Edited by PROFESSOR D RHIDIAN THOMAS

The new Convention, known as the Rotterdam Rules and open for signature in September 2009, represents a radical attempt to establish a single, uniform, legal regime for the carriage of goods by sea.

THIS BOOK has been compiled specially in readiness for the signing and as an essential aid to all those concerned to absorb the complexities of the new Convention.

The response of the international community to the Rotterdam Rules will depend upon a full understanding of the Convention and this expert analysis provides a comprehensive and perceptive commentary of the principal provisions, implications and themes, with detailed comparisons to the Hague-Visby Rules and multimodal conventions.

IN THIS BOOK a team of experts from all fields covered by the Rotterdam Rules provide the background to and acute analysis of the new approach while examining the relationship with the existing law.

ABOUT THE EDITOR

PROFESSOR D RHIDIAN THOMAS is Professor of Maritime Law and Director of the Institute of International Shipping and Trade Law at the School of Law, Swansea University. His principal research interests are in the fields of maritime law, marine insurance law, international trade and commercial law, and international arbitration law. He has held positions at several national and foreign universities and lectured internationally. He has published widely in academic journals and edited two recent volumes on time and voyage charterparties. He is a member of the CMI, British Maritime Law Association, Chartered Institute of Arbitrators and British Insurance Law Association.

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The Convention has taken much from the Hague, Hague-Visby and Hamburg Rules, however, in its reach, scale, detail and ambition it extends well beyond the boundaries of the preceding conventions, since it applies to:

- port to port contracts,
- multimodal contracts that incorporate a sea leg, and
- the increased use of electronic transport records.

It is more in the nature of an international maritime and commercial code and the intention is that its detailed 96 Articles will replace the existing conventions in what is a dramatic development in maritime and transport law.

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