NYPE 2015), together with clauses and wordings commonly applying to various charter types. Analytical glossary containing typical terms and abbreviations used in chartering negotiations. This book is an essential guide for practitioners in private practice and in-house for shipowners and cargo houses, as well as those studying shipbroking and chartering.

This is the leading text on shipbuilding and marine construction, already widely used on a global basis by shipowners, shipbuilders and their commercial and legal advisers. It is now ten years since the last edition and much has changed in the world of shipbuilding since then, particularly in the period since 2008 which has seen numerous attempts by owners to renegotiate the prices and/or delivery dates of tonnage and an enormous increase in the level of "vessel rejection" and cancellation disputes. The Law of Shipbuilding Contracts examines the principles of English contract law as these apply to shipbuilding. This edition comments in detail upon the Shipbuilders' Association of Japan

Form but now contrasts this with the NEWBUILDCON from BIMCO in 2007 and the China Maritime Arbitration Commission Forms from 2011 where these are significantly different. It also includes sections dealing with agreements ancillary to the shipbuilding contract and conversion contracts. Overview of book: Since the last edition in 2002, China has become a major global exporter of newbuildings and new BIMCO shipbuilding contract form has been published. Although retaining the original format of commentary on the Japanese (SAJ) standard form shipbuilding contract, the new edition contrasts this with the BIMCO form and the recently published China Maritime Arbitration Commission (CMAC) form in order to provide a broad ranging analysis of this complex subject. The book details the principles of English contract law as these apply to international shipbuilding. It will, as in the previous editions, also include sections dealing with the guarantees and other agreements which support the shipbuilding contract and with ship conversion contracts Essential reading for: - Purchasers and charterers of newbuilding tonnage - Shipbuilders and offshore construction yards - Lawyers and insurers working in the maritime and offshore oil and gas sectors - Banks and other finance providers

Laytime and Demurrage is the leading authority for all queries pertaining to this vital aspect of maritime law. It has continued to offer reliable, authoritative, and in-depth analysis since the first edition published in 1986. Praised for its unrivalled coverage and lucid writing style, this book provides a comprehensive overview of all aspects of laytime and demurrage, tracing the development of the law from its origins in the nineteenth century right up to the present day. The author delivers an in-depth analysis of both fixed and customary laytime clauses, the rules relating to commencement of laytime in berth, dock and port charters, and discusses under which circumstances laytime can be suspended. Furthermore, it analyses demurrage rules and vital issues such as despatch, detention and frustration. This seventh edition includes all key judicial and arbitral decisions reported since the sixth edition published in 2011. It also covers suffixes in connection with laytime measured in terms of Working days and Weather Working Days, and disputes arising from tender of NORs at the end of the sea passage. Laytime and Demurrage is an invaluable guide for both legal practitioners and maritime professionals worldwide, including commodity traders and brokers, shipping companies, P&I Clubs, shipowners, charterers, and arbitrators.

Whilst the maritime container business has been studied in depth, the impact on shippers and how shippers deal with the given challenges has not been fully examined. Container Logistics bridges this gap and looks at the maritime business from a customer's perspective. The book examines the challenges, solutions and the latest developments in the container industry as well as the interaction between the different actors involved, such as freight forwarders, supply chain managers and shippers. Current hot topics from the supply chain and the maritime business perspective are included. From the supply chain perspective, Container Logistics covers areas such as the purchase of transportation services from ocean carriers and transport management, to effective and efficient logistics execution. From the maritime business perspective, the book covers topics such as intermodal freight optimisation and hinterland transportation, and terminal and port optimisation. With the inclusion of clear examples of best practice and bona fide case studies, as well as invaluable contributions from an international team of experts, Container Logistics is an essential guide for supply chain managers and shippers, as well as academics and industry professionals working in the maritime business. Online supporting resources include images from the book and chapter summaries. In the process of resolving disputes, it is not uncommon for parties to justify actions otherwise in breach of their obligations by invoking the need to protect some aspect of the elusive concept of public order. Until this thoroughly researched book, the criteria and factors against which international dispute bodies assess such claims have remained unclear. Now, by providing an in-depth comparative analysis of relevant jurisprudence under four distinct international dispute resolution systems – trade, investment, human rights and international commercial arbitration – the author of this invaluable book identifies common core benchmarks for the application of the public order exception. To achieve the broadest possible scope for her analysis, the author examines the public order exception's function, role and application within the following international dispute resolution systems: relevant World Trade Organization (WTO) agreements as enforced by the organization's Dispute Settlement Body and Appellate Body; international investment agreements as enforced by competent Arbitral Tribunals and Annulment Committees under the International Center for Settlement of Investment Disputes; provisions under the Inter-American Convention of Human Rights and the European Convention of Human Rights as enforced by the Inter-American Court of Human Rights and the European Court of Human Rights, respectively; and the New York Convention as enforced by national tribunals across the world. Controversies, tensions and pitfalls inherent in invoking the public order exception are elucidated, along with clear guidelines on how arguments may be crafted in order to enhance prospects of success. Throughout, tables and graphs systematize key aspects of the relevant jurisprudence under each of the dispute resolution systems analysed. As an immediate practical resource for lawyers on any side of a dispute who wish to invoke or strengthen a public order exception claim, the book's systematic analysis will be welcomed by lawyers active in WTO disputes, international investment arbitration, human rights law or enforcement of foreign arbitral awards. Academics and policymakers will find a signal contribution to the ongoing debate on the existence, legal basis, content and functions of the transnational public order. This publication sheds light on the magnitude of domestic work, a sector often "invisible" behind the doors of private households and unprotected by national legislation. The adoption of new international labour standards on domestic work (Convention No. 189 and its accompanying Recommendation No. 201) by the ILO at its 100th International Labour Conference in June 2011 represents a key milestone on the path to the realisation of decent work for domestic workers. This volume presents national statistics and new global and regional estimates on the number of domestic workers. It shows that domestic workers represent a significant share of the labour force worldwide and that domestic work is an important source of wage employment for women, especially in Latin America and Asia. It also examines the extent of inclusion or exclusion of domestic workers from key working conditions laws. In particular, it analyses how many domestic workers are covered by working time provisions, minimum wage legislation and maternity protection. The results demonstrate that under current national laws, substantial gaps in protection still remain. The volume concludes with a summary of the main findings and a reflection on the relevance of the newly adopted international standards to extend legal protection to domestic workers.

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