

IMLI *e*-News

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Past President of the CMI:

“I continue to be impressed by the quality of IMLI students...”

Mr. Patrick Griggs, Past President of the CMI (*Comite Maritime International*) recently delivered a set of lectures at IMLI on various topics related to international maritime law.

Mr. Griggs offered an extremely interesting review of several new maritime conventions that have been adopted but are not yet in force. He also discussed the program of IMO's Legal Committee and of the CMI. He provided furthermore an exhaustive analysis of the recent developments in the field of limitation of liability for maritime claims.



Mr. Patrick Griggs lecturing at IMLI

Throughout his professional career, Mr. Griggs specialized in marine and aviation disaster litigation, and has been a regular speaker at seminars and conferences on various aspects of maritime law. He is co-author of the book '*Limitation of Liability for Maritime Claims*', which is one of the leading publications on this topic. Besides being the Past President of the CMI, Mr. Griggs is also a Secretary and Treasurer of the British Maritime Law association (BMLA).

Mr. Griggs, which were the highlights of your lectures at IMLI ?

My lectures were an opportunity to let the students look at various conventions which are still in a draft stage and explain to them how they are supposed to work in practice. I also asked the students about possible changes and I was particularly pleased about the comments they gave.

Another area on which I spent a lot of time on is the relation between the 1976 LLMC Convention (*International Convention on Limitation of Liability for Maritime Claims*) and the 1996 Protocol to that Convention, which is now in force. I also discussed the 1974 Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea and its 2002 Protocol, which however is not in force yet. The topic, which the students found interesting the most was the complex relationship between the passenger limitations provisions of the 1976 LLMC and the passenger limitations provisions of the 1974 Athens Convention. There were long discussions about this.

You have been for many years the president of the CMI. Could you mention some current projects on the agenda of this prestigious international organization ?

There are several projects where the CMI is involved in conjunction with the IMO. Just to mention some of them: (a) Fair Treatment of Seafarers Following a Maritime Accident; (b) Places of Refuge for Ships in Distress; (c) Draft Wreck Removal Convention and "Limitation of liability" (*procedural aspects*).

I have to point out that the CMI is only an observer to the new UNCITRAL draft document on the carriage of goods by sea, but it seems to me that the project is progressing in a satisfactory manner.

The two most important projects in the pipeline of the CMI are the "Fair Treatment of Seafarers Following a Maritime Accident" and "Places of Refuge". The IMO Legal Committee took the position that there is no need, at this very moment for a new convention dealing with places of refuge. The CMI intends to complete the project believing that such Convention may one day be necessary.

What are your impressions about IMLI students ?

I continue to be impressed by the quality of IMLI students. Knowing that a number of students will be involved in the implementation of conventions when returning to their countries I outlined the problems inherent in trying to harmonize international maritime law, problems of which they need to be aware. The questions they asked demonstrated considerable knowledge of issues covered by my lecture.

IMLI seems to be growing and prospering. I wish it all the best.

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