

Intertanko S Standard Tanker Chartering Questionnaire 88

The first edition of this book was quickly acclaimed as the new leading text worldwide on the law and practice of pollution from ships. The second edition deals with a variety of developments since then in this fast-moving subject: the Erika and the Prestige; changes in international law on maritime safety and compensation; latest decisions on claims for compensation; analysis of the SCOPIC regime; new material on ports of refuge, transboundary movements, and pollution from offshore craft; latest cases and regulatory changes in the US; and enlarged chapters on enforcement of laws and criminal sanctions. Like its predecessor, the second edition is superbly indexed and written clearly with the needs in mind of a wide international readership.

Since it was first published in 1964, *Elements of Shipping* has become established as a market leader. Now in its ninth edition, Branch's *Elements of Shipping*, renamed in memory of Alan Branch, has been updated throughout and revised to take in the many changes that have occurred in the shipping industry in recent years, including the impact of the economic crisis, the Panama Canal expansion and new legislation. All tables and data have been brought up-to-date and many new illustrations have been added. The book explains in a lucid, professional manner the basic elements of shipping, including operational, commercial, legal, economic, technical, managerial, logistical and financial considerations. It also explores how shipping markets behave and provides an overview of the international shipping industry and seaports. Filling a gap for the discerning reader who wishes to have a complete understanding of all the elements of the global shipping scene together with the interface with seaports, international trade and logistics, it remains essential reading for shipping executives along with students and academics with an interest in the shipping industry.

Shipbroking and Chartering Practice provides a sound knowledge of the law and economics of international shipbroking and chartering in a practical way that enables the principles described to be applied in everyday situations. The seventh edition has been thoroughly revised to take account of chartering practices, cases and standard forms that have surfaced since the last edition, providing an excellent commentary.

BY Sir Frederic Bolton, M.C. Chairman of F. Bolton Group Ltd, Director of Sealink Ltd and a past President of the General Council of British Shipping The shipping industry has always lacked a body which can confer professional status on would-be practitioners: in that sense, unlike those closely allied to his responsibilities - the marine engineer, the shipowner or manager is obliged to remain an unqualified amateur. The latest addition to Mr Branch's list of titles goes a long way towards correcting this position: a proper study of the material in his book

would clearly go far to confer the status of 'complete ship operator' upon anyone who was examined on its contents. Knowledge as comprehensive as that acquired through Mr Branch's book must provide a sound base on which to build the experience of practice. Contents Foreword v Preface xi Acknowledgements xiii Diagrams xiv 1 Services Rendered by Sea Transport to International Trade 1 Function of shipping and its relationship to international trade. Balance of trade and balance of payments. Relationship between world seaborne trade and world mercantile fleet. 2 Economics of International Trade 13 Function of international trade. Survey of international trade. Commodity trades. Flow of manufactured goods. Multinational companies. Freight forwarding. Major trading areas of the world. Preferential trading groups. International exchange rates. 3 Economics of Ship Design 31 Influence of cost, construction and safety factors. Ship design criteria. Economics of ship propulsion.

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. "Commercial Shipping Handbook second edition provides a quick reference for everyone in international trade and a first step towards understanding the framework within which the international movement of goods is conducted. The book fills a need for a handbook that gives concise explanations of the many activities that comprise shipping, explaining the terms and how they interrelate. The second edition expands on the many areas covered in the first book." "The author Peter Brodie has again divided the book into concise entries, each dealing with an individual topic, for which there is an alphabetical index. With over 1250 commercial shipping terms and abbreviations defined and discussed, the second edition is an invaluable reference tool."--BOOK JACKET. The passage of the Oil Pollution Act of 1990 (OPA 90) by Congress and subsequent modifications of international maritime regulations resulted in a far-reaching change in the design of tank vessels. Double-hull rather than single-hull

tankers are now the industry standard, and nearly all ships in the world maritime oil transportation fleet are expected to have double hulls by about 2020. This book assesses the impact of the double hull and related provisions of OPA 90 on ship safety, protection of the marine environment, and the economic viability and operational makeup of the maritime oil transportation industry. The influence of international conventions on tank vessel design and operation is addressed. Owners and operators of domestic and international tank vessel fleets, shipyard operators, marine architects, classification societies, environmentalists, and state and federal regulators will find this book useful.

In 2007, the International Max Planck Research School for Maritime Affairs together with the International Tribunal for the Law of the Sea (ITLOS), both based in Hamburg, decided to establish an annual lecture series, the "Hamburg Lectures on Maritime Affairs" - giving distinguished scholars and practitioners the opportunity to present and discuss recent developments in this field. The present volume - the second in the series - collects eight of the lectures held in 2009 and 2010 by David Joseph Attard, Lucius Caflisch, Beate Czerwenka, Lars Gorton, Francesco Munari, Kyriaki Noussia, Peter Wetterstein and Wolfgang Wurmnest. This is the second of a three-volume set which will bring together the law of the sea, shipping law, maritime environmental law, and maritime security law. This volume focuses on shipping law, providing a detailed assessment of this area of law by leading practitioners and eminent scholars.

Arctic Marine Shipping Assessment Report: Strategic and Practical Information Shipping has many hundreds of terms and phrases whose meaning is not always obvious, even for experienced practitioners. This comprehensive dictionary contains concise definitions of maritime terms and phrases, including those used in liner, tramp and bulk shipping. This sixth edition contains new terms and phrases which cover: The latest technological and other improvements in cargo handling Improvements in port equipment Developments in the way freight charges and surcharges are levied New documentation on bills of lading and charter-party clauses. This book will be an immensely useful reference tool for all professionals involved in maritime transport, including ship-owners, shipbrokers, freight forwarders, port authorities, average adjusters, and ship operators. Practitioners, students and academics of maritime law will also find the book of great value, as will those in related industries such as banking, commercial and insurance law.

The issue of safe ports and berths naturally stems from the vessel's operation. Safe Port and Safe Berth delineates a meaning of safety under English and American law, discusses a standard of culpability of the parties, and describes on physical, political, administrative and ecological conditions. These conditions of the port are discussed with examples of court's decisions and arbitration awards. The book provides a view of legal practitioners on piracy, radioactive contamination, ocean pollution by oil spills and disease outbreak on board and their interplay with port safety. The book is written as a tool to ship brokers,

owners, charterers, arbitrators and courts in an attempt to minimize the risk in global trade and to bring certainty to interpretation of charterparties.

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

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.

Since it was first published in 1964, Elements of Shipping has become established as a market leader. Now this new edition has been entirely updated and revised to take in the many changes that have occurred in the shipping industry in recent years and the increased emphasis placed on professionalism, qualified personnel and the need for the latest available technology. With new chapters on seaports and electronic data interchange, it explains in a lucid,

professional manner the basic elements of shipping embracing operating, e-commerce/computerization (shipboard/trade), commercial, legal, economic, technical, managerial, logistics and financial considerations. It also reflects recent major trends including the impact of globalization, current good practice and future trends. All twenty-two chapters have been updated and over half of the content is new. Filling a gap for the discerning reader who wishes to have a complete understanding of all the elements of the global shipping scene together with the interface with seaports, international trade and logistics, it remains essential reading for shipping executives along with students and academics with an interest in the shipping industry.

Featuring over 20,000 definitions, this dictionary has been revised to reflect changes and advances in the marine industry. It covers every aspect of the business, including shipbroking, chartering, marine insurance, ship's agency, freight forwarding, oil and gas, and air transport.

Environmental Criminal Liability and Enforcement in European and International Law assesses the legal, theoretical and practical implications of interstate cooperation aimed at harmonising environmental criminal law standards. The book analyses the rationales for criminalisation of environmental offences and the approaches to harmonisation under specific European and international legal instruments.

Marine oil spills are no longer considered unavoidable "accidents" resulting from adverse environmental conditions or functions of catastrophic events. More than 80% of all spills are the result of "human error". The focus of the current legal, regulatory, and convention framework affecting the transportation of oil by ship reflects a recent change in public attitude, in which there is an insistence upon protection of the world's marine environments, particularly coastal ecosystems. The outcome of such global attention is the creation of significant legal and political motivators for a cultural shift by the oil shipping industry, from an "evasion culture" to a "safety culture". The new safety culture connotes continuous improvement in ship operations and a willingness to adopt the evolving concepts of communication at all levels, better trained and qualified personnel on board ship, emphasis of safety from top down, and proactive institution of safety management systems. Mere compliance with international and national laws is no longer sufficient for future sustainable shipping. These changes and advancements in understanding the science and engineering of oil spills are the focus of this book on Oil Spills First Principles. They are Prevention, based upon adoption of the safety culture, and Best Response, utilizing scientific, technical and environmental data and information. Over the past 30 years, billions of US dollars have been spent in R&D planning, response and clean up of oil spills. All of these efforts have focused on achieving Best Response. The concept of time periods of "Technology Windows-of-Opportunity" for a given response and clean up technology has developed from the leadership and wisdom of researchers and responders from many nations using modeling of the weathering of spilled oil and technology effectiveness. The Windows-of-Opportunity strategy provides a scientific basis for policy and decision-making in oil spill planning, response, and training. A global paradigm shift is needed to more effectively utilize and expedite the application of lessons learned in both prevention and clean up. Recognition of economic, political, and legal benefits accruing from environmental

protection is good for business and critical for sustainable shipping.

The term Anthropocene denotes a new geological epoch characterized by the unprecedented impact of human activities on the Earth's ecosystems. While the natural sciences have advanced their understanding of the drivers and processes of global change considerably over the last two decades, the social sciences lag behind in addressing the fundamental challenge of governance and politics in the Anthropocene. This book attempts to close this crucial research gap, in particular with regards to the following three overarching research themes: (i) the meaning, sense-making and contestations emerging around the concept of the Anthropocene related to the social sciences; (ii) the role and relevance of institutions, both formal and informal as well as international and transnational, for governing in the Anthropocene; and (iii) the role and relevance of accountability and other democratic principles for governing in the Anthropocene. Drawing together a range of key thinkers in the field, this volume provides one of the first authoritative assessments of global environmental politics and governance in the Anthropocene, reflecting on how the planetary scale crisis changes the ways in which humans respond to the challenge. This volume will be of great interest to students and scholars of global environmental politics and governance, and sustainable development.

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 essential handbook gives concise explanations of the myriad activities which encompasses shipping. The book covers documentation, types of ships and cargoes, organisations, freight charges and surcharges, contract forms and clauses, with all the relevant terms contained in logical sections, making it possible to see the terms in context. The second edition seeks to explain the history and progress of the European Commission's approach to competition in the liner and tramp trades. It also looks at security measures introduced since September 2001. By incorporating the book "Freight Charges", the book looks in particular at liner freight charges and surcharges in more depth.

This three-volume *Manual on International Maritime Law* presents a systematic analysis of the history and contemporary development of international maritime law by leading contributors from across the world. Prepared in cooperation with the International Maritime Law Institute, the International Maritime Organization's research and training institute, this a uniquely comprehensive study of this fundamental area of international law. Volume II: *Shipping Law* provides a detailed understanding of the historical development of shipping law looking at concepts, sources, and international organisations relating to shipping law; nationality, registration and ownership of ships; ship sale and shipping contracts; ship management and ship finance; arrest of ships; international trade and shipping documents; carriage of goods, passengers and their luggage by sea; maritime labour law; law of maritime safety; law of marine collisions; law of salvage; law of wrecks; law of general average; law of towage; law of harbours

and pilotage; limitation of liability for maritime claims; and law of marine insurance. Volume II published in October 2014 addresses the major issues which arise in the law of the sea. The forthcoming Volume III will provide analysis of marine environmental law and maritime security law. The full three-volume Manual will set out the entirety of international maritime law, re-stating and re-examining its fundamental principles, how it is enacted, and the issues that are shaping its future. It will be a superlative resource for those working with or studying this area of law.

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