
Graduate Certificate in Admiralty Law

International Shipping Regulations

International Shipping Regulations can be a complex and intricate area of law that governs the transportation of goods and passengers across international borders by sea. Understanding the key terms and vocabulary used in this field is essential for anyone working in the maritime industry, especially for those pursuing a Graduate Certificate in Admiralty Law. Below is a comprehensive explanation of key terms and vocabulary related to International Shipping Regulations:

1. **Admiralty Law**: Admiralty law, also known as maritime law, is a body of law that governs maritime activities, including shipping, navigation, salvage, and maritime pollution. It deals with both private and public international law issues related to the sea.
2. **International Maritime Organization (IMO)**: The IMO is a specialized agency of the United Nations responsible for regulating shipping. It sets global standards for the safety, security, and environmental performance of international shipping.
3. **SOLAS (International Convention for the Safety of Life at Sea)**: SOLAS is an international maritime safety treaty that sets minimum safety standards for merchant ships. It covers a wide range of topics, including ship design, construction, equipment, and operation.
4. **MARPOL (International Convention for the Prevention of Pollution from Ships)**: MARPOL is an international treaty that aims to prevent pollution of the marine environment by ships. It sets regulations for the prevention of pollution from oil, chemicals, sewage, and garbage.
5. **Ballast Water Management Convention**: This convention aims to prevent the spread of harmful aquatic organisms and pathogens in ships' ballast water. It requires ships to manage their ballast water to minimize its impact on the marine environment.
6. **International Ship and Port Facility Security (ISPS) Code**: The ISPS Code is a set of security measures adopted by the IMO to enhance the security of ships and port facilities against terrorist attacks. It requires ships and port facilities to implement security plans and procedures.
7. **Incoterms (International Commercial Terms)**: Incoterms are a set of standardized international trade terms used in contracts for the sale of goods. They define the rights and obligations of buyers and sellers regarding the delivery of goods, transportation costs, and risk of loss.
8. **Freight Forwarder**: A freight forwarder is a company or individual that organizes the shipment of goods from the manufacturer to the final destination. They handle logistics, documentation, and customs clearance on behalf of the shipper.
9. **Bill of Lading**: A bill of lading is a legal document issued by a carrier to acknowledge the receipt of goods for shipment. It serves as a contract of carriage, a receipt for the goods, and a document of title.

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10. **Charter Party**: A charter party is a contract between a shipowner and a charterer for the hire of a ship. It defines the terms and conditions of the charter, including the duration, freight rate, and responsibilities of the parties.
 11. **Flag State**: The flag state of a ship is the country in which the ship is registered. The flag state is responsible for enforcing its laws and regulations on its registered ships, including safety, security, and environmental standards.
 12. **Port State Control**: Port state control is the inspection regime conducted by port authorities to ensure that foreign ships visiting their ports comply with international regulations. Ships that fail to meet the required standards may be detained or fined.
 13. **Customs Broker**: A customs broker is a licensed professional who assists importers and exporters in clearing goods through customs. They handle customs documentation, duties, and taxes on behalf of their clients.
 14. **Cabotage**: Cabotage refers to the transportation of goods or passengers between two ports within the same country by a foreign-flagged vessel. Many countries have cabotage laws that restrict or regulate this type of trade.
 15. **Bunker Fuel**: Bunker fuel is the fuel used to power ships. It is a heavy fuel oil derived from crude oil and is one of the major operating costs for shipping companies.
 16. **Containerization**: Containerization is a method of shipping cargo in standardized containers that can be easily transferred between different modes of transportation, such as ships, trucks, and trains. It has revolutionized the efficiency and safety of cargo transportation.
 17. **Marine Insurance**: Marine insurance is a type of insurance that covers the risks associated with the transportation of goods by sea. It provides protection against loss or damage to cargo, ships, and other maritime assets.
 18. **Laytime**: Laytime is the period of time allowed for loading and unloading cargo from a ship. It is specified in the charter party and determines the amount of time the shipper has to complete the loading or unloading operations.
 19. **Demurrage**: Demurrage is a penalty charged to the charterer for delaying the loading or unloading of cargo beyond the agreed laytime. It compensates the shipowner for the lost time and revenue caused by the delay.
 20. **Arrest of Ship**: The arrest of a ship is a legal process by which a creditor obtains a court order to seize a ship to enforce a maritime claim. It is a common remedy for unpaid debts or damages in admiralty law.
 21. **Collision Regulations (COLREGs)**: The COLREGs are international rules of the road for preventing collisions at sea. They specify the actions that vessels should take to avoid collisions, such as giving way, maintaining a proper lookout, and sounding signals.

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22. **Piracy**: Piracy is the act of attacking ships at sea for robbery or other criminal purposes. It is a significant threat to maritime security, especially in areas with high piracy risk, such as the Gulf of Aden and the Malacca Strait.
23. **Maritime Liens**: Maritime liens are legal claims against a ship or its cargo for unpaid debts or damages. They give creditors a right to seize and sell the ship to satisfy their claims, even if the debtor is insolvent.
24. **Salvage**: Salvage is the act of rescuing a ship or its cargo from a perilous situation, such as shipwreck, grounding, or fire. Salvors who successfully salvage a ship are entitled to a reward based on the value of the saved property.
25. **Pollution Response**: Pollution response refers to the measures taken to clean up and mitigate the environmental impact of oil spills, chemical leaks, or other forms of pollution from ships. It involves cooperation between governments, shipping companies, and environmental agencies.
26. **Flag State Jurisdiction**: Flag state jurisdiction refers to the authority of the flag state to regulate and enforce laws on its registered ships, even when they are operating in foreign waters. Flag states are responsible for ensuring that their ships comply with international regulations.
27. **Maritime Boundary**: Maritime boundaries are the lines that define the limits of a country's territorial waters, exclusive economic zone, and other maritime zones. They determine the rights and responsibilities of states in managing their marine resources.
28. **Marine Pollution**: Marine pollution is the introduction of harmful substances into the marine environment, such as oil, chemicals, sewage, and plastics. It poses a serious threat to marine ecosystems, wildlife, and human health.
29. **Voyage Charter**: A voyage charter is a contract for the hire of a ship for a single voyage between specified ports. The shipowner is responsible for providing the vessel, crew, and fuel, while the charterer pays a lump-sum freight rate.
30. **Time Charter**: A time charter is a contract for the hire of a ship for a specified period of time. The charterer pays a daily or monthly hire rate to the shipowner and has more control over the use and operation of the ship.
31. **Bareboat Charter**: A bareboat charter is a lease agreement in which the charterer takes full control and responsibility for a ship for a specified period. The charterer provides the crew, fuel, and maintenance, while the shipowner retains ownership of the vessel.
32. **General Average**: General average is a principle of maritime law that allows the costs of a voluntary sacrifice or expenditure made to save a ship or its cargo from a common peril to be shared proportionally among all parties involved.
33. **Maritime Labour Convention (MLC)**: The MLC is an international labor convention that sets minimum standards for working conditions, wages, and welfare of seafarers on board ships. It aims to protect the

rights and well-being of maritime workers.

34. **Anti-fouling Convention**: The Anti-fouling Convention is an international treaty that regulates the use of anti-fouling paints on ships' hulls to prevent the spread of harmful marine organisms. It prohibits the use of toxic substances in anti-fouling paints.

35. **Port Reception Facilities**: Port reception facilities are facilities provided by ports for the reception and disposal of ship-generated waste, such as sewage, garbage, and oily water. Ships are required to use these facilities to prevent pollution of the marine environment.

36. **Hague-Visby Rules**: The Hague-Visby Rules are a set of international rules that govern the carriage of goods by sea. They establish the rights and liabilities of carriers and shippers in relation to the transportation of goods and cargo claims.

37. **Carriage of Goods by Sea Act (COGSA)**: COGSA is a U.S. federal law that governs the carriage of goods by sea to and from U.S. ports. It incorporates the provisions of the Hague-Visby Rules and sets rules for cargo liability and limitation of liability.

38. **Arbitration Clause**: An arbitration clause is a provision in a contract that requires any disputes arising from the contract to be resolved through arbitration rather than litigation. It provides a faster, more cost-effective, and confidential way to resolve disputes.

39. **Ship Recycling**: Ship recycling, also known as shipbreaking, is the process of dismantling old ships for scrap metal and recycling. It involves the safe and environmentally sound disposal of hazardous materials found in ships, such as asbestos and lead.

40. **Electronic Data Interchange (EDI)**: Electronic Data Interchange is the electronic exchange of business documents, such as invoices, bills of lading, and customs declarations, between trading partners. It improves the efficiency and accuracy of information exchange in international trade.

41. **Container Terminal**: A container terminal is a facility where containers are transferred between different modes of transportation, such as ships, trucks, and trains. It provides storage, handling, and logistics services for containerized cargo.

42. **Multimodal Transport**: Multimodal transport is the transportation of goods using multiple modes of transport, such as sea, air, rail, and road. It offers a seamless and integrated transport solution for shippers moving goods across long distances.

43. **Harmonized System (HS) Code**: The Harmonized System Code is an international system for classifying goods for customs purposes. It assigns a unique code to each product based on its characteristics, composition, and intended use.

44. **Dangerous Goods**: Dangerous goods are substances or materials that pose a risk to health, safety, property, or the environment during transportation. They are classified and regulated by international standards to ensure their safe handling and transport.

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45. **International Ship Registry**: An international ship registry is a national registry that allows foreign-owned ships to be registered under its flag. Shipowners may choose to register their ships in a foreign registry for various reasons, such as tax benefits or regulatory advantages.
46. **Maritime Domain Awareness**: Maritime domain awareness is the understanding of what is happening in the maritime domain to support maritime security and safety. It involves monitoring, analyzing, and sharing information on maritime activities to detect and respond to threats.
47. **Ship Security Plan**: A ship security plan is a document developed by ship operators to address security threats and vulnerabilities on board a ship. It outlines security measures, procedures, and responsibilities to enhance the security of the ship and its crew.
48. **Electronic Chart Display and Information System (ECDIS)**: ECDIS is an electronic navigation system that integrates electronic navigational charts and navigation data to provide real-time information to the ship's bridge team. It enhances navigation safety and efficiency on board ships.
49. **International Safety Management (ISM) Code**: The ISM Code is an international standard for the safe management and operation of ships. It requires ship operators to develop, implement, and maintain a safety management system to ensure the safe operation of their vessels.
50. **Bunker Convention**: The Bunker Convention is an international treaty that establishes liability and compensation for oil pollution damage caused by bunker fuel spills from ships. It ensures that victims of oil pollution receive prompt and adequate compensation for their losses.
51. **Chain of Custody**: Chain of custody is the chronological documentation or paper trail that shows the seizure, custody, control, transfer, analysis, and disposition of physical or electronic evidence. It is crucial in legal proceedings to establish the integrity and authenticity of evidence.
52. **Tonnage Measurement**: Tonnage measurement is the calculation of a ship's internal volume to determine its tonnage for registration, safety, and taxation purposes. It is used to assess the size and capacity of ships and to calculate various fees and charges.
53. **Ship's Registry**: A ship's registry is an official record of a ship's ownership, nationality, and registration details. It is maintained by the flag state and used to identify and regulate ships for legal, safety, and security purposes.
54. **Convention on Limitation of Liability for Maritime Claims**: The Limitation of Liability Convention is an international treaty that limits the liability of shipowners for certain maritime claims, such as loss of life, personal injury, or property damage. It provides a legal framework for shipowners to limit their financial liability in case of accidents.
55. **Maritime Security Level**: Maritime security levels are threat levels established by national authorities or international organizations to indicate the level of security risk in a particular area or region. They help ships and port facilities to implement appropriate security measures to protect against security threats.
56. **Pollution Response Plan**: A pollution response plan is a document developed by ship operators to

respond to oil spills or other forms of pollution from ships. It outlines procedures, resources, and responsibilities for containing, cleaning up, and reporting pollution incidents.

57. **Shipowner's Liability**: A shipowner's liability is the legal responsibility of the shipowner for damages, losses, or injuries caused by their ship. Shipowners may be held liable for various claims, such as collision, pollution, personal injury, and cargo damage.

58. **International Safety Radio Certificate**: An International Safety Radio Certificate is a document issued to ships to certify that their radio communication equipment complies with international safety standards. It ensures that ships can communicate effectively in case of emergencies at sea.

59. **Ship Inspection**: Ship inspection is the process of examining a ship's condition, equipment, and operations to ensure compliance with international regulations and safety standards. Inspections may be conducted by flag states, port authorities, classification societies, or other regulatory bodies.

60. **Maritime Labour Certificate**: A Maritime Labour Certificate is a document issued to ships to certify that they comply with the requirements of the Maritime Labour Convention. It demonstrates that the ship provides adequate working conditions, wages, and welfare for its crew.

61. **International Ship Security Certificate**: An International Ship Security Certificate is a document issued to ships to certify that they comply with the requirements of the ISPS Code. It demonstrates that the ship has implemented security measures to prevent security threats.

62. **Shipmaster**: A shipmaster, also known as a captain or master, is the person in command of a ship. The shipmaster is responsible for the safe navigation, operation, and management of the ship, as well as the safety and welfare of the crew and passengers.

63. **International Load Line Certificate**: An International Load Line Certificate is a document issued to ships to certify that they comply with the requirements of the International Load Line Convention. It ensures that ships have adequate stability and buoyancy to prevent overloading and capsizing.

64. **Ship's Registry Certificate**: A Ship's Registry Certificate is a document issued by the flag state to certify the registration details of a ship. It includes information such as the ship's name, owner, tonnage, dimensions, nationality, and registration number.

65. **Maritime Declaration of Health**: A Maritime Declaration of Health is a document required by port authorities to report the health status of passengers and crew on board a ship. It helps to prevent the spread of infectious diseases and ensures the health and safety of people on board.

66. **Maritime Security Assessment**: A Maritime Security Assessment is a systematic evaluation of security threats and vulnerabilities on board a ship or at a port facility. It helps to identify risks, develop security measures, and enhance the security of maritime operations.

67. **International Ship Identification Number (ISIN)**: An International Ship Identification Number is a unique identifier assigned to ships to track and monitor their movements. It provides a standardized way to identify ships and improve maritime safety and security.

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68. **International Ship and Port Facility Security (ISPS) Code Certificate**: An ISPS Code Certificate is a document issued to ships and port facilities to certify compliance with the requirements of the ISPS Code. It demonstrates that the ship or port has implemented security measures to prevent security threats.
69. **International Ship Security Alarm System (ISSAS)**: The ISSAS is a security alert system installed on ships to notify authorities of security threats or incidents. It provides a means for ships to communicate emergency situations and request assistance in case of security threats.
70. **International Ship Security Advisory (ISSA)**: An ISSA is a security advisory issued by international organizations or national authorities to provide guidance on security threats and measures for ships operating in high-risk areas. It helps ships to enhance their security preparedness and response.
71. **International Ship and Port Facility Security (ISPS) Code Compliance**: ISPS Code Compliance refers to the implementation of security measures and procedures to comply with the requirements of the ISPS Code. It involves assessing security risks, developing security plans, and training personnel to prevent security threats.
72. **International Ship Security Officer (ISSO)**: An ISSO is a certified security officer responsible for implementing and managing security measures on board a ship. The ISSO ensures compliance with the ISPS Code and coordinates security activities to protect the ship and its crew from security threats.
73. **Marine Environment Protection Committee (MEPC)**: The MEPC is a specialized committee of the IMO responsible for developing regulations and standards to prevent marine pollution from ships. It addresses issues such as air emissions, ballast water, and ship recycling to protect the marine environment.
74. **International Convention on Civil Liability for Oil Pollution Damage (CLC)**: The CLC is an international treaty that establishes liability and compensation for oil pollution damage caused by ships. It ensures that victims of oil pollution receive prompt and adequate compensation for their losses.
75. **International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS)**: The HNS Convention is an international treaty that establishes liability and compensation for damage caused by hazardous and noxious substances carried by ships. It provides a legal framework for compensation in case of accidents involving HNS.
76. **International Convention on Salvage**: The Salvage Convention is an international treaty that governs the rights and obligations of salvors and shipowners in salvage operations. It provides a legal framework for rewarding salvors for their efforts in saving ships or cargo from