

**THE DYNAMICS OF THE REGULATORY FRAMEWORK FOR  
INTERNATIONAL MARITIME TRANSPORT**

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In maritime navigation, we touch those international conventions that define the relationships between participants in contract of carriage of goods and status of the bill of lading as the contract of carriage, the organization of international maritime traffic; issues of maritime safety and liability of shipowners.

International conventions on maritime transport should be guided by the following :

- «International Convention for the Unification of Certain Rules of Law relating to Bills of Lading» ( known as the «Hague Rules»), signed in Brussels on 25 August 1924;

Bill of lading has three functions: shipping receipt, title document and contract of carriage of goods. It has 11 obligatory items. In case of “loss or damages to or in connection with goods”, article 4.5 of the Hague Rules establish a limit of “100 pounds sterling per package or unit.

- «Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading» (the Hague-Visby Rules), signed in Brussels on 25 February 1968.

Responsibility has changed to 666.67 units of account per package or unit or 2 units of account per kilogramme of gross weight of the goods lost or damaged, whichever is the higher. 1SDR=1,63 USD. Period of limitation is 1 year.

- «United Nations Convention on the Carriage of Goods by Sea», in 1978 (Hamburg rules)

13 extra items were added into the bill of lading. Responsibility increased to 835 SDRs per package or 2.5 SDRs per kilogram, whichever is higher. Period of limitation increases to 2 years. Now this convention contains rules on jurisdiction and arbitration.