

Preface

It is my great pleasure to edit *The United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea, An Appraisal of the Rotterdam Rules* with the intent of disseminating both the insider's and outsider's evaluations and views on the Rotterdam Rules. The insiders are Prof. Francesco Berlingieri – infamous doyen of maritime law, who was so kind as to send his advance paper even though he was not able to attend the conference; Prof. Michael Sturley – Senior advisor of the U.S. delegation to UNCITRAL Working Group III and Member of the UNCITRAL Secretariats's Expert Group on Transport Law, who has been involved with the Rotterdam Rules since their earliest stages; Prof. Tomotaka Fujita, – Head of the Japanese Delegation to UNCITRAL Working Group III and Member of the UNCITRAL Secretariats's Expert Group on Transport Law; Prof. Dr. Gertjan van der Ziel – Head of the Netherland's Delegation to UNCITRAL Working Group III and Member of the UNCITRAL Secretariats's Expert Group on Transport Law; and Dr. Anders Moellmann – Delegate and Head of the Danish Delegation to UNCITRAL Working Group III at the 18th through to the 21st Sessions and the 41st Commission Session. In their papers they provide the background ideas of the Rotterdam Rules, as well as their individual evaluations and criticism on both general issues and particular topics. On the other hand, local academics Prof. Dr. Samim Ünan, myself, Prof. Dr. Fehmi Ülgener, Associate Prof. Dr. Kerim Atamer, Associate Prof. Dr. Hakan Karan, and Assistant Prof. Dr. Zeynep Derya Tarman have evaluated the Rotterdam Rules from another perspective taking into account Turkish Law. Discussions at the conference involved interesting arguments as well as undiscovered issues pertaining to the Rotterdam Rules. We do not know if or when the Rotterdam Rules will come into force. What we do know is that the Rotterdam Rules take the basic rules of the Hague-Visby Rules and develops them in light of modern developments. Even if the Rotterdam Rules do not come into force, they will nevertheless influence future developments in this area of maritime law.

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In addition, I would like to acknowledge my special thanks to my dear colleague Dr. Zeynep Derya Tarman for her inestimable suggestions and observations. I do not know how I would have coped without her valuable assistance in preparing for the conference as well as preparing this book for publication. I also owe thanks to Anthony Richard Townley for his kind and expeditious assistance in proof-reading of some of the papers.

Last but not least, I owe gratitude to my family.

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