This unique title examines in depth issues of jurisdiction, maritime law and practice from a modern perspective and highlights the importance of risk management with a view to avoiding pitfalls in litigation or arbitration and minimising exposure to liabilities. The third edition has been fully revised and restructured into two self-contained volumes, the first covering jurisdictional issues and risks and the second exploring the diverse aspects of maritime law, risks and liabilities. The second volume tackles the substantive maritime law with a particular emphasis on risk and liabilities, and analyses issues of contract, tort and criminal law, causation and remoteness of damages. Key features of Volume Two include: An analysis of the regulatory regime, new EU and IMO safety at sea legislation, reforming practices for flag states and recognised organisations, vetting, codes of good practice, and International Conventions. An explanation of the Rules of attribution of liability, the impact of the ISM Code upon liabilities, including criminal, corporate manslaughter, and the new Directive for ship-source pollution. Important developments in areas including: Ship-managing risks, best endeavours and fiduciary duties Mortgagees risks and economic torts New BIMCO standard terms of contracts Ship-sale risks - including sale ‘as is’ and ‘as she was’ Shipbuilding risks - guarantees and performance bonds New trends on wrongful acts of employees, collisions and measure of damages, salvage issues, environmental salvage, and towage contracts Piracy risks cases and general average New perspectives on risks and liabilities of port authorities Pollution liabilities, including trends of prosecution of class societies and charterers and new limits of liability under International Conventions Purchase Volumes 1 and 2 of the Modern Maritime Law together for a reduced price at http://www.routledge.com/books/details/9780415843201/

The rationale for writing this book is a desire to highlight the utility of combining the efforts of criminologists, security practitioners, and policy makers in confronting crime problems such as maritime piracy. The study examines maritime piracy incident trends over the past few years and presents an explanation for the significant reduction of incidents in East Africa and offers a new approach in constructing a crime-reducing framework applicable to piracy, as well as other crime problems. The intent is to add relevance to the pursuit of social science research crime data collection and analysis using criminological theories (frameworks) and planning techniques for developing crime interdiction strategies that are useful to security practitioners and policy makers. Emphasis is on obtaining readily available data using recognized social science methods to analyze the maritime piracy crime phenomenon for planning and developing the strategies and actions that produce desired outcomes in support of crime reduction. This approach involves identifying appropriate tasks or actions to be taken to achieve the desired effects for each objective and subobjective. It includes an evaluation process of the most salient variables in order to produce assessments that will focus on measuring those actions that have the greatest impacts for generating the most favorable conditions in...
the environment (desired effects) that are conducive to achieving supporting subobjectives and overall objective (i.e., maritime piracy reduction). This approach creates a framework using selected crime theory elements for examining quantitative and qualitative data for planning counterpiracy actions through a dynamic planning and assessment process.

This is the first volume of the official record of the resolutions and decisions adopted by the General Assembly during its seventy-first session, 2016-2017.

Of the many challenges that society faces today, possibly none is more acute than the security of ordinary citizens when faced with a variety of natural or man-made disasters arising from climate and geological catastrophes, including the depletion of natural resources, environmental degradation, food shortages, terrorism, breaches of personal security and human security, or even the global economic crisis. States continue to be faced with a range of security issues arising from contested territorial spaces, military and maritime security and security threats relating to energy, infrastructure and the delivery of essential services. The theme of the book encompasses issues of human, political, military, socio-economic, environmental and energy security and raises two main questions. To what extent can international law address the types of natural and man-made security risks and challenges that threaten our livelihood, or very existence, in the twenty-first century? Where does international law fall short in meeting the problems that arise in different situations of insecurity and how should such shortcomings be addressed?

Maritime security is of vital importance to the South China Sea, a critical sea route for maritime transport of East Asian countries including China. The adjacent countries have rendered overlapping territorial and/or maritime claims in the South China Sea which complicate the situation of maintaining maritime security and developing regional cooperation there. This book focuses on contemporary maritime security in the South China Sea as well as its connected sea area, the Straits of Malacca and Singapore. It identifies and examines selected security issues concerning the safety of navigation, crackdown on transnational crimes including sea piracy and maritime terrorism, and conflict prevention and resolution. In the context of non-traditional security, issues such as maritime environmental security and search and rescue at sea are included. The book explores ways and means of international cooperation in dealing with these maritime security issues.

Maritime Security, 2e, provides practical, experience-based, and proven knowledge - and a "how-to-guide" - on maritime security. McNicholas explains in clear language how commercial seaports and vessels function; what threats currently exist; what security policies, procedures, systems, and measures must be implemented to mitigate these threats; and how to conduct ship and port security assessments and plans. Whether the problem is weapons of mass destruction or cargo theft, Maritime Security provides invaluable guidance for the professionals who protect our shipping and ports. New chapters focus on whole government maritime security, UN legal conventions and frameworks, transnational crime, and migration. Updates throughout will provide the latest information in increasingly important field. Provides an excellent introduction to issues facing this critical transportation channel. Three all-new chapters, and updated throughout to reflect changes in maritime security. Increased coverage of migration issues and transnational crime. New contributors bring legal security and cybersecurity issues to the fore.

Private Anti-Piracy Navies assesses the historical context, current state, and future prospects of privatizing maritime security vessels. It places particular emphasis on the economic, legal, and operational dimensions of this growing sector, and addresses issues of key interest to industry, government, and academia.

This volume investigates the nature of threats facing, or perceived as facing, some of the key players involved in Asian maritime politics. The articles in this collection present case studies on Malaysia, Singapore, the Philippines, Thailand, Japan, China, and Southeast Asia as a whole and focus on domestic definitions of threats and conceptualisations of security. These studies map the differing understandings of danger in this region and explore how contending narratives of "threats" and "security" affect the national maritime security policy deliberations within the countries of this region. Those interested in maritime security and management in Asia will find this collection an invaluable addition to the literature on this topic.
In response to pirate attacks in the Western Indian Ocean, countries worldwide have increasingly authorized the deployment of armed guards from private military and security companies (PMSCs) on merchant ships. This widespread trend contradicts states’ commitment to retain a monopoly on violence and discourage the presence of arms on civilian vessels. This book conceptualizes the extensive use of PMSCs as a form of institutional isomorphism, combining the functionalist, ideational, political and organizational arguments used to account for the privatization of security on land into a synthetic explanation of the commercialization of vessel protection.

This book addresses a wide range of contemporary operational maritime law issues across the spectrum of operations. It provides sophisticated analyses and insights, and offers new interpretations of topics that are directly relevant for contemporary naval operations. The book examines unresolved legal issues in order to provide guidelines for conducting maritime operations, and also offers reference material for general education on the law of naval operations. Further, it serves as a comprehensive resource for operational doctrine and military planning, and presents an approach to dealing with multiple legal issues that demonstrates how modern military operations at sea can legally be executed. Focusing on operational and tactical topics, it is a valuable addition to the bookshelves of military lawyers and operators alike.

This book confronts both the maritime security challenges and responses. In Southeast Asia, maritime security has, over the last twenty years, taken on a much greater importance, due to the Law of the Sea convention, which has resulted in a 200 nautical mile Exclusive Economic Zones (EEZs). As well as traditional security threats to maritime security, there has also emerged a range of non-traditional threat, such as those emanating from piracy and international terrorism that spill over into the maritime domain. Events such as September 11th, and the designation of Southeast Asia as a ‘second front’ in the war against terrorism, have resulted in the growing realization that multilateral security cooperation is required in order to better manage emerging security threats. Expert contributors to this book identify the nature of the maritime security problem and critically evaluate the various responses with an eye to improving the management of prevailing and emerging security threats. This book will be an invaluable resource to academics, policy analysts, legislators and students interested in security issues in Southeast Asia.

"This three-volume Manual on International Maritime Law presents a systematic analysis of the history and contemporary development of international maritime law by leading contributors from across the world. Prepared in cooperation with the International Maritime Law Institute, the International Maritime Organization's research and training institute, this a uniquely comprehensive study of this fundamental area of international law. Volume I: The Law of the Sea addresses the major issues which arise in the law of the sea. It provides a detailed understanding of the historical development of the law of the sea; the role of the International Maritime Organization; the law surrounding maritime zones; the legal regime of islands; the international sea-bed area; the legal regime governing marine scientific research; the rights and obligations of land-locked and geographically disadvantaged states; the legal regime of Arctic and Antarctic; and the settlements of disputes. This volume also considers the ways in which human rights and the law of the sea interact." --

This book identifies and explains the functional and ideational boundaries regarding what states and Private Military and Security Companies (PMSCs) both do and possess regarding land power, sea power, and air power. Whereas the mercenaries, privateers, and chartered companies of years past held similar characteristics to state military forces, the PMSCs of today are dissimilar for two reasons: a conventional forces norm amongst states and a state proclivity towards the offensive. These factors reveal both the limitations of and the possibilities for contemporary security privatization. This volume is ideal for civilian and military practitioners and students wishing to develop a detailed understanding of what the private military and security industry has to offer and why it is structured the way it is.

This two volume book presents an in-depth analysis of many of the most important issues facing today's shipping and port sectors. Volume 2 of Dynamic Shipping and Port Development in the Globalized Economy focuses on the emerging trends in ports.
Policing is commonly thought to be governed by domestic legal systems and not international law. However, various international legal standards are shown to have an impact in situations where police use force. Police Use of Force under International Law explores this tension in detail for the first time. It critically reviews the use of force by law enforcement agencies in a range of scenarios: against detainees, during protests, and in the context of counterterrorism and counterpiracy operations. Key trends, such as the growing use of private security services, are also considered. This book provides a human rights framework for police weaponry and protection of at-risk groups based on critical jurisprudence from the last twenty years. With pertinent case law and case studies to illustrate the key principles of the use of force, this book is essential reading for anyone interested in policing, human rights, state use of force or criminology.

The Gulf of Guinea maritime environment accounts for between 70-90 percent of the revenue of the states in the region. In addition to its rich forestry, fisheries reserves, and massive mineral and hydrocarbon deposits, it also houses the largest volumes of the region's oil and gas, which are still its most valued natural resources. Thus, its economic importance has been of great regional and global interest at all times. Invariably, the economic prosperity, or otherwise, of the states in the region is intrinsically tied to the peace and security of the Gulf. This primary and strategic position of the Gulf in the socio-economic survival and development of the states in the region critically underscores the huge importance of its general security, which in recent years and decades has been blighted by many security challenges. Dele Ezeoba's Maritime Security: Imperatives for Economic Development in the Gulf of Guinea extensively engages the dynamics and dialectics of security and economic development in the chosen maritime area, and establishes theoretical and practical mechanisms that should be deployed in combating security threats in the maritime space, and opening up the region to greater development. It offers enterprising vistas of intellectual designs in addressing critical issues of maritime security and economic prosperity.

Seamlessness in transport is the physical expression of one of the megatrends of the 21st century: complete connectivity. Seamlessness is about better connecting people and markets, but also about linking sectors, businesses and ideas. Being able to

Honouring Professor A.H.A. Soons, scholar and practitioner of international law, this Liber Amicorum identifies gaps or ‘wrong norms’ in specific fields of international law, and addresses the fundamental question of what is wrong with international law as a system for creating global public order.

This book addresses maritime piracy by focusing on the unique and fascinating issues arising in the course of domestic piracy prosecutions, from the pursuit and apprehension of pirates to their trial and imprisonment. It examines novel matters not addressed in other published works, such as the challenges in preserving and presenting evidence in piracy trials, the rights of pirate defendants, and contending with alleged pirates who are juveniles. A more thorough understanding of modern piracy trials and the precedent they have established is critical to scholars, practitioners, and the broader community interested in counter-piracy efforts, as these prosecutions are likely to be the primary judicial mechanism to contend with pirate activity going forward.

Maritime piracy off the coast of Somalia was first recognised as a global concern in 2008 after the hijackings of World Food Programme vessels. It remains a serious impediment to international maritime trade and a significant risk to seafarers. Bringing a criminological perspective to the subject, this book presents an analysis of Somali piracy by means of Routine Activity Theory and regulatory pluralism. Based on data from a range of sources, including published documents and in-depth interviews with representatives of industry, government, and international organisations, the study concludes that no one institution or policy will suffice to control Somali piracy. Accordingly, a number of different actors and institutions have a role to play in reducing the supply of motivated offenders, the vulnerability of prospective victims, and in enhancing guardianship. The book envisages a holistic counter-piracy program based on a pluralistic regulatory model that is sustainable within the region, and managed by the region, providing the best opportunity for both the immediate future, and for long-term success. This study will be essential reading for criminologists, public policy and legal scholars, as well as policy makers and regulators in countries affected by and dealing with piracy, and international professional advocacy groups operating in the maritime space.
Two thirds of the world population lies within 60 kilometres of the sea. Much of the well-being of our planet is dependent on the sea, as the bulk of international trade passes across oceans and through ports, while the sea is a rich source of protein and contains profound wealth in terms of energy and natural sources. Inevitably, economic stability and development are therefore closely linked to maritime security. This volume contains a selection of papers presented at an international conference on Maritime Security in Southern African Waters? in Stellenbosch on 22-23 July 2008.

This collection of essays provides a comprehensive assessment of the legal and policy approaches to maritime counter-piracy adopted by the EU and other international actors over the last few years. As the financial cost of Somali piracy for the maritime industry and the world economy as a whole was estimated to have reached $18 billion by 2010, the phenomenon of piracy at sea has steadily grown in significance and has recently attracted the attention of international policy makers. Moreover, piracy is intrinsically linked to state failure and other pathologies bred by it, such as organised crime and terrorism. This book adopts a holistic approach to the topic, examining approaches to piracy as these emerge in different geographical areas, as well as tackling the central issues which counter-piracy raises in terms of the most topical aspects of international law (international humanitarian law and armed conflict, piracy and terrorism, use of force). It also focuses on the approach of the EU, placing counter-piracy in its broader legal context. Providing a detailed doctrinal exploration of the issues which counter-piracy raises, it emphasises and draws upon the insights of the practice of counter-piracy by bringing together academic lawyers and the legal advisers of the main actors in the area (EU, US, NATO, UK). The book raises fundamental questions about the law and practice of international law: are the rules of the international law of the sea on piracy still relevant? To what extent has the shared interest of international actors in tackling piracy given rise to common practices? Do the interactions among the actors examined in the book suggest fragmentation or unity of the international legal order? Is it premature to view these interactions as signalling the gradual emergence of global law in the area? This common analytical frame of reference is underlined by the concluding part, which draws these threads together. The book will be of interest to legal scholars, political scientists and international relations theorists, as well as decision-makers and students of law, politics and international relations.

Seventy percent of our planet is covered by water, and even in today's world of instant communication the global community is still heavily reliant on sea-based transport. The maritime domain has always been one of NATO's key strengths, but concerns about maritime security have taken on renewed importance in recent years, and NATO has been forced to re-examine some of its fundamental assumptions about the post Cold War security environment. This book shares some of the research, debates and findings from a NATO Advanced Research Workshop (ARW); Building Trust to Enhance Maritime Security, held in Geneva, Switzerland, in November 2014. The chapters in the book deal extensively with lessons learned by NATO from a wide range of policies, operations and situations. This maritime experience has been amassed from the Atlantic and Mediterranean to the Baltic and the Black Sea, and even into the Indian Ocean, as well as from the four decades spent defending NATO allies on the high seas during the Cold War. The single most profound lesson learned over the years has concerned the importance of efficient coordination. Structures and mechanisms have been created, not least in recent counter piracy operations, which enable a vast array of actors to work together in an efficient way, and which could prove invaluable in future efforts to counter terrorism and aggression worldwide. The safety of the maritime domain is essential to the freedom and security of all nations, and this book will be of interest to all those whose work involves maintaining that freedom and security.

The 1982 United Nations Convention on the Law of the Sea (UNCLOS) remains the cornerstone of global ocean governance. However, it lacks effective provisions or mechanisms to ensure that all ocean space and related problems are dealt with holistically. With seemingly no opportunity for revision due to the Conventions burdensome amendment provisions, complementary mechanisms dealing with such aspects of global ocean governance including maritime transport, fisheries, and marine environmental sustainability, have been developed under the aegis of the United Nations and other relevant international organizations. This approach is inherently fragmented and unable to achieve sustainable global ocean governance. In light of the Sustainable Development Goals (SDGs), particularly Goal 14, the IMLI Treatise proposes a new paradigm on the basis of integrated and cross-sectoral approach in order to realise a more effective and sustainable governance regime for the oceans. The volume examines how the IMO, with 171 Member States and 3 Associated Members, has and continues to promote the goals of safe, secure, sound, and efficient shipping on clean oceans. It studies the interface and interaction between UNCLOS and IMO instruments and how IMOs safety, security, and environmental protection conventions have contributed to global ocean
governance, including the peaceful order of the polar regions.

This edited volume analyses different forms of resistance against international institutions and charts their success or failure in changing the normative orders embodied in these institutions. Non-state groups and specific states alike advocate alternative global politics, at the same time finding themselves demonized as pariahs and outlaws who disturb established systems of governance. However, over time, some of these actors not only manage to shake off such allegations, but even find their normative convictions accepted by international institutions. This book develops an innovative conceptual framework to understand and explain these processes, using seven cases studies in diverse policy fields; including international security, health, migration, religion and internet politics. This framework demonstrates the importance of coalition-building and strategic framing in order to form a successful resistance and bring change in world politics.

Somali piracy poses a threat to the UK’s national interests as well as global trading routes and international security. The costs of allowing piracy to proliferate are high. The British shipping industry is worth £10.7 billion to the UK’s GDP, and the costs of security, insurance, re-routing have vastly increased the costs of doing business. Over $300 million has been paid in ransoms to Somali pirates over the past four years, and thousands of seafarers have been held hostage, some of whom have been subject to cruel treatment and even torture. Self-defence measures, multi-national naval operations and prosecutions have begun to take effect, but have not yet contained the problem. The major international conference on Somalia in February 2012 must produce results. Although private armed guards will be permitted on UK shipping, the Government's guidance on the use of force, particularly lethal force, is very limited and there is little to help a ship's master make a judgement on where force can be used. The Committee also expresses surprise that so little is known about what happens to ransom money. The solution lies in establishing order on land, ending impunity for piracy crimes and offering alternatives. However, the report warns against international claims to deliver a solution in Somalia, and urges the Government to develop its engagement with and support for Somali civil society organisations and local projects. The FCO should also review its communication and other procedures to support family members of British hostages held abroad.

This report contains the results from a research project aimed at identifying new capabilities for the future Royal Netherlands Navy (RNLN). With the type of naval operations and tasks for the period up to 2030-35 largely enduring, the current “regional power projection” profile of the Royal Netherlands Navy (RNLN) must be strengthened and renewed. We envisage the core of the future naval force to remain a versatile mix of surface and sub-surface combatants, shipborne helicopters and unmanned systems for intelligence purposes and extended force projection, modern amphibious forces and long-range land attack capability to counter Anti-Access and A rea Denial (A2AD) threats. All main vessels should be ocean-going, able to navigate the main operating theaters in the European seas and the Carib under all conditions. But even while we expect that naval operations and tasks, as well as the overall force profile of the RNLN, will evolve rather than drastically change, the RNLN must substantially innovate — but not beyond recognition — its personnel, materiel, doctrines and processes, organization and structures.

This book provides valuable insights into various contemporary issues in public and private maritime law, including interdisciplinary aspects. The public law topics addressed include public international law and law of the sea, while a variety of private law topics are explored, e.g. commercial maritime law, conflict of laws, and new developments in the application of advanced technologies to maritime law issues. In addition, the book highlights current and topical discussions at international maritime forums such as the International Maritime Organization on regulatory and private law matters within the domain of marine environmental law, the law respecting seafarers’ affairs and maritime pedagogics, maritime security, comparative law in the maritime field, trade law, recent case law analysis, taxation law in the maritime context, maritime arbitration, carriage of passengers, port law, and limitation of liability.

This book examines the evolution, function, problems and prospects of private security companies in the maritime sector. The private security industry continues to evolve after its renaissance over the past few decades, first in Africa, and later in Iraq and Afghanistan. Despite this, little academic work has been done to date on the role of private security in the maritime environment. This lacuna has become more pronounced as the threat of piracy, terrorism, and other acts of maritime political violence have caused
littoral states and commercial entities alike to consider the use of private security to mitigate risks. Maritime Private Security is an edited volume specifically dedicated to combating the absence of academic research in this area. The discussion of this multi-faceted subject is organised into four key parts: Part I: The Historical and Contemporary Market in Maritime Private Security Services Part II: The Emergence of Private Anti-Piracy Escorts in the Commercial Sector Part III: The Privatization of Coast Guard Services Part IV: Private Security Responses to Maritime Terrorism This book will be of much interest to students of naval policy and maritime security, private security companies, piracy and terrorism, international law and IR in general.

This edited volume examines the use of militarised responses to different forms of criminal activity, discussing the outcomes and unintended consequences. Politicians and policymakers frequently use militarised responses to look tough on crime. The deployment of armies, navies, military assets and militarised approaches can send a powerful message, but have produced mixed results. While they generate the perception that governments are actively engaged on issues of concern to the public, and in some cases have resulted in notable successes, on the downside they have frequently also increased the loss of life, exacerbated the humanitarian consequences of a particular crime and entrenched divides between security and state institutions and the criminal proponents, narrowing the possibilities for future negotiated solutions. By focusing on four different areas of criminality - wildlife crime, piracy, migration and drug trafficking - the book allows context and evidence-based conclusions to be drawn on the strategic value and commonality of responses and their outcomes.

This book focuses on various aspects of maritime security of India. Starting with the changing dimensions of national security, it addresses the issues such as non-traditional threats to security, the threat posed by non state actors, the causes of insecurity and also the imperatives of tackling the human security challenges. The need for a comprehensive change in India's security policy is well exposed and certain policy prescriptions are also given. The oceans are generally meant for better inaction among nations, especially in the era of accelerated pace of globalization. With regard to the coastal security of India the role of coastal community is significant. The need for inculcating awareness among the coastal community on coastal security matters as well as infrastructure development along the coastal area are also emphasized. It is very important to look into the basic problems of coastal people as they face many human security challenges. When we look into the coastal security a convergence of the national security concerns and human security concerns is visible. The overall development of the coastal area would lead to better human security and better human security would result in enlisting the support of the coastal community to ensure national security programme, especially the coastal security. In short, coastal security is not only about protecting the coastal terrain and territorial waters from direct attacks by the state actors or non state actors, but also safeguarding the interests of all stake holders.

This book widens the current debate on security privatization by examining how and why an increasing number of private actors beyond private military and security companies (PMSCs) have come to perform various security related functions. While PMSCs provide security for profit, most other private sector stakeholders make a profit by selling goods and services that were not originally connected with security in the traditional sense. However, due to the continuous introduction of new legal and technical regulations by public authorities, many non-security-related private businesses now have to perform at least some security functions. This volume offers new insights into security practices of non-security-related private businesses and their impact on security governance. The contributions extend beyond the conceptual and theoretical arguments in the existing body of literature to offer a range of original case studies on the specific roles of non-security-related private companies of all sizes, from all areas of business and from different geographic regions.

This book is unique in the way that it looks at the much talked about maritime security through the perspective of national security, without disconnect, in the terrain specific mode of the ocean. The uniqueness is not in the treatment of the concept of maritime security but that of national security in a manner that is different from the beaten notion of physical security of a nation and its people from external and internal threats. National security, according to the author, is more than just military security or the conditions of what is often termed as internal security. It is complex according to his studied findings. The book provides a warning to governments that any approach to national governance without integrated maritime security can be defeating in the overall objective of maximising national security even for landlocked countries in the modern world. The book provides a comprehensive review and analysis of integrated maritime security providing ample scope for further research on many of the concepts.
and terminologies inculcated as findings of research. The interesting aspect is that the author views maritime security as a ghost protocol to hammer his ideas into the earnest listener.

From pirates to smugglers, migrants to hackers, from stolen fish to smuggled drugs, the sea is becoming a place of increasing importance on the global agenda as criminals use it as a theatre to conduct their crimes unfettered. This volume sets out to provide an introduction to the key issues of pertinence in Maritime Security today. It demonstrates why the sea is a space of great strategic importance, and how threats to security at sea have a real impact for people around the world. It examines an array of challenges and threats to security playing out at sea, including illegal, unreported and unregulated fishing, irregular migration, piracy, smuggling of illicit goods, and cyber security, while also looking at some of the mechanism and role-players involved in addressing these perils. Each chapter provides an overview of the issue it discusses and provides a brief case study to illustrate how this issue is playing out in real-life. This book thus allows readers an insight into this evolving multidisciplinary field of study. As such, it makes for an informative read for academics and practitioners alike, as well as policymakers and students, offering a well-rounded introduction of the main issues in current Maritime Security.

With its comprehensive coverage of political and security matters, human rights issues, economic and social questions, legal issues, and institutional, administrative and budgetary matters, the Yearbook of the United Nations stands as the most authoritative reference work on the activities and concerns of the Organization. Fully indexed, the Yearbook includes the texts of all major General Assembly, Security Council and Economic and Social Council resolutions and decisions, putting all of these in a narrative context of United Nations consideration, decision and action.

This book examines the nexus between maritime security and the ‘blue economy’ in sub-Saharan Africa. In recent years, maritime security issues have received increasing attention, but academic and policy-related discussions are largely limited to counter-piracy operations and, to a smaller extent, problems related to illegal fishing. This project offers an essential addition to the current academic and political discourse, combining a broad range of statistics with primary research and findings from more than 40 interviews with key stakeholders. It provides a unique analysis, recognizing that maritime security is not an end in itself but rather linked to economic and immaterial benefits of a more secure environment at sea.

A multinational team of scholars and experts address the issue of controlling the use of privatized forces by states. They address the role of contract employees, their acceptance by military personnel, and possible tensions between them.

Increasingly, international legal arrangements imagine future worlds or create space for experts to articulate how the future can be conceptualized and managed. With the increased specialization of international law, a series of functional regimes and sub-regimes has emerged, each with their own imageries, vocabularies, expert-knowledge, and rules to translate our hopes and fears for the future into action in the present. At issue in the development of these regimes are not just competing predictions of the future based on what we know about what has happened in the past and what we know is happening in the present. Rather, these regimes seek to deal with futures about which we know very little or nothing at all; futures that are inherently uncertain and even potentially catastrophic; futures for which we need to find ways to identify, conceptualise, manage, and regulate risks the existence of which we can possibly only speculate about. This book explores how the future is imagined, articulated, and managed across the various fields of international law, including the use of force, maritime security, international economic and environmental law, and human rights. It investigates how the future is construed in these various areas; how the costs of risk, risk regulation, risk assessment, and risk management are distributed in international law; the effect of uncertain futures on the subjects of international law; and the way in which international law operates when faced with catastrophic or existential risk.