

## 2 DAY INTERNATIONAL MARITIME CONFERENCE ON

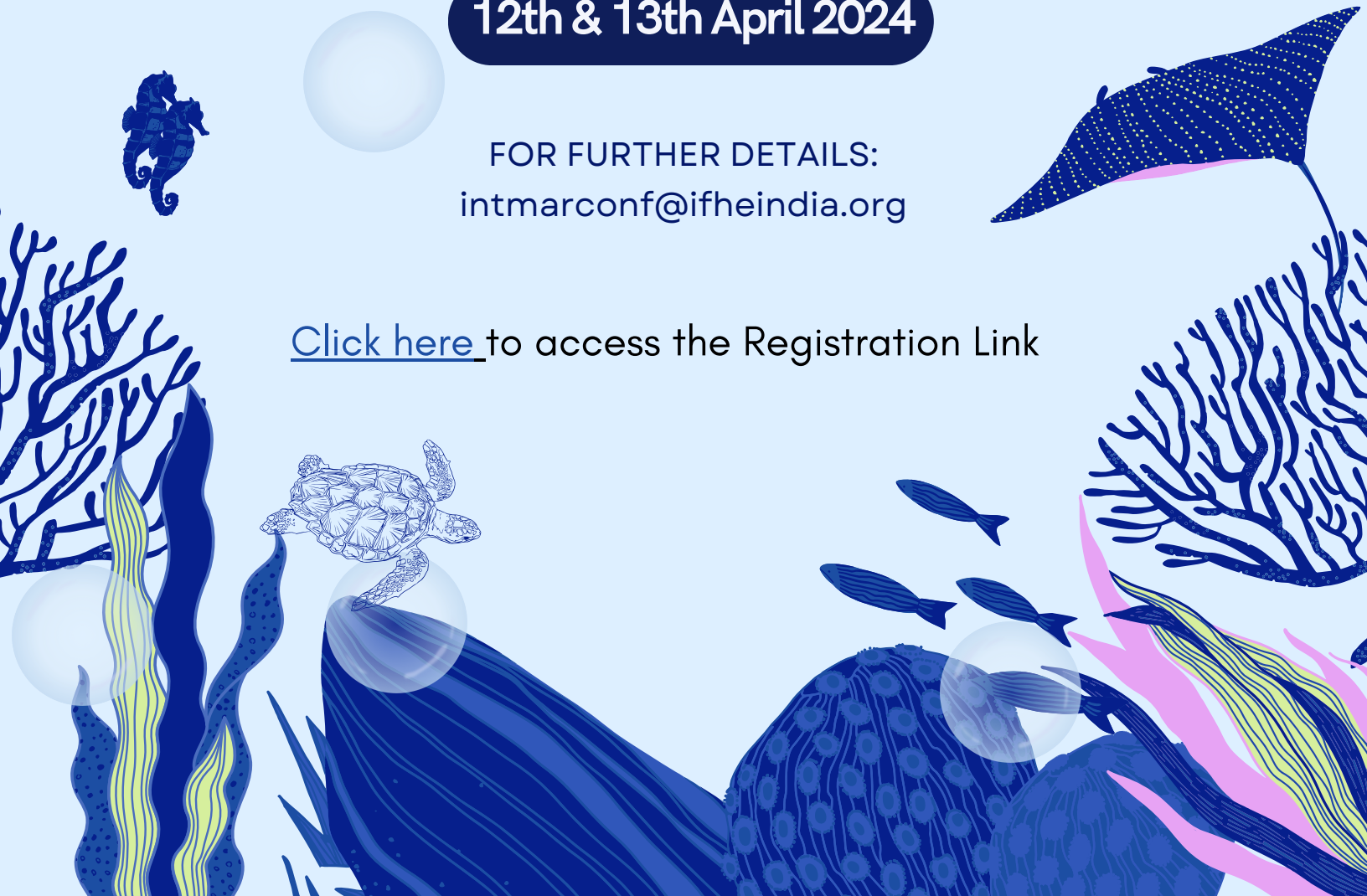
# Exploring Frontiers of Marine World: Legal and Commercial Dynamics

ICFAI Law School, IFHE, Hyderabad invites all the enthusiasts to this knowledge-sharing & insightful conference.

**12th & 13th April 2024**

FOR FURTHER DETAILS:  
[intmarconf@ifheindia.org](mailto:intmarconf@ifheindia.org)

[Click here](#) to access the Registration Link





## THE ICFAI FOUNDATION FOR HIGHER EDUCATION

The ICFAI Foundation for Higher Education (IFHE), Hyderabad is a Deemed University established under Section 3 of UGC Act, 1956 and accredited by NAAC with "A++" Grade. IFHE offers Management, Engineering and Law Courses and it provides world class, innovative, career-oriented professional programs through inclusive technology-aided pedagogies to equip students with the requisite professional and life skills as well as social sensitivity and high sense of ethics.

## THE ICFAI LAW SCHOOL, HYDERABAD

The ICFAI Law School is a significant segment of the ICFAI Foundation for Higher Education, Hyderabad and recognized by the Bar Council of India. The ICFAI Law School, Hyderabad offers BBA.LL.B. (Hons), BA.LL.B. (Hons) & BAJ. LLB. (Hons) integrated five-year courses, one Year LL.M. in Corporate & Commercial Laws, Tax Laws, Dispute Resolution, Insolvency and Bankruptcy Law and Criminal Law, one year LLM professional programme in Hybrid mode, Ph.D, Full time LLM-Ph.D, and Eight Certificate Courses. ICFAI Law School envisions to develop a new cadre of professionals who will not only command high level of domain proficiency but also can integrate activities for developing scientific and technological solutions.

## ABOUT THE CONFERENCE

History, a term quite remarkable, makes everyone remember the philosophical, practical, and thrilling part of our existence. International law is no exception; Maritime Law, i.e., the Law of the Sea, remains the oldest such law in practice, whether through customary practices or treaties and conventions in place. It truly satisfies all the principles within the ambit of international law. Moving ahead, the oceans are vast but they drive a fragile object, the world economy. Though the maritime industry has evolved over the centuries, the crises it faces remain the same, may it be the everlasting threat of hijacking by pirates or the territorial disputes affecting it. May it be the loss of cargo or the claiming disputes affecting it.

The historical perspective has been that one who rules the sea rules the world. Today, the situation remains similar wherein the world powers are head-on to conquer the seas, and naval dominance in warfare has become the new normal. The thirst of mankind to exploit natural resources has made humans enter the deep seas, a place free for all, and has resulted in disputes worldwide. The artificial islands only add to the problem at hand.

With the rising water levels, the land is disappearing. Still, a rather contradicting or less-opined view will be that as the land disappears, humans are expanding into the sea through engineering marvels today. The ports today are more than a center for maritime transit; they have become the hub of modern civilization, making them the dynamic powerhouses of urbanization and industrialization.

But with human growth comes the issue of environmental crises. As humans today expand, there exists a degradation of the seas and oceans, and the oil spillages by the ships bearing Flags of Convenience only make it worse. Through this endeavor, we like to explore the possible solutions in the legal, economic, scientific, and marine aspects, trying to make the world's oceans better-conserved space.



## OBJECTIVE OF THE CONFERENCE

- To discuss the contemporary issues and challenges in the Marine sector pertinent to dispute resolution technological advancements, and environmental impacts with an analysis based on legal, political, economic as well as scientific aspects to ensure Safety and sustainability in the international sphere.
- Taking note of the existing conditions in various parts of the world, ICFAI is bringing together researchers, students, academicians, lawyers, and professionals from the various legal and scientific fields to share their expertise, and wisdom.

## GUIDELINES FOR PAPER SUBMISSION

- The proposals should consist of an abstract of 300 words that clearly outlines the research questions, methodological approach, and relevance to the above-mentioned field with a minimum of five keywords and must be accompanied by a cover page with the author's details.
- Submissions for presentation at the conference are to be mailed in the form of an abstract and full research papers (5000 - 7500 words) with footnotes in bluebook 20th edition format.
- The research paper is to be typed in Font - Times New Roman with font size 12 and line spacing 1.5, headings to be typed in font size 14 Bold, and footnotes in font size 10 and 1 line spacing.
- All the submissions are to be sent to email ID - [intmarconf@ifheindia.org](mailto:intmarconf@ifheindia.org)
- All the accepted full research papers submitted before the deadline will be published in a book form with ISBN number. The presentation of an accepted research paper is mandatory for publication.

# RESOURCE PERSONS



**Dr Proshanto K. Mukherjee**, Professor of Law and Foreign Expert, Dalian Maritime University, China and Former Vice President (Research), Director, Doctoral Programmes and ITF Professor of Maritime Safety and Environmental Protection at World Maritime University, Sweden.

**Dr D Rhidian Thomas**  
**Swansea, United Kingdom**

Professor of Maritime Law and Director of the Institute of Shipping and Trade Law at the School of Law, Swansea University, Wales, UK.



**Dr. Malini V. Shankar**  
**Chennai, India**  
Hon'ble Vice Chancellor,  
Indian Maritime University.

# RESOURCE PERSONS



**Cmde (Dr) Srikant B. Kesnur VSM (Retd)**  
**Mumbai, India**

Alumnus of National Defence Academy.

Retired navy officer with more than 36 years' experience in many assignments concerning maritime security, diplomacy and war gaming.

**Ms Archana Reddy**  
**Chennai, India**

Maritime Lawyer- Practising areas include Arbitration in ship construction, United Nations law of the sea convention, ports, worked as a consultant to the International Maritime Organisation etc.



**Mr Rahul Narichania**  
**Mumbai, India**

Senior Advocate at the Bombay High Court specializing in Maritime and Commercial Law.

**Dr Pallab Das**  
**Odisha, India**

Founding Dean and Associate Professor of Law at Centurion University of Technology and Management, Bhubaneswar, Odisha

'Excellence in Academic: Maritime Legal Award' by GMU-Marex 2022.



## IMPORTANT DATES

- Last Date for Abstract Submission: 31/03/2024.
- Last Date for Registration and Payment: 04/04/2024
- Last Date for Full Paper Submission: 10/04/2024.

## REGISTRATION FEE

The Individual Registration Fees are:

- For Academicians/Professionals and Research Scholars: INR 1500
- For Students: INR 1000
- For ICFAI Students: INR 500
- For Foreign Delegates: \$50
  
- Co-authorship of up to two authors with separate registration fees paid by both.
- The accommodation would be suggested based on the availability and the expenses for the same shall be borne by them.

Note: The conference occurs in Hybrid mode (i.e. both offline and online)

## PAYMENT DETAILS

Registration Link:

<https://www.ifheindia.org/conference/MarineWorld2024/ParticipantRegistration>

Note: Registration to be done only after acceptance of abstracts.  
For attending the conference, Registration can be done directly

## PRIZES



8000/-



5000/-



3000/-

# THEMES

## **A. Admiralty Jurisdiction in Maritime Law:**

- Civil and International Legal Principles.
- Geopolitical Implications and Emerging Future Trends.
- Sovereignty and Accountability in Maritime Law Enforcement.
- Convention-Based Financial Instruments for Maritime Liens and Mortgages.
- Rights and Protections for Seafarers and Maritime Workers.

## **B. Maritime Security/Territory, Sovereignty & Conflict:**

- Advanced Technology's Impact on Maritime Security and Warfare Dynamics.
- Surge of Piracy: Toward Sustainable Practices in Maritime Security.
- Legal and Political Complexities of Maritime Territorial Disputes.
- Role of AI and ML in Safeguarding Cybersecurity for Maritime Systems.
- Transforming Role of Non-State Actors in Maritime Security.

## **C. Maritime Arbitration:**

- Regulation and Enforcement of Maritime Arbitration Proceedings.
- Impact of Maritime Disputes on Arbitration Methods and Forum Selections.
- Influence of Geopolitical Shifts on Maritime Arbitration Preferences.
- Separability of Arbitration Clauses and Its Implications in Maritime Contracts.

#### **D. Law of Sea: UNCLOS:**

- International Cooperation in Marine Scientific Research Regulation.
- UNCLOS and Regulation of Marine Biodiversity Beyond National Jurisdiction (BBNJ).
- Dispute Resolution Mechanisms under UNCLOS: Arbitration and Adjudication.
- Protection of Marine Environment and Resources: UNCLOS Provisions and Implementation Efforts.

#### **E. Cross-Border Insolvency in Maritime Shipping:**

- Globalization's Impact on Cross-Border Insolvency Challenges.
- Collaboration to Address Cross-Border Insolvency Challenges in Maritime Law Framework.
- Issues in Cross-Border Maritime Insolvency Proceedings under UNCITRAL Model Law.
- Parallel Insolvency Proceedings for Multinational Shipping Companies.

#### **F. Exploring the Legal Validity of Electronic Bills of Lading under UNCITRAL's Model Law on E-Commerce:**

- Cross-Border Recognition and Enforcement of Electronically-Signed Maritime Contracts.
- Regulatory Considerations for Implementing Blockchain-Based Maritime Supply Chain Management Solutions.
- Legal Implications of Electronic Bills of Lading in Maritime Trade.
- Jurisdictional Challenges in Enforcing Electronic Bills of Lading.
- Impact of Electronic Bills of Lading on Documentary Credit Practices in Maritime Transactions.



## **G. Marine Environmental Impact:**

- Climate Change and Coastal Development: Legal and Regulatory Perspectives.
- Environmental Impacts of Deep-Sea Mining: Regulations and Conservation Efforts.
- Liability and Compensation Mechanisms for Environmental Damage in Admiralty Cases.
- Technological Innovations for Environmental Monitoring in Admiralty Jurisdiction.
- Enhancing Environmental Protection in Admiralty Jurisdiction: Strategies for Sustainability.

## **H. Commercial Aspects:**

- Deep Sea Mining and Technological Advancements: Implications for Maritime Industries.
- Trade Barrier Regulation: Digital Trade, Intellectual Property, and Environmental Standards.
- Legal Ramifications of Trade Sanctions on Maritime Transactions.

## **I. Maritime Insurance**

- Evolution of International Maritime Insurance Laws: A Historical Analysis.
- Contemporary Regulatory Challenges in Maritime Insurance: Trends and Solutions.
- Jurisdictional Conflicts in Maritime Insurance: Harmonization and Legal Resolution.
- Impact of Emerging Technologies on Marine Insurance: Risks and Opportunities.
- Maritime Insurance: Coverage, Risks, and Policy Considerations.

# Explore Hyderabad



Charminar is a monument considered synonymous with the history of Hyderabad city. The majestic structure was completed in 1591 AD and was built to commemorate the end of a deadly plague menace that had gripped the city then. Charminar is derived from two distinct words Char and Minar, which means four towers. Historians believe that this structure is an example for Indo-Islamic architecture combined with Persian elements.

Ramoji Film City is an integrated film studio complex located in Hyderabad, India. Spread over 1,666 acres, it is the largest integrated film city in the world and as such has been certified by the Guinness World Records as the largest studio complex in the world. It was built by Telugu film producer Ramoji Rao in 1996. The Guardian described Ramoji Film City as "city within a city".



Birla Mandir is located towards the southern end of Hussain Sagar Lake in Hyderabad. It is situated atop the Kala Pahad which is a twin hillock of Naubat Pahad. The Birlas built the Hyderabad temple in 1976 and constructed it with white marbles imported from Rajasthan. The hillock is at a height of 280-feet situated on a 13-acre plot.

Golconda Fort is located in western part of Hyderabad city and is about 9 km from Hussain Sagar Lake. It was originally known as Mankal, and built on a hilltop in the year 1143. It was originally a mud fort under the reign of Rajah of Warangal. Later it was fortified between the 14th and 17th centuries by the Bahmani Sultans and then the ruling Qutub Shahi dynasty. Golconda was the principal capital of the Qutub Shahi kings.





# ORGANIZING COMMITTEE

## CONFERENCE CHAIR



**Prof. A.V. Narsimha Rao**  
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