

1 Multimodal Transport Legal Knowledge Portal

In the forthcoming decades, Eurasia will be a place of new growth and prosperity. China is rapidly increasing international infrastructure investments, such as stimulating the One Belt One Road Programme (or the Belt and Road Initiative) which will serve different European cities. This book covers block trains, intermodal and multimodal transport, piggyback transport, single-wagon transport and other types of freight traffic, offering an up-to-date, Eurasian perspective filled with many cases and models (with software re-creating the real world) that help the reader to understand the dynamics of the unprecedented changes that have taken place in logistics and supply chain management. The simulation process and systems approach are described in a simple and step-by-step format, allowing the reader to build models from scratch. Through the basics and essential concepts detailed here, even complete beginners will be able to quickly grasp the idea of the usability of a dynamic systems approach for managing Eurasian intermodal supply chains.

The main rationale of the conventions on international transport law is to limit the liability of the carrier. However, an aspect common to these conventions is that in cases of "wilful misconduct" the carrier is liable without any financial limitation. "Wilful misconduct" denoting a high degree of fault is an established term in English law. The Convention for the Unification of Certain Rules relating to International Carriage by Air (Warsaw Convention) of 1929 was the first international convention on transport law where the term was employed. A definition of "wilful misconduct", which can be found in later conventions regarding carriage of goods and passengers as well, was implemented in the Hague Protocol of 1955, amending the Warsaw

Convention. However, the question as to exactly which degree of fault constitutes "wilful misconduct" has to date remained controversial and unanswered. This work seeks to answer this question. To this end, the historical background of the term, together with its function and role in marine insurance law, case law and international transport law, are examined from a comparative perspective.

There have been important developments in commercial practice, technology, shipping infrastructure and sustainability policies in recent times. This Research Handbook examines the major themes surrounding the thinking and studies of maritime law and practice. The stellar panel of contributors take a diverse range of approaches to identify any emerging theoretical and conceptual perspectives in law on what is essentially a fast paced sector of the global economy.

In this book, the business of international freight forwarding is examined from both a theoretical and empirical point of view with a special emphasis on multimodal transport chains, including sea or air transport operations. In such contexts, the freight forwarder is always considered "The Architect of Transport", but this intermediary role seems to be largely neglected in research to date. Therefore, relevant concepts from economic theory and economic sociology are employed to produce both an intermediary and a network perspective of freight forwarding in order to provide a better understanding of this kind of transportation business. Furthermore, its intermediary role in such inherent network structures is explored by mapping relationship patterns in a stylized model framework applied to a questionnaire-based sample collected among freight forwarders engaged in such multimodal transport chains in Germany (especially from Hamburg, Bremen and Bremerhaven) as well as in Austria in 2003.

This new edition of International Trade Law Statutes and Conventions presents all the key legislation for international trade law in one student-friendly volume. Developed in response to feedback from lecturers and students, this book is:

- Up-to-date with the law: this book provides a fully current and comprehensive collection of legislation
- Tailored to course outlines: content has been curated to align with international trade law courses
- Exam friendly: conforming to regulations, this is an un-annotated text that is suitable for exam use
- Easy to use: a clear and attractive text design, detailed table of contents and multiple indices provides ease of reference and navigation

Ideal for course and exam use, as well as for reference, this book is a perfect companion resource to student learning and exam success. Knowledge management has been widely applied to various industries as a good strategy to help improve firms' performance. As globalisation accelerates and international trade increases more and more, maritime transport operations have become one of the vital industries to receive large attention from international managers. This is because the managers have perceived that the maritime transport system is an integrated entity within the global logistics and supply chain, and it should be therefore managed in the most efficient and effective ways possible, as an organic body within a global logistics system. Taking this approach, this book examines how maritime transport operators – such as shipping companies, port terminal operators and freight forwarders – could successfully play a role within the global logistics flow wherein they are embedded by improving their logistic value, i.e. maritime logistics value. As per the objective, the current book suggests a knowledge management based solution. It attempts to systematically investigate what types of knowledge are needed in the maritime logistics industry, how maritime operators could effectively acquire

the knowledge, and whether the acquired knowledge would help maritime operators enhance maritime logistics value. This book provides not only comprehensive understandings of knowledge management strategy, but also its practical application to the maritime logistics industry. This would therefore be a useful guidebook for the managers, academics, and undergraduate / postgraduate students in the field of maritime transport and global logistics, to help them to gain comprehensive knowledge of the application of knowledge management strategy to the industry.

Recoge: 1. Preparing the European transport area for the future. 2. A vision for a competitive and sustainable transport system. 3. The strategy - what needs to be done. ANNEX: List of initiatives.

The Rotterdam Rules represent the most comprehensive overhaul of the law of carriage of goods by sea in more than fifty years. To coincide with the signing ceremony, six members of the Institute of Maritime Law have written a detailed commentary on the Rules. The Rotterdam Rules: A Practical Annotation examines the text of the Rules, all ninety-six articles of the new Convention, and compares them to the text of the Hague-Visby Rules, the instrument currently covering most bills of lading. The authors have also examined the judgments in cases decided in the English Courts under the Carriage of Goods by Sea Acts of 1971 and 1992 and have indicated whether these cases would be decided differently under the new Rotterdam Rules. The study of international law requires access to a range of materials, many of which are not easily accessible; this book aims to provide students with those documents to which they are likely to be referred in courses on this subject. Extracts from statutes and conventions are provided.

Uniformity of Transport Law through International Regimes addresses the problem of uniformity of transport law and the potential solutions at international and EU levels. It concerns transport conventions and other instruments dealing mainly with carriage of goods by sea and multimodal transport as well as examining the Rotterdam Rules as one of the solutions towards uniformity in carriage of goods law. The discussion on international uniformity in transport law is complemented by an examination of regional harmonization in the context of EU law-making and jurisprudence in the field of international transport. The comparison between international and regional regimes reveals the complexities in application and interpretation of the certain transport conventions which is detrimental to achieving uniformity.

Already in its sixth year of existence, this "Documentary Yearbook" provides you with the only independent collection of documents related to ocean affairs and the law of the sea, issued each year by international organizations. The "Yearbook" is arranged systematically and thereby gives the community of scholars and practitioners in ocean affairs and the law of the sea much improved access to essential documentation. Like the previous volumes, the 1990 volume focuses on the United Nations family of international organizations and on several non-UN intergovernmental organizations of developing states. The most important documents which were issued in the course of 1990 are reproduced (in whole or in part), while other relevant documents are listed. An extensive index of Keywords facilitates access by the reader to the complex and often interrelated matters dealt with by various organizations as well as to the information concerning individual states, regions and international instruments. This series contains the decisions of the Court in both the English and French texts.

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This book explores the legal and regulatory aspects of the complex air cargo sector, discussing in detail the general principles of the carriage of air cargo; artificial intelligence and air cargo; facilitation; carriage of hazardous goods; human remains; and animals, as well as cargo security; price fixing and anti competitive conduct in air cargo operations; liability issues; the air cargo supply chain and contract of carriage. It also discusses related achievements of the International Civil Aviation Organization; the International Air Transport Association and Airports Council International. The value of goods carried by airlines represents 7.4% of the global Gross Domestic Product. While cargo carried by air accounts for less than 1% of global cargo carriage, airlines carry 35% of the value of world trade, making this industry highly valuable and efficient, and the most reliable way to transport goods throughout the world. On average, airlines transport 52 million metric tons of goods per annum, worth an equivalent of \$6.8 trillion, i.e. \$18.6 billion worth of goods daily.

The Greater Mekong Subregion Cross-Border Transport Facilitation Agreement (GMS CBTA) Instruments and Drafting History is a compendium of agreements, instruments of accessions, and memoranda of understanding forged between the GMS countries and compiles in one publication all the documents that form the CBTA instrument. It reflects previous policy dialogues, including outcomes of negotiations between various government agencies from the GMS countries since the inception of the CBTA. This publication aims to strengthen stakeholders' understanding of the technical aspects of the CBTA as well as to draw attention to the crucial issues on transport and trade facilitation.

Multimodal operations has become a major means of transport in international trade. Yet surprisingly, its risks & responsibilities are not well understood in the business & legal

communities. This book offers insight into the complex legal regimes governing multimodal transport & the equally subtle commercial influences operating in the market for multimodal services. Since 1973, the international community has fashioned three sets of Multimodal Rules. In *Multimodal Transport Rules*, the authors analyse their application & compare their operation in a variety of typical situations. *Multimodal Transport Rules* provides needed information about the Multimodal Rules for traffic managers, logistics service providers, multimodal operators, carriers & other transport executives, & their legal advisors. It details the liabilities that may be incurred under the alternative rules & provides the facts needed to make informed decisions about managing risks in multimodal contracts. The book sheds light on a complex system & provides a clear picture of the commercial risks & legal responsibilities involved in modern multimodal transport operations.

Freight Forwarding and Multimodal Transport Contracts, 2nd Edition, is a comprehensive guide to the law in relation to contract forms and terms created by operators, trade associations or international bodies such as the UN and used as a basis for trading conditions by freight forwarders, logistics suppliers, combined or multimodal transport operators and container operators. This second edition examines the latest editions of contract forms and terms, both where their object is the supply or procurement of multimodal carriage, as well as where they are directed to the use of combined transport equipment (ie containers, swap bodies). Of particular prominence will be a detailed examination of the latest versions of conditions used by the principal UK forwarding, logistics, intermodal and container operators such as the British International Freight Association (BIFA) conditions 2005A and the current Freightliner Conditions as well as updates on many of the conditions in use and legal developments

relevant to them, eg Road Haulage Association Conditions 2009, Maersk Conditions of Carriage, TT Club Conditions.

An accessible introduction to multimodal contracts of carriage, Multimodal Transport Law works from general principles toward specific, technical problems. Adopting an international approach, it addresses such key topics as: Contracts of carriage Transport documents The parties to a contract of carriage International conventions on the carriage of goods Multimodal situations covered by unimodal conventions Conflict of laws The rules applicable to the individual legs of multimodal contracts of carriage The Rotterdam Rules Providing a close examination of the relevant rules, regulations and case law, this is essential reading for law students, useful for claims handlers and practitioners, and of interest for academics and legislators seeking a better appreciation of multimodal contracts of carriage.

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).

This report captures ways in which policy makers and senior officials in railway organizations from emerging economies can accelerate modal shift to rail. Such officials, as well as the general public, aspire for more freight to be moved by rail. The environmental and societal benefits of such a shift are compelling. And yet investment in railways is often not followed by a corresponding increase in freight moved by rail. This report highlights the fact that, in a world of changing global supply chains and logistics, the approach to regaining modal share needs to be different. The expectation that lower cost and efficient rail service will automatically lead to modal shift from road to rail has not been a reality in most emerging economies. Modern railways focus on understanding the logistics of targeted freight and positioning rail transport services as part of an overall

logistics system aimed at meeting the needs of customers.

International maritime law is far from inert, everyday international affairs constantly test existing law and, in many occasions, require its development. *Serving the Rule of International Maritime Law* is thus not limited to a description of the current state of the law, but contains innovative studies on current issues and events that are testing the present state of international maritime law. The book is intended as a *Liber Amicorum* to Professor David Joseph Attard. It celebrates his career in international law; he played a crucial role in establishing the IMO International Maritime Law Institute in 1988, the main purpose of which is to train lawyers in private and public international maritime law. Over the last twenty years he has continued to teach at the Institute and has played an important role in contributing to the work of international fora concerned with the development of international law. This work represents a close collaboration amongst practitioners and academics involved in the field of international maritime law including IMO Secretary-General Efthimios E. Mitropoulos, Judge Helmut Tuerk, Professor Francis Reynolds Q.C. and Patrick J.S. Griggs CBE. Part I contains general articles in international maritime law, Part II is dedicated to the law of the sea, and Part III is devoted to issues on shipping law. *Serving the Rule of International Maritime Law* is of great interest to professionals in the

shipping industry as well as practitioners, academics and students.

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.

Thailand Transportation Policy and Regulations Handbook

Presents the full texts of over 60 major international treaties and agreements, providing an essential understanding of the global economy and trade. Treaties encompass a period of world history from the Treaty of Westphalia (1648) to the Marrakesh Agreement Establishing the World Trade Organisation (1994).

Given its geographical expanse, Canada has always faced long-term transport policy issues and challenges. Canadian Multi-Modal Transport Policy and Governance explains how and why Canadian transportation policy and related governance changed from the Pierre Trudeau era through the Chretien, Martin, Mulroney, Harper, and Justin Trudeau eras. With particular attention paid to the diversity and ongoing evolution of transportation policy since the 1960s, the broad distribution of regulatory authority across different levels of government, and the politicization of regulatory regimes and investment decisions since the 1970s, Doern, Coleman, and Prentice attempt to answer three critical questions:

How and to what extent have policy and governance changed over the decades? Where has transport policy resided in federal policy agendas? And is Canada developing the policies, institutions, and capacities it needs to have a socio-economically viable and technologically advanced transportation system for the medium and long term? A sweeping history of transportation policy in Canada that fills a gap in the existing literature, *Canadian Multi-Modal Transport Policy and Governance* concludes that transportation has been subordinate to other federal goals and priorities, delaying and eroding transport systems into the twenty-first century.

"This study was co-funded by the European Commission, Directorate-General for Transport (DG VII).

"Previously published as Singh, *International conventions of merchant shipping (British Shipping Laws, volume 8)*"--T.p. verso.

Designed specifically for students, and responding to current market feedback, *Routledge Student Statutes* offers a comprehensive collection of statutory provisions unannotated and therefore ideal for LLB and GDL course and exam use. In addition, an accompanying website offers extensive guidance on how to use and interpret statutes, providing valuable tutorial and exam preparation.

We only have to look around us on the road while we travel to work or home, or to use

our eyes at a railway station to know that the transport of goods takes up a lot of the room our modern day infrastructures provide. Sometimes perhaps a little too much; nowadays congestion seems to be the rule rather than the exception. This is an uncomfortable side effect of the explosive growth freight transport has experienced the last few decades¹. Modern day transport offers a considerable array of possibilities; possibilities that are for the most part taken for granted by the general public that enjoys their benefits. The average European would not be surprised to learn that the fruit on offer in the local supermarket originates from another continent for instance. The idea that most of the things we use in our daily routine stem from a distant source, such as a cell phone from Japan, a trendy pair of designer jeans made in China or a glass of Australian wine, seems completely natural to us. Clearly the contemporary transport industry offers us a lot of benefits besides such discomforts as congestion and pollution. In earlier times, before machinery such as the steam engine had been invented it was hardly cost effective or even feasible when it came to perishables to carry goods halfway around the world if they were not at least valuable and extraordinary². The limitations set on trade by the transport structures available did more however than simply curtail the range of affordable products on offer for the public. They also had a negative effect on the location of the industry, limited transport possibilities and forced production to take place near or in heavily populated areas to secure the necessary workforce and market possibilities. After all, industrial

decentralisation is only feasible if there is an infrastructure capable of supporting a cost effective movement of goods and employees³ ...

Multimodal Transport Law The Law Applicable to the Multimodal Contract for the Carriage of Goods Kluwer Law International B.V.

Routledge-Cavendish Core Statutes provide a comprehensive series of essential statutory provisions for the core subjects and major options on the LLB or GDL. Each book in the series Provides the precise wording of Acts of Parliament and is unannotated, making it ideal for both course and exam use. Is updated regularly to incorporate all of the latest legislation covered in most UK law syllabi Features consolidated amendments, avoiding the need to cross-refer to amending legislation Contains detailed contents listings and a comprehensive index for ease of navigation and reference.

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