

Liner Shipping Conferences: an Annotated Bibliography, by Charles H. C. Mackenzie, Michael E. Power and Ted L. McDorman

Joseph W. Nelkin

Follow this and additional works at: <http://digitalcommons.law.umaryland.edu/mjil>



Part of the [International Law Commons](#)

Recommended Citation

Joseph W. Nelkin, *Liner Shipping Conferences: an Annotated Bibliography*, by Charles H. C. Mackenzie, Michael E. Power and Ted L. McDorman, 9 Md. J. Int'l L. 337 (1985).

Available at: <http://digitalcommons.law.umaryland.edu/mjil/vol9/iss2/32>

This Article is brought to you for free and open access by DigitalCommons@UM Carey Law. It has been accepted for inclusion in Maryland Journal of International Law by an authorized administrator of DigitalCommons@UM Carey Law. For more information, please contact smccarty@law.umaryland.edu.

INTERNATIONAL COMMERCIAL TRANSPORT

LINER SHIPPING CONFERENCES: AN ANNOTATED BIBLIOGRAPHY. By Charles H.C. MacKenzie, Michael E. Power and Ted L. McDorman. Lexington, Mass.: Lexington Books, 1985, 149 pp., \$23.00.

A review of a bibliography is a formidable task, particularly of one of 150 pages. It is, perhaps, akin to writing a digest of a table of contents. Undaunted, I press on.

The authors have read through many journals, magazines, pamphlets, studies and a few books dealing with Liner Conferencing. Referring to articles and fragments of articles they have arranged the works by broad subject matter as to (1) economic and operational issues, (2) national regulation and policy, and (3) international regulation and policy. A very brief synopsis of each reading accompanies the citation.

This bibliography should not be looked to for any detailed understanding of Conference formation and operation. It does, however, refer the reader to considerable material on the factors which affect rate making.

In the annotations, I perceive that the Canadian authors view the United Nations Code of Conduct for Liner Conferences¹ as a great boon to world commerce. From those annotations the reader may infer the authors' distress that the United States has not leaped to be a signatory to the United Nations Conference. There is missing from the bibliography, and thus, from the annotations, a substantial body of publications treating the adverse effect on world trade of such forced regulation as is inherent in the proposed United Nations Regulation of Liner Conferences.

Any resort to this Bibliography should be made with the *caveat* that the authors' promotion of the United Nations' goal of promoting the welfare of "underdeveloped nations" by regulating and inhibiting the free marketplace may not be realistic. Not every "underdeveloped country" needs a national shipping line or a national airline. The United States is not necessarily predeluvian in its failure to join the dash to have governments interfere with free world commerce by regulation and inhibition.

In passing, the reviewer notes that those same underdeveloped nations are having some difficulty in agreeing among themselves on the latest proposed uniform regulation of world shipping. The United Nations Conference on Conditions for Registration of Ships is presently in disarray with those same underdeveloped, newly emerging, ship owner countries being unable to agree on that limited protocol. Perhaps the reluctance of the United

1. U.N. Doc TD/Code 11/Rev. 1 and Corr 1, *reprinted in* 13 I.L.M. 917 (1974).

States to join these voyages may not be mutiny after all.

Fortunately for the authors, their project was funded through a government grant. Failing such, I wonder at their temerity, but more so, at the adventuresomeness of the publisher who undertook that financial risk, save with the cushion of some subvention from the authors or their patron.

*Joseph W. Nelkin**

* J.D., Tulane University School of Law; Nelkin & Pickle, New Orleans, Baltimore.