

Annual Report 2020

INSTITUTE OF MARITIME LAW

Contents

Director's report	1
Global engagement	2
2020 Maritime Law Short Course	4
Donald O'May 2019	5
Research	6
Library	12
Visiting academic programme	13
Advisory Board	14
The team	16
Terms of Reference	17

Director's report

I would like to open my first Annual Report as the Director of the Institute of Maritime Law by thanking my predecessor in this role, Professor Andrew Serdy, from whom I assumed the reins on 31 January this year, for all of the hard work and leadership in steering the Institute during his tenure. At the time when I came into the position of the Director, the spread and pace of the coronavirus disease started steadily to evolve into what now has been raging as a full-scale pandemic with unprecedented impact on the global population and the world economy of a magnitude that most probably has not been experienced in the lifetime of anyone reading this report today. However, against the ongoing adverse conditions, you will appreciate in the following pages that the Institute has been adapted immediately to the new circumstances and remains undeterred from the aim of being a major centre for research, study and dissemination of maritime law, enjoying an international reputation for excellence and a focus for professional interest in maritime law.

The academic and research activities of our Members have continued unabated in intensity and vigour, having produced books in leading scholarship series, chapters in edited collections and a significant number of articles in peer-reviewed journals. We have participated in the proceedings of high-profile international conferences and forums, made significant contributions into public policy consultations, delivered several externally invited lectures, and appeared on the news and media. Moreover, we are all extremely proud to acknowledge the outstanding collection of essays offered by Charles Mitchell and Stephen Watterson (Eds) *The World of Maritime and Commercial Law* (Hart Publishing: Oxford), published in March 2020, in honour of our Member Francis Rose, who stands at the forefront of maritime and commercial law scholarship. I am sure you will read with great interest further details into several important research and/or consultancy projects pursued by our Members. Within our international research network, the Institute hosted the 10th instalment of the OST Colloquium on 26-27 September last year, with our partners from the University of Oslo Scandinavian Institute of Maritime Law and Tulane University Maritime Law Center gathered alongside us in the National Oceanography Centre, where we spent two days delving into blockchain technology and other legal issues surrounding automation of commerce at large.

The Annual Donald O'May Lecture in Maritime Law was given on 6 Nov 2019 at the Law Society by Vasanti

Selvaratnam QC, who spoke on Good Faith – Is English law swimming against the International tide? The Lecture was preceded the night before by the Institute's inaugural London Banquet, hosted by the Institute's Director, which brought together the speaker and a selection of eminent guests from the shipping industry with whom we have longstanding relationships. For this year, we have pressed on with our plans to hold virtually on 4 Nov 2020 the 38th instalment of the Institute's Annual Lecture and we are delighted to announce Sir David Andrew Foxton as our speaker with his presence on the podium to coincide also with the Commercial Court's 125-year celebrations held this year.

Our enterprise activities and business plans concerning offering tailored-made executive training have been now reviewed, with the University of Southampton investing in cutting-edge technological equipment to enable high-level delivery also on-line, should the circumstances continue to command so in the foreseeable future, and while the pandemic has impacted significantly the world economy, we are content to witness now the steadily recovering interest of the shipping industry and market in professional development courses for maritime law. While the Institute was immediately adapted to the brave new world of the on-line demands, we also made sure to keep intact the nature of our flagship activities, such as our global brand name of the Maritime Law Short Course at Southampton, under which the Institute has been providing innovative maritime law training to delegates from around the world for the last 46 years. Having closely monitored the evolving situation regarding the pandemic, it was with profound regret that we decided to postpone its holding to 2021. The rationale for that was twofold. First, the decision was reached with the utmost professional responsibility in mind and the duty of care we have for the safety of all delegates, speakers, and administrative staff. Second, we felt strongly against turning this important Course into an on-line version. This is the only comprehensive residential course available on maritime law in the UK, and one of the oldest in the world, and as such our Course combines a top-quality learning environment with world-leading expertise, professional networking opportunities and the magnificent experience of combining all of the above in a luxurious venue with social evening activities in the picturesque city of Southampton. In keeping its residential tradition unbroken, we look forward to welcoming you to the Maritime Law Short Course on 16-27 August 2021 at Southampton and we are already working to turn this occasion into a memorable celebration!

To conclude, it is with great pleasure that I report on the thriving organic growth of the Institute as we are now number 19 members. We are resolute to expand further the composition of the Institute to strategically nurture the in-house capacity while maintaining, furthering and updating links to the City of London, and internationally. We warmly welcomed this year our new members Richard Lord QC of Brick Court Chambers and Vasanti Selvaratnam QC of 36 Group Chambers. The increasing roster of our practitioners affords us vital commercial insights into the shipping industry, which is now also coupled with the high-level guidance provided to the Director by our Advisory Board, that was inaugurally convened in November 2019 and has now completed its first year of successful proceedings. In the academic ranks of the Institute, we welcomed in January 2020 Dr Liang Zhao, whose interests include maritime law, insurance law, conflict of laws and Chinese law. After a prolific career in academia, Professor Paul Todd retired this year, but we are delighted to announce that he remains an active member of the Institute as one of our Fellows. Finally, our management model has been this year restructured, with our Senior Administrator Clare Old (née Brady) promoted to an Executive Officer in the Faculty of Social Sciences, in which capacity she will carry on to be leading the expanded and more versatile administration team dedicated to the Institute, and together with our specialised Librarian Sara Le Bas, and my personal assistant Laura Armstrong, provide the unfailing support for the Institute's operations.

In closing my report, I wish to acknowledge with appreciation and express the gratitude of the Institute for the generosity of our main sponsors in 2019/20: Ince, Norton Rose Fulbright, Informa Law and Taylor & Francis.

This report will come to you at a time when the whole world remains shrouded into the uncertainties of the pandemic, and therefore I wish that all of you will remain healthy and strong in your family, profession and our society, while our humankind is facing fundamental changes. I am prompted to close with a verse from Ariel's song in the second scene of Act I of William Shakespeare's *The Tempest*: "...But doth suffer a sea-change / Into something rich and strange..."

Fair winds and following seas!

Dr Alexandros X.M. Ntovas
Southampton, October 2020

Global engagement

1 Dhaka (Bangladesh) – November 2019: Professor Andrew Serdy delivered the keynote address for the session on Ocean Health and Governance at the Bangabandhu Sheikh Mujibur Rahman Maritime University international seminar.



2 Hobart (Tasmania) – December 2019: Andrew Serdy delivered a paper entitled 'The Long Grass at the North Pole' at the 12th Polar Law Symposium at the University of Tasmania's Institute for Maritime and Antarctic Studies.



3 Canberra (Australia) – December 2019: Andrew Serdy gave evidence via videolink to a hearing of the Australian Senate's Foreign Affairs Defence and Trade Committee, following his written submission to it in October 2019.



4 Rhode Island (U.S.A.) – December 2019: Dr Alexandros Ntovas attended the Consultative Meeting for the revision of the San Remo Manual on International Law Applicable to Conflicts at Sea at the United States Naval War College.



5 Tromsø (Norway) – May 2020: Andrew Serdy delivered an online guest lecture at a Staff Seminar for the Norwegian Centre for the Law of the Sea, presenting his paper on Brexit and fisheries.



6 London (UK) – June 2020: The publication of the 4th Miller's Marine War Risks was marked by a virtual launch event with presentations from the authors, including our own Professor James Davey, and introductory remarks from Sir Bernard Rix. Professor Davey contributed nine chapters, including original discussion of the application of the Insurance Act 2015, the role of held covered clauses, and the interrelationship between the doctrine of utmost good faith, wilful misconduct and forfeiture in respect of fraudulent claims.

UK – Virtual – July 2020: James Davey presented at a virtual event hosted by the British Insurance Law Association on Crewing Warranties under IA 2015.

7 Busan (South Korea) – September 2020: Alexandros Ntovas delivered the paper "A Retrospective on the Exclusive Economic Zone and Highly Migratory Species: Compatibility Issues & Prospects within the Western & Central Pacific Fisheries Commission" at the conference "The Role of the Law of the Sea and Recent Developments in Global Ocean Governance", hosted by the Korea Maritime Institute in Cooperation with the Ministry of Oceans and Fisheries, in South Korea, Busan, on 24-25 September 2020.



8 Rhode Island (U.S.A)/Malmö (Sweden) – January 2020: Alexandros Ntovas delivered a position paper on "Unmanned commercial ships and smart ports" in the workshop series on "Emerging Technology and the Law of the Sea", being organised jointly by the Stockton Center for International Law and the Korea Maritime Institute, on 21 – 22 January 2020; with the second instalment to be hosted at the IMO World Maritime University, in Sweden, Malmö.



47th Maritime Law Short Course



Due to unforeseen circumstances with the COVID-19 situation, the Maritime Short Course did not take place in 2020 however we look forward to welcoming delegates to the 47th course, taking place on 16th – 27th August 2021.

For 46 years, the Maritime Law Short Course at Southampton has been providing innovative maritime law training to delegates from around the world. As the only comprehensive residential course on maritime law that is available in the UK, the Maritime Law Short Course is renowned for combining a top-quality learning environment with world leading expertise in an ever-changing environment.



46 years

of providing innovative maritime law training

The combination of academic excellence and practical insight provided by our leading scholars, industry professionals and legal practitioners ensures an in-depth dissection of the legal issues affecting today's shipping industry.

The 47th Short Course will take place from the 16th - 27th August 2021 and will include up to six intensive one hour sessions per day and interspersed with question and answer sessions, case studies and informal discussions. The venue for the course will be a scenic and tranquil Hampshire hotel, allowing delegates to truly immerse themselves in the course and get to know other delegates.

Course delegates will be provided with the latest legal materials, a lasting resource for themselves and colleagues after the course. A number of social events are also included to complement the study sessions, thus offering the participants the opportunity to forge global connections across all of the maritime professions and make lasting connections.

Donald O'May 2019



37th Donald O'May Lecture 2019

The 37th Donald O'May lecture was held on Wednesday 6th November at the Law Society on Chancery Lane, with Vasanti Selvaratnam QC of the 36 Group as the speaker.

The well received lecture, titled 'Good Faith – Is English law swimming against the International tide?', was chaired by Ian Chetwood of Ince and the Vote of Thanks was delivered by Ian Guant of the LMAA. An estimated audience of 200 people from across the industry helped make this event a success.

Inaugural Donald O'May Dinner

Last year saw the first dinner held in conjunction with the annual Donald O'May Lecture at the Law Society.

Hosted by then-Director, Professor Andrew Serdy, and Dr Alexandros Ntovas, the dinner brought together the speaker and a selection of guests from industry with whom we have long-standing relationships. The dinner was sponsored by Norton Rose Fulbright.

38th Donald O'May Lecture 2020

Unfortunately, due to the COVID-19 pandemic, we could not hold the Donald O'May Lecture at the Law Society this year. However, we will be holding the annual lecture as a live online event on Wednesday 4th November. The Institute is very excited to welcome Justice David Foxton as this year's speaker with the topic "Why Shipping Law Still Matters".

Research

Institute members' research spans the complete range from the elusive law of Prize through the murky words of liens on sub-freight to the obscure marine war risks. These are examples of work published in the past year.

Dr Alexandros X.M. Ntovas is the Consulting Editor to Ntovas, A. *Halsbury's Laws on Prize: The law and the exercise of Prize jurisdiction*, in Volume 85 (2020; 5th Edition), London, Lexis Nexis. The work consists of more than 80 sections, covering the substantive law of Prize including validity of capture, rights and duties of captors, condemnation of Prize, as well as the exercise of British Prize Courts' jurisdiction and procedure.

Dr Ntovas commented that: 'It was truly an honour to be asked to cover the title of Prize, which constitutes one of the few remaining pure aspects of the law of Admiralty, and one of the foundational questions in the early development of the law of the sea. Particularly in the latter context, it is to be remembered that the law of Prize and Booty was a salient codification of the customary law and State practice made by Hugo Grotius in his work *De Jure Praedae* that remained unpublished during his lifetime. I am very pleased to have done so in the context of Halsbury's Laws as the only comprehensive narrative statement of the law of England & Wales.

Vasanti Selvaratnam QC gave the 37th Donald O'May Lecture, entitled *Good faith: Is English law swimming*

against the international tide? The lecture was published in Lloyd's Maritime and Commercial Law Quarterly at [2020] L.M.C.L.Q. 232 with the following abstract.

'The general obligation of good faith in the performance of contractual obligations is widely recognised and accepted overseas both in civil law jurisdictions and also now in most common law jurisdictions. Traditionally, however, the English courts have been reluctant to embrace good faith performance as a general prerequisite in commercial contracts and hence have been perceived as "swimming against the international tide." In possibly the most controversial first instance decision on English contract law for many years, Leggett J (as he then was) in *Yam Seng v International Trade Corp* (2013) underscored that English commercial law is out of step with other major jurisdictions and went on to hold that good faith is a concept that can be used to imply specific duties. This paper presents (1) an overview of the position in civil law jurisdictions (including Canada); (2) a high-level analysis of English case law developments since *Yam Seng*, including *Bates v The Post Office* (2019); and (3) a consideration of the course that English law may plot in the future, particularly following the appointment, effective 2020, of Leggett LJ to the Supreme Court.'

Professor James Davey published the 4th edition of *Miller's Marine War Risks*, the only existing book drawing together and analysing the insurance of commercial shipping against war

risks; Davey, Michael, Davey, James and Caplin, Oliver (2020) *Marine war risks* (Lloyd's Shipping Law Library), 4th ed. London: Informa, 640pp

Professor Francis Rose published, with Professor Andrew Tettenborn, *Admiralty Claims*, a new addition to the British Shipping Laws series (Sweet & Maxwell, 2020, 631 pp.).

Dr Jingbo Zhang published 'Sea transport documents in banks' hands: bridging the UCP with commercial shipping law' in Z. Pełowska-Dąbrowska, & J. Nawrot (eds.), *Codification of Maritime Law: Challenges, Possibilities and Experience*, Informa Law from Routledge 2020. The chapter bridges the most widely used international standard banking practice with the codification of commercial shipping law. It starts from observation of the close interactions among commercial entities, banks and shipping industry, highlighting that an integral view needs to be taken in the process of codification. It then goes on to excavate the successful story behind the Uniform Customs and Practice for Documentary Credits (UCP) as a set of codified rules adopted by every single bank in the world for the operation of documentary credits, analysing what can be learnt for shipping unification. Dr Zhang also examines deficiencies in the UCP in terms of their shipping provisions and highlights avoidable and unavoidable problems in the process of codification and unification. Richard Coles also published a chapter in this book titled "Yacht

Codes- A solution to the problem of equivalent safety standards for large yachts".

Dr Johanna Hjalmarsson published the article 'Liens on cargo and sub-freight: recent developments and commercial context' in (2019) *Journal of International Maritime Law*, 25(6),

487-496. The word lien is a verbal tent housing a variety of different legal figures which upon closer inspection have little in common. The most well-known liens in a shipping context are undoubtedly maritime and statutory liens, but a number of other liens are arguably both more impactful and less studied. This includes liens on sub-freight, a fertile

ground for litigation of late, and liens on cargo, the subjects of the article, which asserted that although these liens are technically no different to analogous liens in a non-shipping context, they should be taken to be idiosyncratic to the shipping context, and that a coherent legal framework will only emerge as a result of some proactive judicial attention.

Chinese law

The final version of the revised Draft Chinese Maritime Code is scheduled to be submitted for examination by the National People's Congress of the People's Republic of China in 2023. In the article Beijing Chu, Meixian Song, Johanna Hjalmarsson, *Revising the Chinese Maritime Code* [2020] Lloyd's Shipping and Trade Law, 20(1), pp. 1-2, the authors outline the ambitions and scope of the project as well as progress to date. The article followed on the submission by IML members of a consultation response in December 2019 and Dr Song's presentation to Committee members at Dalian in January 2020.

Dr Liang Zhao in an article highlighted that the FOB seller under Chinese law has no contractual relation with the carrier but is recognized as the shipper under Chinese law. The FOB seller thus has the right to demand the issue of a bill of lading from the carrier and has the rights of suit against the carrier in Chinese judicial practice. These exceptions to privity of contract in carriage of goods by sea are inconsistent with the globally recognised doctrine of privity of contract. This inconsistency has caused troubles to international shipping and trade transactions. The author submits that the doctrine of privity of contract should be respected and the exception of the FOB seller shall be limited in carriage of goods by sea, in 'FOB seller under Chinese law and privity of contract in carriage of goods by sea', (2019) Asia Pacific Law Review, 27:2, 286-305, DOI: 10.1080/10192557.2019.1699311.

Dr Liang Zhao also turned his mind to party autonomy in Chinese civil procedure in 'Party autonomy in choice of court and jurisdiction over foreign-related commercial and maritime disputes in China', published in *Journal of Private International Law*, 15:3, 541-574, DOI: 10.1080/17441048.2019.1691312. Chinese civil procedure law provides the choice of foreign courts through jurisdiction agreements in foreign-related commercial and maritime disputes. In Chinese judicial practice, foreign jurisdiction agreements may be null and void because of the lack of actual connection between the agreed foreign jurisdictions and the foreign-related disputes. Chinese courts may therefore have jurisdiction when China has an actual connection with the dispute, in

particular when Chinese parties are involved in the dispute. However, the actual connection requirement does not apply to Chinese maritime jurisdiction when China has no actual relation with the maritime disputes. Chinese courts also have maritime jurisdiction in other special ways although foreign courts are designated in the relevant contract. Conflict of jurisdiction over foreign-related disputes is thus caused. The article analyses how party autonomy is limited by Chinese civil procedure law and how Chinese court exercise jurisdiction when Chinese courts are not chosen by parties. The article argues that the Hague Convention on Choice of Court Agreements should be adopted to replace the actual connection requirement under Chinese civil procedure law and that Chinese courts should respect party autonomy in respect of the choice of a foreign court. The article also proposes that Chinese courts apply *forum non conveniens* to smooth the conflict of jurisdiction between Chinese courts and foreign courts.

Technological developments

Professor Paul Todd considered electronic bills of lading in his article ‘Electronic bills of lading, blockchains and smart contracts’, published in *International Journal of Law and Information Technology*, (2019) 27, 339-371. (doi:10.1093/ijlit/eaao002). The abstract reads as follows.

“After a lengthy incubation period, electronic bills of lading (eBLs) are at last taking their first tentative steps in the shipping world. Systems currently in operation, however, are closed; only traders, carriers and banks who are members can participate. These closed schemes are not, therefore, true replacements for traditional paper bills of lading (pBLs), which can be used by anyone. Open eBL implementations are very difficult, which is no doubt why practical schemes so far have been closed. While blockchains and smart contracts make no difference to what is possible, they do to what is practicable. In particular, they may render feasible eBL implementations more open than those that have existed until now. They can obviate the need for distrusted central registries, and resolve the digital islands problem which can plague closed schemes. This article considers how an open eBL implementation might work. The schemes suggested here are rendered practicable by the new technology, should

the industry choose to go down the eBL route. It may not so choose, at any rate in the short term, but if it does take this route, the article examines the legal obstacles that would need to be overcome. It assumes no change in the existing law, but concludes with a discussion of what lawmakers should consider, were they minded to assist.”

Robert Veal follows developments at IMO concerning autonomous vessels. At its 101st meeting in June 2019, the Maritime Safety Committee approved Interim Guidelines for Trials of Maritime Autonomous Surface Ships (MASS). This was the first IMO instrument of any kind pertaining specifically to the use of MASS. In June 2017, MSC agreed to conduct a Regulatory Scoping Exercise to determine how safe, secure and environmentally sound MASS operations might be addressed in IMO instruments. Recognising the need to provide guidance to national administrations and industry stakeholders in the meantime, the MSC also produced a series of interim guidelines. See Robert Veal, ‘IMO Guidelines on MASS trials: interim observations’, *Lloyd’s Shipping & Trade Law*, (2019) 19(8), 1-5.

Updates

Institute members also published brief updates on new cases and developments in publications such as *Lloyd’s Shipping and Trade Law*, and annual reviews. These include:

Dr Liang Zhao’s ‘International recent developments: China’ in *Tulane Maritime Law Journal*, 44 (3), 611-648, which provides an overview of significant decisions of the Chinese courts in 2019, in particular those of the Supreme People’s Court of China (SPC), providing an insight into the judicial practice of maritime law during this period in mainland China on liability for marine pollution, carriage of goods by sea, bailment, sale of ships, and limitation of liability actions.

Dr Johanna Hjalmarsson’s *Maritime law in 2019: a review of developments in case law* for the year is available on www.i-law.com.



Library

The Institute of Maritime Law houses the specialist Philippa Kaye law library, a unique and comprehensive resource available to visiting scholars and maritime specialists. Leading academics from all around the world, practitioners from the City and post-graduates in maritime law are regular visitors to the library. A reading room is also available, containing over 40 journal titles on regular subscription and a substantial amount of IMO and UNCTAD documentation. The Library welcomes applications, both domestic and international, to utilise the library for private research.

Our journals collection contains a wealth of domestic and international papers, with titles including Lloyd's Maritime and Commercial Law Quarterly; Journal of International Maritime Law; Journal of Business Law; International and Comparative Law Quarterly; Journal of Maritime Law and Commerce and Lloyd's Maritime Law Newsletter.

In addition, the library boasts a complete collection of Lloyd's Law Reports and American Maritime Law Cases. Other collections consist of Lloyd's Law Reports Insurance & Reinsurance, The Times Law Reports, Commercial Cases, and Aspinall's Reports of Maritime Cases.

All queries regarding the library should be directed to our Institute Librarian Mrs Sara Le Bas – s.le-bas@soton.ac.uk

Visiting academic programme

Here at the Institute of Maritime Law we are proud of the resources we have built over many years for our Philippa Kaye Library in Maritime Law. Spaces are available for a limited number of academics and researchers from around the globe who wish to come and use the library for independent private research or for publications. Should you wish to enquire about the opportunity to spend time in our Library as a Visiting Academic then please get in touch by emailing our Institute Librarian Mrs Sara Le Bas – s.le-bas@soton.ac.uk

“As an LL.M graduate from University of Southampton, I have the privilege as a visitor in IML for nine months from January to September 2020, I met Dr Johanna Hjalmarsson who was my Marine insurance lecturer, and Mr Robert Veal, who was my classmate and now become the lecturer in Law. My research has a wonderful beginning with the support of those familiar experts.

However, the Covid-19 pandemic struck the whole world soon after my arrival and paused everything including my research. In the past six months, I witness the century-old university shouldered its due responsibility in the frontline of the pandemic and tried everything to keep everyone safe. I wish the university can fully re-open soon for the students and visitors from all over the world.”

Mr Hong Jiantao

Xiamen Maritime Safety Administration

“It is my great honour to be the academic visitor in IML from August 2019 to August 2020. With kindly support from IML members and Administrative staff, I participated in various research, educational as well as other scholarly activities, which are highly inspiring and significant to promote my research. Though we suffered a tough period of Coronavirus outbreak, I still benefited from a large range of online research resources and continuous academic communications. It also offered a unique perspective on what makes the top institute with an international reputation. The academic environment, cultural inclusion and administrative efficiency are all impressive. Anyway, it definitely was an important journey for me. The wonderful experience and a few regrets will motivate me to come back in the future.”

Luling Zeng

Navigation College, Jimei University



40+ journal titles

on regular subscription and a substantial amount of IMO and UNCTAD documentation

Advisory Board



Richard Coles

Richard is a Visiting Fellow at the Institute of Maritime Law and a Consultant to Gateley Plc, a national commercial law firm. Since the mid 1990's, his work has focused on the superyacht sector, representing yacht owners, brokers, trade associations and banks.



Andrew Kennedy

Andrew Kennedy (Barrister) is the Lloyd's Register Group's Global Head of Dispute Resolution and Compliance and the Chair of the International Association of Classification Societies (IACS) Expert Law Group. At Lloyd's Register he has defended successfully claims advanced in over 30 jurisdictions; including before Supreme Courts in seven of those jurisdictions. In his spare time, he has helped row Lloyd's Register's Thames cutter to victory, twice, in the annual Thames Great River Races.



John Dunt

John Dunt is a Visiting Fellow whose interest is in marine insurance and, in particular marine cargo insurance on which he has written and edited two books and published a number of articles. He continues to be consulted for his expertise in his field, particularly in relation to the Institute Cargo Clauses



Liliana Monsalve

Liliana Monsalve is a lawyer qualified in 3 jurisdictions (Colombia, Spain, and England and Wales). Originally from Colombia, Liliana worked in P&I insurance for 25 years before joining the IOPC Funds as the Head of Claims 6 years ago. Her work has covered a wide range of claims including cargo, collisions, FDD in different jurisdictions. Since joining the IOPC Funds she has specialised in pollution claims.



Charlotte Gale

Charlotte is a Partner at the boutique Marine Law firm Roose+Partners. She specialises in giving advice on loss and damage to cargo carried by sea to insurance companies and commodities traders. Day to day, Charlotte is involved in LMAA, LCIA and GAFTA Arbitration and High Court litigation.



Richard Pilley

Captain Richard Pilley, who retired some time ago as a Director of Thomas Miller P&I, continues as a member of the Advisory Board of the IML. Richard also draws on his experience in command at sea to give a perceptive commentary on the ships in port when the LLM students and Short Course delegates are taken on a passenger boat around Southampton Water.



Professor Susan Gourvenec

Susan Gourvenec is Royal Academy of Engineering Chair in Emerging Technologies in Intelligent & Resilient Ocean Engineering and Deputy Director of the Southampton Marine & Maritime Institute at the University of Southampton. Susan's primary research interests are in offshore infrastructure and in particular the role of new and emerging technologies in improving engineering design and design practice.



Harry Theochari

Harry Theochari is Global head of Transport at Norton Rose Fulbright LLP. His main specialisation is international shipping finance. He is also the Chairman of Maritime UK and the Vice Chairman of Maritime London.

The team

Director

Dr Alexandros Ntovas

Mr Richard Coles
Professor James Davey
Mr John Dunt
Sir Bernard Eder
Ms Kathleen Goddard
Dr Johanna Hjalmarsson
Richard Lord QC
Professor Francis Rose
Dr Filip Saranovic
Mr Richard Pilley
Professor Emily Reid
Vasanti Selvaratnam QC
Professor Andrew Serdy
Dr Meixian Song
Mr Paul Todd
Mr Robert Veal
Dr Jenny Jingbo Zhang
Dr Liang Zhao

Events and Administration Team

Miss Laura Armstrong
Miss Jo Hazell
Miss Sophie Jones
Mrs Clare Old

Institute Librarian

Mrs Sara Le Bas

Terms of Reference

Aim

1. The Institute of Maritime Law (IML) should aim to be (i) a major centre for research, study and dissemination of maritime law, enjoying an international reputation for excellence and (ii) a focus for professional interest in maritime law.
2. The IML shall endeavour to fulfil its aim through a number of means including, but not limited to, (i) the provision of maritime law courses and seminars (ii) the organisation of public lectures in maritime law and (iii) the maintenance of a library facility for the study of maritime law.

Governance

3. The IML is a research and enterprise centre within the Law School. The IML shall at all times comply with all rules and regulations in force from time to time within the Law School, Faculty and University structure.

Organisation

4. All academic staff in the Law School with an interest in maritime law may be Academic Members of the IML, as may others from outside the Law School, from time to time.
5. The IML shall have a Director appointed by the Head of School in consultation with the Dean and Academic Members. The Director shall be responsible for taking decisions regarding all matters relating to the management of the Institute from time to time and shall fulfil the Institute's internal reporting obligations and shall, on behalf of the Institute, liaise with other entities within and outside the University. The Director shall invite Law School Academics and others with an interest in Maritime Law to become Members of the Institute of Maritime Law, subject to the approval of the Head of School. The tenure of the Director shall be a period of three years.

6. The IML shall have an Operations Committee composed from time to time of Academic Members of the Institute as requested by the Director. The role of the Operations Committee is to assist the Director with the day-to-day running of IML activities. The Operations Committee shall meet from time to time as necessary. All IML Academic Members may attend and participate in meetings of the Operations Committee, subject to permission of the IML Director.


7. The IML shall have an Advisory Board composed of approximately six persons external to the University. It may also include a lesser number of persons internal to the University but external to the Law School. The Advisory Board shall advise the Director on a range of strategic matters, including developments within the shipping industry, continuing professional education, collaboration with external partners, research funding opportunities and other matters that may arise from time to time. Advisory Board Members shall generally be maritime professionals from the legal community and beyond. Advisory Board Members shall be invited to join the Advisory Board for a period of three years by the Director in consultation with the Operations Committee and the Head of School. The Advisory Board shall meet at least two times per year with the Director and Academic Members.

Review

8. These Terms of Reference shall be reviewed annually before the commencement of the academic year by the Head of School, the Academic Members and Director, and any amendment shall be approved by a majority of the Academic Members.
9. These Terms of Reference enter into effect on 29th September 2020 and supersede the 1998 Constitution of the IML in its entirety.

 **Find out more:**
www.southampton.ac.uk/iml

 @imlsouthampton

 [www.linkedin.com/company/
institute-of-maritime-law-at-the-university-of-southampton](https://www.linkedin.com/company/institute-of-maritime-law-at-the-university-of-southampton)