

# Gigantism and Ship Operations



LE  
RENDEZ-VOUS  
DE CANNES



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# I – The situation of the Master

- > Increasing workload
- > Increasing liability
- > The Master is still ultimately in charge of the vessel but, as a result of gigantism and the working conditions, the Master has less decision making power
- > Criminal liability
- > Civil liability

## II – The situation of the crew

- > Gigantism impacts on the crew's working conditions
- > Gigantism impacts on the crew's working hours
- > No civil liability
- > Criminal liability

## III – The situation of the Pilot

### 1. The law applicable to pilotage

- > in France : harbour pilotage – deep sea pilotage
- > in Belgium, Poland, Portugal, Sweden, UK

## 2. Gigantism and pilotage

- > Reinforcement and harmonisation of the rules of pilotage
- > Development of the use of pilotage
- > Improvement of pilotage services

## IV – The situation of the Towage company

### 1. Law applicable to towage

- > in France : harbour towage – ocean towage
- > BIMCO contracts
- > in Belgium, USA, UK, Asia

## 2. Gigantism and towage

- > The future of non-negotiable non liability clauses

## V – The situation of the Linesman



# LE RENDEZ-VOUS DE L'ASSURANCE TRANSPORTS

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