

Annual Report On Port State Control In The Asia Pacific

The last quarter century has witnessed vast changes in the governance of ocean space and resources. The authors of Law of the Sea, acknowledged authorities in the field, offer fresh and searching reappraisals of how the 'common heritage' concepts in ocean law have been challenged by the contemporary crises in marine uses and ocean environment and resources. This edited book, Regulation on Navigation of Foreign Vessels: Asia-Pacific State Practice, is a collection of country papers focused on one of the more contentious and diverse subject areas of the international law of the sea – foreign vessel rights of navigation in national waters.

Port State Control, Second Edition is a comprehensive publication dealing with the full implications and regulations of port State control. It provides a detailed analysis of the legal framework relating to port State control, including the most recent developments in this area. It covers not only the regional agreements on port State control and the EU legislation on this subject but also the background of the port State control process, its implications in practice and its effect on the ISM Code and the classification societies. The book covers topics such as: Amendments and changes to the regional port state control systems The addition of an appeal procedure to the Paris MOU Issues related to the ports of refuge and the urgency for authorities to draw up appropriate plans for places of refuge following the recent incidents The ISPS Code for maritime security in the light of newly recognised vulnerability against terrorist attacks Update to Equasis Progress with Qualship regime under US Port State Control system. This book will be an invaluable reference tool for shipping lawyers around the world.

It is a privilege to introduce the reader to this book, as I believe that it will make a significant contribution to, given the difficulties in the knowledge of the Indian Ocean, developing cooperation in the Indian Ocean region. There have been numerous failed efforts at regional cooperation in different fora in the Indian Ocean. As a result of the land-based orientation of the people in the region, the importance for countries to develop the power to govern the sea has largely been ignored. The maritime approach taken by Manoj Gupta to the Indian Ocean as a region in international relations offers a timely and critical assessment of the potential for regional cooperation and ocean governance. The political leadership in the region can no longer ignore the need for cooperation in maritime affairs in the Indian Ocean. This book enriches the literature on Indian Ocean issues as it argues convincingly that the security of nations, economic well-being of the people and health of the Indian Ocean cannot be divested from one another. All are fundamentally dependant on the ability of the countries in the region to individually and collectively exert the power to govern the sea.

The Belt and Road Initiative and the Law of the Sea offers insightful discussions on the use of oceans in the context of the Belt and Road Initiative covering navigational safety, marine energy and sea ports, maritime law enforcement and access of landlocked states to the sea.

This book focuses on assessing Chinas international environment in the Indian Ocean including political, economic and secure environments through examining the characteristics of the international environment in the Indian Ocean. It figures out that there are four new changes and characteristics from the perspective of the current international environment in the Indian Ocean. Firstly, the turmoil in the security situation in the Indian Ocean has not been eased, but also showed signs of deterioration. Secondly, the strategic competition of the major powers in the Indian Ocean region has been exacerbated. Thirdly, the USA will remain the largest contributing variable in the international environment of the Indian Ocean in the future. Fourthly, India, a biggest country in the region, is becoming a major variable affecting the international environmental change in the Indian Ocean. This book also presents a

picture of how the changes of great powers geo-strategic competition in the Indian Ocean affect the development of Chinas BRI and believes that the Indian Ocean order will be gradually transforming from the American hegemony to the emergence of jointly governance including USA, China and India.

The human rights records of more than ninety countries and territories are put into perspective in Human Rights Watch's signature yearly report. Reflecting extensive investigative work undertaken in 2016 by Human Rights Watch staff, in close partnership with domestic human rights activists, the annual World Report is an invaluable resource for journalists, diplomats, and citizens, and is a must-read for anyone interested in the fight to protect human rights in every corner of the globe. This publication provides guidance to port State control officers (PSCOs) on the conduct of inspections of foreign ships, in order to promote consistency in the way inspections are carried out worldwide, and to harmonize the criteria for deciding on deficiencies found on board relating to the ship, its equipment or its crew, as well as the application of procedures.

Because the liability of ship owners is limited, classification societies have been considered as exempt from liability. This book analyses which actions of classification societies may give rise to claims and whether or not the societies can be held liable under English, German or American maritime law. In addition, it develops the fundamental aspects of an international convention on the limitation of the liability of classification societies.

Port state control (PSC) involves the inspection of foreign ships in national port areas to verify that the condition and operation of a ship and its equipment comply with the requirements of international regulations. While IMO has always acknowledged that enforcement of global maritime standards is the responsibility of flag states, the organisation nevertheless recognises that exercising the right to carry out Psc makes an important contribution to ensuring those standards are implemented consistently on ships of different nationalities.

The Condition Assessment Scheme (CAS) for oil tankers was adopted in 2001 and is applicable to all single-hull tankers of 15 years or older. Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Program of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.--Publisher's description.

This series contains the decisions of the Court in both the English and French texts.

This book discusses in a concise manner the key aspects that are important for the understanding of regulations and managerial framework governing marine pollution. It identifies the practical context in which marine pollution comes into play and addresses the international legal regime governing the numerous sources of marine pollution, as well as the ways in which these regulations affect the conduct of day-to-day shipping operations. With illustrations, case studies, emphasis boxes, references to case law and to national jurisdictions and other tools facilitating understanding and knowledge, readers will find helpful guidance on: the sources of marine pollution (including ship-source pollution and pollution from the offshore oil and gas sector); the forms of cooperation needed in order to tackle the prevention, management and response to marine pollution; overview of

MARPOL Convention, other key IMO conventions, and selected regional regimes; legal ramifications, including P & I Clubs and limitation of liability; involvement of the flag State, coastal State and port State; industry best practice; the human element Marine Pollution Control will be a useful guidance tool for shipping Industry professionals, (P & I) Clubs, Legal practitioners, maritime administrators, as well as academics and students of marine pollution.

Annual Report 1995 The Memorandum of Understanding on Port State Control
Annual Report 1989 The Memorandum of Understanding on Port State Control
Annual Report 1987 The Memorandum of Understanding on Port State Control
Annual Report 1985/1986 The Memorandum of Understanding on Port State Control
Annual Report, the Memorandum of Understanding on Port State Control
Flag State Implementation
IMO Publishing Procedures for Port State Control 2019

Maritime Security, 2e, provides practical, experience-based, and proven knowledge - and a "how-to-guide" - on maritime security. McNicholas explains in clear language how commercial seaports and vessels function; what threats currently exist; what security policies, procedures, systems, and measures must be implemented to mitigate these threats; and how to conduct ship and port security assessments and plans. Whether the problem is weapons of mass destruction or cargo theft, Maritime Security provides invaluable guidance for the professionals who protect our shipping and ports. New chapters focus on whole government maritime security, UN legal conventions and frameworks, transnational crime, and migration. Updates throughout will provide the latest information in increasingly important field. Provides an excellent introduction to issues facing this critical transportation channel
Three all-new chapters, and updated throughout to reflect changes in maritime security
Increased coverage of migration issues and transnational crime
New contributors bring legal security and cybersecurity issues to the fore

Ports and cities are historically strongly linked, but the link between port and city growth has become weaker. This book examines how ports can regain their role as drivers of urban economic growth and how negative port impacts can be mitigated.

In Climate Change and International Shipping: The Regulatory Framework for the Reduction of Greenhouse Gas Emissions, Yubing Shi provides ground-breaking analyses of the evolving regulatory framework for the reduction of greenhouse gas emissions from international shipping.

The International Ocean Institute - Canada has compiled more than 80 insightful essays on the future of ocean governance and capacity development, based largely on themes of its Training Program at Dalhousie University in Canada, to honor the work of Elisabeth Mann Borgese (1918-2002).

The oceans cover more than seventy per cent of the surface of the planet and they provide many vital ecosystem services. However, the health of the world's oceans has been deteriorating over the past decades and the protection of the

marine environment has emerged as one of the most pressing legal and political challenges for the international community. An effective solution depends upon the cooperation of all states towards achieving agreed objectives. This book provides a critical assessment of the role that international law plays in this process, by explaining and evaluating the various legal instruments that have been negotiated in this area, as well as key trends in global ocean governance. Starting with a detailed analysis of the United Nations Convention on the Law of the Sea, the book considers the main treaties and other legal texts that seeks to prevent, reduce, and control damage to the marine environment caused by navigation, seabed exploitation, fishing, dumping, and land-based activities, as well as emerging pressures such as ocean noise and climate change. The book demonstrates how international institutions have expanded their mandates to address a broader range of marine environmental issues, beyond basic problems of pollution control to include the conservation of marine biological diversity and an ecosystems approach to regulation. It also discusses the development of diverse regulatory tools to address anthropogenic impacts on the marine environment and the extent to which states have adopted a precautionary approach in different maritime sectors. Whilst many advances have been made in these matters, this book highlights the need for greater coordination between international institutions, as well as the desirability of developing stronger enforcement mechanisms for international environmental rules.

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