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# IMLLe-News

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## *Bureau Veritas Legal Adviser:*

***“The responsibility to ensure that quality shipping prospers in Europe depends in large measure on the knowledge and professional skills of lawyers, based in European countries, but also located in States whose ships are frequenting European waters.”***

Dr. Philippe Boisson, Communication Director and Legal Adviser of the Bureau Veritas Marine Division and member of the IMLI Governing Board gave the introductory lecture of the 11<sup>th</sup> IMLI EC Maritime Law Course. His address focused on the importance of EC Shipping Law for lawyers located within and outside the European Union.



*Dr. Philippe Boisson addressing the audience at the inaugural ceremony  
of the 11<sup>th</sup> IMLI EC Maritime Law Course (9<sup>th</sup> February 2006)*

Dr. Boisson has been a visiting lecturer at IMLI since 1993 and is a member of the IMLI Governing Board. He has been for many years largely involved in the maritime field, being a Titulary Member of the CMI, and occupying high standing posts as Communication Director and Legal Adviser of the Bureau Veritas Marine Division. He is also Vice-President of the French Maritime Law Association and Arbitrator at the Chambre Arbitrale Maritime de Paris.

This is the text of the Key Note Address delivered by Dr. Philippe Boisson at the Inaugural Ceremony of the 11<sup>th</sup> IMLI EC Maritime Law Course (9<sup>th</sup> February 2006)

*Commissioner,  
Minister,  
IMLI Director,  
Professor Pavliha,  
Excellences,  
Distinguished Guests,*

*It's a great privilege and indeed a pleasure to deliver a brief address as a member of the IMLI Board of Governors upon the inauguration by Commissioner Borg of the IMLI Eleventh Annual EC Maritime Law Course.*

*My name is Philippe Boisson. I am working for 25 years as legal advisor and communication director of a leading Classification society, Bureau Veritas.*

*Bureau Veritas is a service company specializing in safety, quality, and environment protection. We are an international group of 25.000 people located in 140 countries including Malta, with 600 offices and laboratories. We serve 300,000 customers in many different industries across the world and we are recognised by more 150 Governments and public Authorities for implementing safety regulations.*

*As I explain every year to my students when I lecture at this Institute, maritime safety is essentially nowadays regulated by international rules and standards set up by international bodies which apply to a global industry, the shipping industry.*

*The main challenge for all the maritime safety actors, is not to produce new regulations but to implement correctly and efficiently the existing ones. That means that important obligations are placed upon the Flag States which have, under international law, the fundamental obligations to adopt safety legislation in*

*accordance with the generally accepted international regulations, but also to enforce them and to implement them on board the vessels flying their respective flag.*

*This Institute was established in 1989 to help Flag States and maritime administrations in this second duty. The idea was to provide Governments with the support of maritime law experts able to develop national legislation to give effect to international instruments to which Governments had become Parties.*

*During its 17 years of existence, IMLI has perfectly performed its mission. Today, the Institute is unique in its capacity to achieve one of the major challenges of the international maritime community: the effective application of safety rules and standards by Flag States.*

*A reason of this success is the international character and dimension of the Institute: the students are coming from all parts of the world, from developing countries but also now from developed countries, in particular from European countries. And the visiting professors – some 30 a year - are among the best legal experts worldwide in their respective specialities, professors of law or professionals from all the sectors of the maritime industry, practitioners of common law system but also from civil law countries.*

*It is important for the young generation of lawyers to integrate in their training course the dimension of Europe, the importance of EU rules in maritime law, especially in safety and protection of the marine environment since the adoption of the post-Erika package and post-Prestige regulations. It is also important to evaluate the future developments of European law with the elaboration of the new Green Paper on maritime policy.*

*It is one of the merits of this Institute to have understood this new dimension and to have integrated in its syllabus – some 11 years ago - a special course on EC Maritime Law which will have a major impact on international law in the future.*

*I wish that EU institutions understand the exceptional work done by IMLI in the effective implementation of international instruments by States and increase their support for the Institute. The responsibility to ensure that quality shipping prospers in Europe depends in large measure on the knowledge and professional skills of lawyers, based in European countries, but also located in the States whose ships are frequenting European waters.*

*Commissioner, I know you have the difficult mission to organise a large consultation process with representatives of national authorities and industry to define an integrated maritime policy for Europe. I propose that the drafters of the*

*Green Paper recognise the role of the International Maritime Law Institute of Malta among the keys actors in the implementation of international instruments on safety, security and protection of the marine environment. Our common interest is definitively in a closer cooperation for safer seas and cleaner oceans.*

*Thank you*

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