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REPORT FROM XTH EUROPEAN COLLOQUIUM
ON MARITIME LAW RESEARCH
TORUŃ, 20TH–21ST OF SEPTEMBER 2018***

Maritime Law Unit of the Nicolaus Copernicus University was the host of the annual Xth European Colloquium on Maritime Law Research, organized in cooperation with the Scandinavian Institute of Maritime Law at the Oslo University and the Institute of Maritime Law at the University of Southampton. This series of prestigious conferences has been initiated in 2000 by the two above partners from Oslo and Southampton. So far it has been held on a two year cycle by maritime law centers in Oslo, Southampton, Bologna, Nantes, Athens, Swansea, Rotterdam and Bilbao. This edition was dedicated to the issue of maritime law codification and titled “Challenges, possibilities and experience”. It gathered over fifty participants, from leading European maritime law centers but also participants representing other divisions of law. It was held under the patronage of the Minister of Maritime Economy and Inland Navigation and sponsored by: the Kuyavian-Pomeranian region (Main Partner), Polish Ship Managers’ Association and Polish Maritime Law Association (Partners).

The substantive part of the conference has been commenced by the keynote speech entitled “Codification: problems of differing legal cultures” delivered by Prof. Francis Reynolds from Oxford University. Professor Reynolds is an Emeritus Fellow of Worcester College, Doctor of Civil Law, Fellow of the British Academy, Honorary Q.C. and barrister and Honorary Bencher of the Inner Temple. He is also standing consultant on English law to Ang & Partners, Singapore, Honorary Professor at the International Maritime Law Institute of the IMO at

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Malta, Titular Member of the Comité Maritime International and Supporting Member of the LMAA. He has held visiting professorships at the University of Auckland, Otago University, University of Sydney, University of Melbourne, Monash University, National University of Singapore, Singapore Management University and the University of Hong Kong. In his presentation he concentrated on codification of maritime law on the international scale, leaving out of its scope national codifications. Prof. Reynolds commenced with referring to unification of commercial law. He expressed his skepticism towards codification pointing to considerable differences between the legal cultures, specifically between civil and common law countries. In his view, neither civil law nor common law was ready to resign from its legal culture for the sake of achieving uniformity. Prof. Reynolds was more optimistic as to the codification of maritime law as it shared common grounds, not limited to one jurisdiction. It has created specific institutions, although they have evolved in some jurisdictions differently, an example being the arrest of ship, maritime lien and action in rem, and retaining uniformity in that respect is unlikely. The Author referred to Prof. Van Hooydonk paper and CMI works on *lex maritima*. He supports the study of the principles, however noting that it ought to be limited to most basic concepts reserved for conventions, as they may differ in separate jurisdictions, even within the common law states themselves. In the end, Prof. Reynolds believes that it is possible to find such principles that are broad enough to be common and agreeable to everybody.

Prof. Reynolds paper was followed by the panel chaired by prof. Rhidian Thomas from Swansea University. First speaker, Prof. Erik Røsøeg is former Director of the Scandinavian Institute of Maritime Law at the University of Oslo. He currently works at the Centre for the Study of the Legitimate Roles of the Judiciary in the Global Order. He teaches and writes in the fields of law of the sea, maritime law and third party interests in commercial law. He has been much involved in legislation of maritime law both, at the national and international level (IMO, CMI). He is a chair of the Norwegian Maritime Law Commission, currently involved in the Oslo Law of the Sea Forum. Prof. Røsøeg is an author of numerous publications in national and international journals and books and has been a speaker and consultant in many jurisdictions. His presentation raised a question: “Unification of maritime law – a failed strategy?”. Prof. Røsøeg commenced with referring to the status of harmonization of commercial maritime law. He noted that even in case of those conventions that are widely ratified or accessed it was hard to see them as a successful tool for unification: CLC/Fund regime is not accepted by the USA, a major oil import state, cargo transport conventions are multiple and future of the new instruments is not optimistic, whereas Collision Convention – most widely accepted – is based upon outdated liability concepts. He referred also to other problems connected with conventions, like gaps in their texts what undermines harmonization. In

reality of multiple different instruments forum shopping is a common feature of today's practice. Also, foreign nature of a convention that is to become a part of national law may be problematic: for example, it may bring concepts unfamiliar in national law and require reference to *travaux préparatoires* which often do not give clear cut answer. In the end of his speech, Prof. Røsøeg discussed the relation between insurance market and international conventions and the role of the former in negotiations of an international instrument. He summarized that times of effective harmonization of commercial law have already ended.

Next speaker was Prof. Andrew Serdy, the Director of the Institute of Maritime Law at the University of Southampton. Prof. Serdy's research is mostly dedicated to the issues of resources and institutional aspects of the law of the sea. He teaches Public International Law and the International Law of the Sea. He is the author of *The New Entrants Problem in International Fisheries Law* (CUP, 2016). Before academic career Prof. Serdy practiced law and worked 16 years with the Australian Government Department of Foreign Affairs and Trade, with postings in Tokyo and Warsaw and became deputy director of the Department's Sea Law, Environmental Law and Antarctic Policy Section. In that capacity Prof. Serdy drafted significant parts of Australia's 2004 submission to the Commission on the Limits of the Continental Shelf on the outer limit of the shelf beyond 200 nautical miles from the baseline. His presentation during the Toruń's conference was dedicated to the problem of codification by treaty of private maritime law as seen from the perspective of a public international lawyer. Prof. Serdy commented on the drafting techniques adopted in respect of the Rotterdam Rules, which – from a public international law point of view – may cause confusion. He noted that the convention is silent about the rights and obligations of the contracting parties to the treaty, that is the states (or regional economic integration organization), but the parties to the contract to carry goods by sea. Thus, Prof. Serdy suggests that the Rotterdam Rules are in fact an attempt to create something like an “international legislation”. He suggests how the drafters might approach such an international convention in the future, by having a short international treaty with the final clauses and a private law part annexed to it.

Following was the speech of Prof. Andrew Tettenborn from the Institute of International Shipping and Trade Law at Swansea University, where he teaches international trade, banking and Admiralty law. He has been a visiting professor at many universities in Australia and the US and throughout Europe. Prof. Tettenborn is general editor of *Marsden's Collisions at Sea*, and also of the leading English student textbook on commercial law (*Clarke, Hooley, Munday, Sealy, Tettenborn & Turner's Text, Cases and Materials on Commercial Law*). He is an associate editor of the major practitioner's work *Clerk & Lindsell on Torts*. Prof. Tettenborn is a member of the editorial boards of *Lloyd's Maritime & Commercial Law Quarterly* and the *Journal of International Maritime Law*.

He is an author of multiple publications on commercial law and obligations. In his presentation entitled: “Shipping law: codification, innovation and standard contract forms” he evaluated effectiveness of codification in private shipping law. He discussed different types of codifications: national codes, international conventions, “soft law” as well as standard forms. He discussed advantages and disadvantages of those codifications. He claimed that national codes have marginal meaning in respect of several contracts, including voyage charter, which is nowadays regulated by much more detailed standard forms. Moreover, as prof. Tettenborn mentioned, there were problems of suitability of outdated regulation of national codes to current maritime practice. When it comes to international conventions, prof. Tettenborn noted successful history of many of them, however mentioned also the drawbacks. Among mentioned were gaps in the conventions texts due to lack of sufficient consensus among the contracting states and ununiformed interpretation given by national courts. Referring to the standard forms, Prof. Tettenborn saw them as probably most effective way of maritime law unification. That was, according to the speaker, due to the fact that they answer the needs of stakeholders: they are enough detailed, they allow for flexibility and respond to emergence of new business activities, whereas conventions and national codes play subsidiary role.

Next panel, presided by Prof. Trond Solvang, was dedicated to codification of regime for carriage of passengers and leisure navigation. Prof. Juan Luis Pulido Begines, who was a first speaker in this panel, presented the issue of the role of sailing and leisure navigation in the codification of maritime law. Prof. Pulido Begines, is a Full Professor of Maritime and Commercial Law at the University of Cádiz in Spain. He is an author of numerous articles and books, he holds both an LL.B. and a Doctorate in Law from the Cádiz University. At the moment his research is centered on maritime law, third-party liability (tort law), financial system law and electronic commerce law. In his presentation Prof. Pulido Begines claimed that leisure navigation had not found a comfortable place in maritime law as its roots are different, since maritime law has been always linked with commercial transactions. The speaker described regulation on nautical lease in Spanish Maritime Navigation Law of 2014, which, in his view, was inadequate and might have been the effect of both: the industry and time pressure. Among its shortcomings he pointed to difficulty in delimitation between nautical charter contracts and carriage of passengers contracts or cruise contracts on one hand, and consequences of the Spanish law adopted in from 2014 which does confer on the lessor of a leisure boat carrier’s obligations. He pointed to the insurance of recreational boats as the argument which shows its specificity and separation of leisure navigation from general maritime law since under the Spanish Maritime Navigation Law of 2014 such insurance is not maritime insurance but is governed by the common insurance law. Moreover, according to the Spanish jurisprudence

owner of a recreational boat may not limit his liability according to LLMC. Prof. Pulido Begines summarized that, despite new Spanish law being adopted in 2014, the regulation on leisure navigation is dispersed and uncoordinated. He pointed to the Italian example, where recreational navigation has been regulated separately and autonomously from general maritime law as a specialized body of law. Prof. Pulido Begines claimed that the profit interest's element could no longer be determinant to qualify navigation as non-leisure. As recreational navigation does not occupy a settled place within maritime law, it was considered as an obstacle to codification of maritime law.

Next speaker, Mr Richard Coles, has also devoted his presentation to the issue of recreational sailing. Prof. Coles is a Senior Research Fellow at the Institute of Maritime Law at the University of Southampton in April 2015. Prior to his academic assignment he was involved in private practice as a maritime and commercial lawyer in the City of London for 41 years. He is the author of many publications, including *Ship Registration: Law and Practice* (2002) in the Lloyd's Shipping Law Library series, the second edition jointly with Ed Watt (2009) and the consultant editor and contributor to the third edition (2018). He is also, with Filippo Lorenzon, the co-author and editor of *The Law of Yachts and Yachting* (2012 and 2018). He is a member of the Governing Board of the Institute of Maritime Law and remains a Consultant with Gateley Plc, with a particular interest in the construction, ownership and operation of superyachts. In the past year he has spoken at conferences and seminars in France, Panama, the United Kingdom and the United States. The speaker presented the legal framework for commercial yacht charter industry in the UK, namely the Code of Practice for Safety of Large Commercial Sailing and Motor Vessels, which was adopted in the UK. It was revised in 2005, known as the Large Commercial Yacht Code or LY2 from thereon, and went subsequent changes, including adaptation to the MLC requirements on crew accommodation. Another initiative, applicable to larger yachts known as REG-YC was described. The regulation was attractive as it offered an alternative to the safety standards required under SOLAS, LL and STCW Conventions. Yacht codes in other jurisdictions were commented. The speaker believed that success of the yacht codes was linked with the ability to keep up with the IMO's amendments and to provide technical support for the stakeholders within the yacht industry.

Dr Olena Bokareva is an Associate Senior Lecturer in private law at the Faculty Of Law at Lund University. She obtained her doctoral degree from Lund University in 2015 and holds her LL.M degree from the same university. Her doctoral research was based on the analysis of the Rotterdam Rules. Her academic interest lies in maritime and commercial law, carriage of goods by sea, multimodal transport and the law of the sea. She teaches maritime and transportation law and selected topics in EU law at the Faculty of law, Lund

University. Her presentation was dedicated to the issue of liability in relation to sea cruise passengers. She analyzed nature of cruises which not only involve transportation from one place to another, but – even more importantly – they provide classical touristic services, as possibility to use sport facilities, alimentation etc. She went on to comment upon international regime of liability for damage to passengers, i.e. Athens Convention 1974 and 2002 Protocol. She presented current case law on critical notions of the international conventions. Afterwards, she commented the European regime applicable to liability for cruise passengers: Regulation (EC) No 392/2009, Regulation (EC) No 1177/2010 and Directive (EU) 2015/2302 on package travel and linked travel arrangements. She observed that the latter one might be conflicting with the international regime, noting however, that the Regulation (EC) 392/2009 made Athens Convention 2002 a part of European law, thus the interpretation may differ in comparison with older case law.

The next presentation was provide by prof. Rhidian Thomas. Professor Thomas is Professor Emeritus of Maritime Law and Founder Director of the Institute of International Shipping and Trade Law at Swansea University, Wales, UK. He previously held positions at other UK universities, and at universities in Europe, Scandinavia, Far East and North America, including the Francqui Chair at the University of Leuven. He is currently visiting professor at the University of Gothenburg and the World Maritime University. Professor Thomas is Editor-in-Chief of the Journal of International Maritime Law, and a member of the Comité Maritime International as well as the International Standing Committee on Marine Insurance. He is also an Honorary Member of the Croatian Maritime Law Association and was a member of the Departmental Advisory Committee on Arbitration Law which drafted the UK Arbitration Act. His principal teaching and research interests are in the fields of maritime and shipping law, marine insurance law, international trade law and commercial arbitration. He has written, edited and contributed to many books and published widely in academic and professional journals, and of relevance to the current colloquium he has edited and contributed to two books on the Rotterdam Rules. Prof. Thomas presented the paper titled ‘The Rotterdam Rules Codification and International Trade – Harmony or Discord and provided in-depth and critical review of the Rotterdam Rules. Professor Thomas discussed implications of Rotterdam Rules for international maritime trade as well as the significance of transport documents for international trade contracts and finance arrangements. Prof. Thomas shared his considerations on the terminology of Rotterdam Rules pointing out they irrelevancy to trade and shipping reality. He summarized that Rotterdam Rules lack quality of commercialism and thus should be view warily.

Another speaker, Dr. Massimiliano Musi is an Adjunct Professor in Air Law, School of Engineering and Architecture, University of Bologna. Dr Musi

is a holder on numerous fellowships dedicated to issues of transportation and maritime law. He is a member of the *Associazione Italiana di Diritto Marittimo* (AIDIM), a member of the CMI's Committee for the Ship Nomenclature and a member of the YCMI's Standing Committee. Dr. Musi is a General Secretary of the Editorial Committee of the Review "Il Diritto Marittimo" and since 2016 of the book series "Il Diritto Marittimo – Quaderni". He is also Executive Editor of the "International Transport Law Review" and a member of the Editorial Board of the Journal "Comparative Maritime Law". Dr Musi is an author of three monographies, many articles and case comments and has edited five collective volumes, related to the matter of Maritime and Transport Law. His presentation was dedicated to the issue of compulsory insurance of shipowners for maritime claims and its implementation in the Italy, which he described as "surprising". He observed that over the last years there were numerous regulations, both of national and international/supranational origin that imposed obligation of insurance in the field of maritime relations. Introduction of insurance requirement *via* directive instrument in case of Directive 2009/20/EC has raised several differences in the implementation process of individual Member States. As Italy has not ratified LLMC 1996 the adoption of the Directive which presupposed the ratification of LLMC 1996 and banned ships without insurance coverage lined with limits of the convention has been a challenge. In his presentation, Dr. Musi explained problems emerging from adoption of the Italian Legislative Decree 111/2012 which has amended the Code of Navigation in order to adapt it to the EU Directive. Primarily, the decree narrowed application of the art. 275 of the Code of Navigation to the ships of less than 300 gross tons, assuming that, after the ratification, the LLMC will cover ships beyond that limit. However, the Convention has never been ratified. The speaker commented upon the judgment of the Italian court which noted incompleteness of the regulation. He noted that, in expectation of the LLMC ratification, application of the limitation of liability also to ships of more than 300 gross tons would reduce legal uncertainty.

During this panel the paper referring to Spanish experience in codification of maritime law was presented by prof. José Manuel Martín Osante. Prof. Osante is a professor of commercial law at the Faculty of Law of the University of the Basque Country in Bilbao, Spain. Has worked for five years for the Spanish Ministry of Justice. He has been lecturing commercial and maritime law at the Spanish and foreign universities, including Argentina, Cape Verde, Colombia, El Salvador France, Guatemala and Italy. He has been speaker at numerous national and international congresses of transport law and an author of many publications in maritime law, including topics of collisions at sea, ship arrest, pollution and marine insurance. Professor José Manuel Martín Osante has participated in more than twenty research projects in the transport sector and currently directs a project of the Spanish Ministry of Economy and Competitiveness:

“Transport as a Motor of Socio-Economic Development: Legal Solutions”. He is also the Executive Director of the Spanish Journal of Transport Law and a member of the Advisory Board of the School of Maritime Administration of the Government of the Basque Country. Professor Osante presented the new regulations introduced by Act 14/2014 on Maritime Navigation. He emphasised that new regulation had not merely updated and codified maritime law, but also sought to ensure its indispensable coordination with international maritime law and its suitability for current practices in maritime transport. Also the basic aim of a new regulation was indicated, as to coordinate national regulations governing maritime institutions with the current international conventions. Prof. Osante examined the legislative technique used by Spanish legislators to ensure optimal compatibility of domestic law and international maritime conventions.

Last in the panel dedicated to national codifications was the presentation of dr. Justyna Nawrot and dr. Zuzanna Pełowska-Dąbrowska. Dr. Justyna Nawrot is an assistant professor in Maritime Law Chair, Faculty of Law and Administration, University of Gdansk, where she teaches maritime law. In 2015 she has been nominated a member of the Polish Maritime Law Codification Commission. She is vice president of Polish Maritime Association and vice editor of “Prawo morskie”, scientific journal edited by the Polish Academy of Science. Dr. Nawrot has been also vice president of the Maritime Law Commission under auspices of Polish Academy of Sciences. She conducted several research stays, among others in IMO International Maritime Law Institute, Malta, Scandinavian Institute of Maritime Law, Oslo University, IMO Knowledge Centre, London. She was awarded a scientific grant by the Polish National Science Center dedicated to maritime safety legal system. She is also main coordinator of scientific grant dedicated to the problems of contemporary maritime codes. Dr. Zuzanna Pełowska-Dąbrowska is an assistant professor at the Maritime Law Unit of the Law and Administration Faculty at the Nicolaus Copernicus University in Toruń. Since 2015 she is a member of the Polish Codification Committee for Maritime Law. She is a vice president of the Polish Maritime Law Association and a member of the Maritime Law Commission’s board. In 2017 she has been awarded a scientific grant by the Polish National Science Center for the research dedicated to the problems of contemporary maritime codes. She has conducted her research in numerous maritime law centers, including a Fulbright grant at the Tulane University Law School. In their presentation speakers concentrated on several aspects of recent national codifications: underlying aims for new codes, scope of the new codifications as well as adopted mechanisms preserving uniformity of maritime law, including reference to the principles of maritime law. In their presentation they analyzed Polish draft proposal for new maritime code as compared with mostly Spanish, Belgian, as well as German and Japanese reforms of maritime law. They explained reasons for preparation of the new

Polish act, which contrary to other discussed acts, was aimed to replace fairly young act, from 2001. In relation to the scope of the recent new codes they noted that separation of the private and public maritime law commenced in 19th century when private law matters have begun to be incorporated into the commercial codes, however before there was no such division. They noted that nowadays clear distinction is difficult, if impossible. It has been observed that those new acts that have emancipated from the commercial codes (Spanish and Belgian examples) tend to have broader scope, including both, private as well as public law aspects. They brought reasons why the new draft proposal for Polish maritime code remains to be predominantly of private law nature, noting that such solution was dictated mostly by practical reasons, despite advantage of comprehensive regulation. They also briefly analyzed the historical significance of maritime practice and usages as an important element of maritime law uniformity. In relation to principles of maritime law, both speakers referred to Prof. Van Hooydonk's publications, who observed presence of the principles in numerous maritime codes. They explained, that the proposal of inclusion of the principles into to Polish draft proposal was rejected as the attempted formulation was too general and did not match with the shipping character of the proposed act. It was highlighted that at the time, no comparative material was available. The speakers noted that CMI works on formulation of the Lex Maritima would be welcomed at the time of discussion over the issue in Poland.

Next day of conference was opened by the keynote speech of Prof. Eric Van Hooydonk. Prof. Van Hooydonk is a Master of Laws (LL.M, University of Antwerp, 1988), a Master of Maritime Sciences (University of Antwerp, 1988) and a Doctor of Laws (LL.D, University of Antwerp, 1994). He holds a professorship at the University of Ghent. Prior to that he was a Professor of Maritime and Transport Law at the University of Antwerp and chaired the European Institute of Maritime and Transport Law. In 2007 he was appointed Chairman of the Royal Commission for the Reform of Belgian Maritime Law with a task to prepare new Belgian Maritime Code. Professor Van Hooydonk is a member of the management and editorial boards of *The Journal of International Maritime Law* (UK), *Droit Maritime Français* (France), the *Tijdschrift Vervoer & Recht* (Netherlands and Belgium) and *Antwerp Maritime Law Reports* (Belgium). He is also a Titulary Member of the Comité Maritime International. Professor Van Hooydonk is the senior partner at the Eric Van Hooydonk Lawyers. He is the author of numerous publications, including *Principles of Port Management Law* (in Dutch, 1995), *European Seaports Law* (as editor and contributor, 2003), *The Impact of EU Environmental Law on Ports and Waterways* (2006), *Soft Values of Seaports* (2006) and *Places of Refuge* (2010). *International Law and the CMI Draft Convention* (2010), *The EU Seaports Regulation* (2019). Prof. Van Hooydonk commenced with reference to historical background of the unification process.

He noted that XIXth century was the *belle époque* for the ideas and attempts of unification of maritime law. On the other hand, pessimism in that respect was born after the II World War. He pointed to dangers affecting uniformity today, including activity of national legislators. In fact Prof. Van Hooydonk referred to new movement of national codifications. He described works of the Belgian Commission for Maritime Law, which carried out extensive public consultations and conducted a comparative research, acting in unifying spirit. Prof. Van Hooydonk was of the opinion that national codifications can impact positively on unification, for instance, by referral to the maritime principles. He stressed the necessity of greater openness and need for translation of national instruments into English language. Also, Prof. Van Hooydonk recalled that long time ago CMI has prepared guidelines for drafting maritime law. He expressed an opinion that this might be a good idea nowadays as well.

Next panel, chaired by prof. Andrew Serdy, was opened by the presentation of Prof. Juan Pablo Rodríguez, Assistant Professor of Commercial Law at Universidad Carlos III de Madrid (Spain). Prof. Delgado has been fellow in several research stays, including Tulane University, University of Southampton, Fordham University or UNIDROIT. He has been a member of teams in different Research Projects (both national and international) financed by national entities. His publications include the book “El periodo de responsabilidad del porteador en el contrato de transporte marítimo” (2016) and numerous articles and books chapters. Prof. Delgado commented upon crisis of the unification by international conventions. He explained what were the reasons of the failure of many recent attempts to introduce new international instrument. He differentiated between public and private law instruments, noting that the former ones gain greater appreciation, as it is public interest – like safety or environmental protection – that is a trigger for unification. He discussed advantages and disadvantages of providing uniformity *via* international conventions. Prof. Delgado presented an example of the Cape Town Convention, discussing reasons for its success. He considered whether it may serve as an example in the field of maritime law.

Another speaker, Ms Milagros Varela Chouciño, is Spanish and Norwegian qualified lawyer, specialized in maritime and offshore matters. She holds two LL.Ms in Maritime Law from the Universities of Southampton and Oslo. Ms Milagros Varela Chouciño worked as the Deputy Director of the Transport Unit in the EFTA Surveillance Authority. Before joining the EFTA Surveillance Authority she worked as a maritime lawyer in the Shipping and Offshore Department of Wikborg Rein and Co and thereafter, as a Contract Advisor at Statoil. Ms Milagros Varela Chouciño described the process of how the EU law became the EEA law, as well as indicated the reasons and scope of incompatibility of EU and EEA. The speaker noted that those differences may stem from the fact that EU legal acts could provide for exemptions or derogations. She shared

her thoughts on how to provide for better accordance of the EU and EEA legal acts in the field of transportation.

One of the three speakers in the last panel chaired by prof. Andrew Tettenborn was Mr Patryk Ciok, a PhD candidate at the Nicolaus Copernicus University in Toruń. Mr Ciok is also a trainee attorney at law. He has gained experience as an insurance broker's employee. Mr Ciok specializes in the issue of the carrier's liability in the transport of goods and also transport insurance. The topic of his PhD dissertation refers to the unimodal and multimodal cargo carrier's liability in international and domestic law. In his presentation Mr Ciok considered national solutions in respect of transport laws. He noted that those national legislations are often inspired by international conventions, however, even then they show a degree of individuality. He discussed also instances of different approach adopted by some national legislators.

During the conference proceedings speeches were delivered also Prof. Trond Solvang ('The relationship between rules regulating scope of application and conflicts of law in international legal instruments – as illustrated by the Rome I Regulation and the Hague-Visby Rules'), Dr Tianyi Jiang ('The right of control in carriage of goods by sea: should it be codified as a mandatory right or left to the freedom of contract'), Ms Lijie Song ('International Group of P & I Clubs and BIMCO Revised Himalaya Clause: More Than a Codification of Common Law'), Dr Igor Vio ('The regulatory framework for autonomous and unmanned seagoing vessels – current solutions and potential developments') and Dr Jingbo Zhang ('Sea Transport Documents in Banks' Hands: What Aspects of the Uniform Customs and Practice for Documentary Credits Have Been Neglected?').¹ Papers presented at the conference, supplemented by a few additional, are at the moment a subject of editorial works and will be published in a book by Routledge Publishing in late 2019 or beginning of 2020.

¹ In the order of appearance.