**TASMANIAN PREMIER LAUNCHES ‘TRANSPORT LAW IN AUSTRALIA’**

The Tasmanian Premier, the Hon Will Hodgman MHA with the Hon Elise Archer MHA, Speaker of the House of Assembly launched at Parliament House, Hobart August 19 2014 John Livermore’s book ‘Transport Law in Australia’ 2nd edition by the Dutch based publisher Wolters Kluwer.

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The Premier’s father, the late Hon Michael Hodgman MHA, who had been Secretary to the Navy in the Fraser government, had launched the first version of the book as part of the International Encyclopaedia of Laws in 2006.

This edition covers all transport modes, road, rail, sea and air and has an introductory chapter on the economic, constitutional and legal systems of Australia. This chapter outlines the institutions regulating the transport system including the National Transport Commission, the Australian Maritime Safety Authority, Airservices Australia and the Civil Aviation Authority.

The book deals with:

* Road carriage outlining Federal legislation such as the Uniform Road Transport Law developed between Federal, State and Territory governments.
* Rail transport and the rail and includes an example of a standard rail freight contract.
* Carriage of goods by sea with full reference to voyage and time charter parties, bills of lading and relevant case law.
* The reform of bills of lading through the Sea Carriage Documents Act with reference in the legislation to the use of “data message” as defined by the UNCITRAL Model Law on Electronic Commerce.
* Air carriage law with reference to the amended Warsaw Convention.
* Carrier liability for loss and damage to cargo (including baggage), delay, wilful misconduct along with air ticket and waybill provisions and the time limit for claims.
* The impact of the Intercarrier Agreement on Passenger Liability and the supplemental agreement to implement it (MIA) adapted by many IATA carriers is fully described.
* In dealing with the general law relating to shipping, the constitutional position of the Commonwealth is examined. Limitation of liability includes relation to SDR limits under the 1996 Protocol to the 1976 Brussels Convention and the rights of shipowners, managers, operators and salvors to limit their liability.
* Marine pollution’s potential for environmental loss is illustrated by reference to the 2001 Bunker Oil Convention and the National Plan to Combat Pollution of the Sea by Oil. Collision, salvage and towage are described, outlining regulations and private standard agreements such as LOF 90.
* Admiralty law essentially covering actions against vessels.

Author: John Livermore FCILT

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| J_Livermore.png | John Livermore is a Fellow of the Chartered Institute of Logistics and Transport. Editor of Laws of Australia: Transport and a former Senior Lecturer in Commercial Law, Faculty of Commerce and Economics, University of Tasmania.  Website [www.johnlivermore.com](file:///C:\Users\User\AppData\Local\Microsoft\Windows\Temporary%20Internet%20Files\Content.Outlook\VZIWVTW9\www.johnlivermore.com)  Email: [johnlivermo@bigpond.com](mailto:johnlivermo@bigpond.com) |

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