

Address by the Chairman of the LSLC

My Lords, your Excellencies, Ladies and Gentlemen - My name is Aleka Sheppard and I am honoured to be the Chairman of the LSLC - Maritime Business Forum.

It is my great pleasure indeed to welcome you to our 11th Cadwallader event. Many of you are leading figures in shipping and have come from abroad. We are honoured to have with us the Greek minister of maritime affairs Mr Diamantidis, representatives from the diplomatic corps and from all sectors of the industry. Thank you for your support which is indicative of your support to the industry.

These lectures, in memory of Professor Cadwallader, have an established tradition; they address issues of immediate and long-term significance in international maritime law and regulation.

Francis Cadwallader, known as 'Cad', is remembered for his substantial contribution to the advancement of maritime law and for challenging bad law.

Keeping this in mind, and as it is within the remit of the Centre to welcome good laws or challenge bad ones, the Cad lectures have debated, since 1998, subjects of immense relevance to the industry, such as: the ISM Code as a road to discovery, civil justice reform, places of refuge, terrorism, the EC's role in shipping, criminalisation, sovereignty rights in legislation, corporate social responsibility, lawmaking and enforcement in international shipping.

To take these themes a step further, we have chosen the title: 'Politicians, the European Commission, Regulators and Shipping: what is the missing link and the way forward?'

Of course, this subject would require a day conference; so we have limited the issues to the importance of both the **quality and timing** of communications between regulators and the shipping industry.

We are not here to squabble about trivia but to reconstruct any broken bridges – to understand each other's point of view.

This is essential for constructive engagement and paramount to creating laws and regulations which are internationally acceptable, effective and well-founded.

In this context, the proposers tonight will argue the motion that there is a missing link between politicians and regulators on the one hand and the shipping industry on the other.

Our distinguished panellists and you, who I hope will take part in this debate, may have different views on whether existing links are "fit for purpose" and whether something better is required.

We hope that the discussion this evening will mark the beginning of constructive dialogue and co-operation on a permanent basis in the sphere of future regulation.

I am sure our sponsors feel that the Centre's effort to bring representatives of the EC, the UK Parliament, and the industry together on this neutral platform for this debate is well worth supporting. This event could not have taken place, without the generosity of our principal sponsor, Holman Fenwick and Willan, and our other sponsors: RTI, Lloyd's Register, ELKA Shipping (London), Lloyd's List Law, 20 Essex Street,

Quadrant Chambers, Ince & Co, DNV, Tsavliris Salvage Group, and Stone Chambers. We acknowledge our thanks and gratitude to all.

We are also fortunate that Lord Hoffmann, one of the most senior judges in England, accepted our invitation to chair this debate.

After a distinguished career as a QC, he was appointed a High Court Judge in 1985; promoted to the Court of Appeal in 1992 and to the House of Lords in 1995. Since retiring from the Appellate Committee in 2009, he continues to sit as a Judge of the Court of Final Appeal in Hong Kong, and also practises as an arbitrator and mediator.

Lord Hoffmann enjoys a reputation of an outstanding and, at times, controversial Judge, challenging the law, as well as European institutions when they go beyond their remit by laying down a "federal law of Europe".

It is now my pleasure to invite Lord Hoffmann to chair the proceedings.

Thank you