



EU Strategy for the  
Adriatic and Ionian Region  
EUSAIR



# 7<sup>th</sup> ADRIATIC MARITIME LAW CONFERENCE

*Izola, Manzioli Palace  
9-11 April 2026*



**7<sup>th</sup> ADRIATIC MARITIME LAW CONFERENCE**  
**IZOLA, 9-11 April 2026**



*Giorgio Berlingieri*



*Maja Radunović-Čulafić*



*Boris Jerman*



*Gordan Stanković*

**To the Members of the National Maritime Law Associations  
of Albania, Croatia, Italy, Montenegro and Slovenia**

9<sup>th</sup> April 2026

Dear Friends,

It gives us particular satisfaction to note that this conference has developed into a well-established and distinctive forum, steadily strengthening its tradition and significance over the years. We are especially pleased that it has evolved beyond the framework of cooperation among three associations alone. With the accession of the Montenegrin Association in 2024, this valuable professional gathering has gained a further important dimension. It is splendid that this process of widening regional cooperation has continued with the recent establishment of the Albanian Maritime Law Association, and we extend a warm welcome to its members participating in the event. Future editions of the Adriatic Maritime Law Conference will be co-organised by our five associations, a goal we have pursued since initiating our collaboration ten years ago.

We are delighted to welcome you once again to Slovenia, where the conference was last held in 2019. While previous editions hosted in Slovenia have traditionally taken place in Portorož, this year we wanted to highlight another place of special historical and maritime importance by convening in Izola, a traditional centre of Slovenian fisheries. In order to preserve and reflect the authentic character of the town, we have chosen to hold the conference in its historic centre, in one of Izola's oldest and most distinguished buildings, the Manzioli Palace. The conference programme offers a wide range of intellectually stimulating and professionally relevant topics prepared by our distinguished speakers. At the same time, it provides a valued opportunity for collegial exchange, the strengthening of professional ties, and the enjoyment of the local setting, its heritage, and its cuisine.

We therefore wish you a most pleasant and rewarding stay in Slovenia and an inspiring time in Izola!

Cordially,

President of AIDIM  
*Giorgio Berlingieri*

President of MMLA  
*Maja Radunović-Čulafić*

President of DPPS  
*Boris Jerman*

President of HDPP  
*Gordan Stanković*



# 7<sup>th</sup> ADRIATIC MARITIME LAW CONFERENCE

**Thursday, 9 April 2026**

12:00 – 13:00    **Registration and Welcome Reception**

13:00 – 13:15    **Opening Ceremony**

Milan Bogatič, Mayor of Izola

Jadran Klinec, Director of the Slovenian Maritime Authority

Boris Jerman, President of the Maritime Law Association of Slovenia

13:15 – 15:15    **Keynote Speeches Session**

*Chair: Mitja Grbec*

Giorgio Berlingieri: Maritime Liens – An Historical Overview on the Centenary of the 1926 Brussels Convention on Maritime Liens and Hypothecs

Vesna Tomljenović: Highlights of the European Courts' Case Law in the Context of Maritime Law

Maja Radunović-Ćulafić: Navigating Change – Montenegro's Evolving Maritime Legal Framework

Marko Pavliha: Quarter-Century of the Slovenian Maritime Code

Norman Martinez Gutiérrez: IMO and the Global Ocean Governance – IMO's Role in the Development of Generally Accepted International Rules or Standards

*Discussion*

15:15 – 15:45    **Coffee break**

15:45 – 17:15    **Recent Developments in the Unification of Maritime Law and Implementation of International Conventions at the National Level**

*Chair: Igor Vio*

Jasenko Marin: The Requirement of Periculum in Mora in the Ship Arrest Procedure under Croatian Law

Petar Djurović: A Way forward for Ship's Register in Montenegro

Martina Kos: The Implications of the Entry into Force of the Ballast Water Convention in the Republic of Slovenia

Alberto Bregante: Entry into Force of the Hong Kong Convention for the Safe and Sound Recycling of Ships

Lawrence Dardani: Possible Revision of the 1910 Collision Convention

*Discussion*

17:15 – 17:30 **Short break**

17:30 – 19:00 **New Technologies and Challenges in Maritime Transport  
– Legal Aspects**

*Chair: Daniele Casciano*

Fiorenza Prada: From Drones to MASS – Liability Issues

Zoran Tasić: The Impact of New Technologies to Certain Clauses of Shipbuilding Contracts

Patrick Vlačić: Latest Developments on the Electronic Bill of Lading

Ilaria Tani: The Underwater Dimension and New Legal Challenges at National and International Level

*Discussion*

20:00 – 22:00 **Dinner – Hotel Marina**

## **Friday, 10 April 2026**

09:00 – 11:00 **Adriatic Seaports - Regulatory Framework for their Sustainability  
and Connectivity**

*Chair: Iva Tuhtan Grgić*

Elson Thana: Ports as Legal and Strategic Gateways in the Adriatic – Infrastructure Capacity, Connectivity, and Readiness in the Western Balkans

Boris Jerman: Impact of Sustainability Reporting on the Port Sector

Dorotea Ćorić – Adriana Padovan: FuelEU Maritime Regulation with a Focus on Seaports

Jana Borić Kassal – Nina Perko: Implementing FuelEU Maritime in Seaports – Challenges from the Perspective of the Croatian Maritime Administration

Tamara Đukić: Green Transition of Seaports – Challenges Faced by Small Ports

Vittorio Torbianelli: The Model for Governance of Adriatic Ports

*Discussion*

11:00 – 11:30 **Coffee break**

- 11:30 – 13:00 **Protection of the Marine Environment and Exploitation of Resources of the Adriatic Sea**  
*Chair: Mitja Bricelj*
- Marko Starman: Towards 2030 – Strengthening Marine Protection and Natural Regeneration in the Adriatic–Ionian Region
- Guglielmo Bonacchi: The New Shape of Maritime Jurisdiction over the Adriatic Sea – The Italian Perspective on the Protection of the Marine Environment after the EEZ Declaration and the Agreement with Neighbouring States
- Božena Bulum – Gorana Jelić Mrčelić – Marija Pijaca: Atlantic Bluefin Tuna Aquaculture Regulations in the European Union – The Croatian Context
- Zlatko Imamović: Marine Protected Areas in Montenegro – Legal Framework, Management and Protection
- Discussion*
- 13:00 – 14:00 **Lunch**
- 14:00 – 15:00 **National Maritime Law Associations Meeting** (*Delegates only*)
- 15:00 – 16:30 **Decarbonisation in Shipping Industry and Alternative Fuels**  
*Chair: Maja Radunović-Ćulafić*
- Marco Manzone: The Path to Decarbonising Shipping – Regulatory Developments at IMO and EU Level
- Aleksa Martinović – Zuzanna Pełowska-Dąbrowska – Ante Vojković: The Introduction of Alternative Fuels in Shipping and the Civil Liability Aspects
- Margita Selan Voglar: Decarbonisation in the Shipping Industry and Alternative Fuels – An Insurer's View
- Petra Amižić Jelovčić – Nikola Mandić: Regulatory Challenges Arising from the Decarbonisation of Maritime Transport – Impact on Seafarers' Training and Education
- Discussion*
- 16:30 – 17:00 **Coffee break**

- 17:00 – 18:30 **Yachting Industry in the Adriatic Coastal States – Legal Issues**  
*(Chair: Massimiliano Musi)*
- Mitja Grbec: Legal Status of Ports and Marinas in the Republic of Slovenia
- Gordan Stanković – Agata Dajčić: Extension of Concessions for Nautical Tourism Ports – A Comparative Legal Perspective
- Cristina Pozzi: Marinas, Concessions and Competition in the Adriatic under EU Strategy
- Andrej Jelenković – Petra Marijanović: Safe Harbour or Legal Minefield – Case Study from a Montenegrin Marina
- Discussion*
- 18:45 – 19:00 **Closing Ceremony: NMLAs Presidents**
- 20:30 ***Dinner – “Bujol” Restaurant***

## **Saturday, 11 April 2026**

- 09:00 – 14:30 ***Sightseeing Tour – Visit to Izola and Koper with light lunch***



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## **FACILITYPOINT**

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# **BIOGRAPHICAL NOTES AND ABSTRACTS**

## **Opening Ceremony – Inaugural Speakers**

**Milan Bogatič, M.Sc.**  
**Mayor of the Municipality of Izola**  
**Izola, Slovenia**

Milan Bogatič completed his university education at the University of Rijeka, Faculty of Maritime Studies. From 1991 onwards, he held management positions in the customs service, and in 2000, he became Director of the Customs Office in Koper. Before joining the state administration, he briefly gained experience as a ship's engineer at the Splošna plovba shipyard in Piran. During his service in the state administration, he was a member of the core group for the preparation of Slovenia's negotiating positions during the negotiations with the European Commission for the Republic of Slovenia's accession to the EU. For over a decade, he has participated in numerous technical assistance projects in third countries and EU candidate countries. He has been a speaker at numerous international conferences in the fields of intellectual property protection, international maritime conventions, and conventions in the field of international land and air transport, and has participated in the preparation of development strategies and adaptation to EU standards. For seven years, under the auspices of the European Commission, he led professional working groups of managers from major ports in Northern and Southern Europe, and from 2019 to 2022, he served as President of the Supervisory Board of the Municipality of Izola.

**Jadran Klinec, M.Sc.**  
**Slovenian Maritime Administration**  
**Ljubljana, Slovenia**

Jadran Klinec is currently the Director of the Slovenian Maritime Administration and appointed as a representative of the Republic of Slovenia in the Administrative Board of the European Maritime Safety Agency (EMSA) since 2013. His professional education includes marine engineering master's degree at the Faculty of Maritime Studies and Transport in Portorož, Slovenia. He is a holder of a Certificate of Competency Chief engineer officer on ships powered by main propulsion machinery of 3000 kW propulsion power or more. He is also a member of the EU Coast Guard function forum at the EU level and the head of the Coordination of maritime services and authorities group at the national level. Having a maritime background, he is aware of the importance of the maritime law in the maritime shipping and also the importance of the seafarers, and therefore promotes the maritime profession in the Republic of Slovenia.

**Boris Jerman, PhD**  
**Port of Koper**  
**Koper, Slovenia**

Boris Jerman is the Head of the Legal Department at Luka Koper, d.d., and a member of the Supervisory Board of the University of Primorska. He graduated at the Faculty of Law in Ljubljana, where he later obtained a master's degree and a PhD in the field of transport law. He is active in the academic sphere and has published numerous articles in domestic and international journals. Dr. Jerman received his habilitation at the Faculty of Law in Ljubljana as an Assistant Professor of Civil and Commercial Law, and he lectured at the Faculty of Maritime Studies and Transport in Portorož. He has remained closely connected to practice, contributing to the preparation of the Port Usages for Slovenian seaports and participating in various maritime law projects, primarily within the framework of the Maritime Law Association of Slovenia. For a period of time, he served as a member of the Executive Board of ESPO – the European Sea Ports Organisation, which brings together port authorities across the European Union. He is currently the President of the Maritime Law Association of Slovenia.

# SPEAKERS AND CHAIRPERSONS

## Keynote Speeches Session

Chair:

**Mitja Grbec, PhD**  
**University of Primorska**  
**Faculty of Management**  
**Koper, Slovenia**

Mitja Grbec is currently an attorney-at-law in the port town of Koper/Capodistria, Slovenia (Law Office Grbec), Assistant Professor at the Faculty of Management of the University of Primorska (Koper, Slovenia), visiting lecturer at the IMO International Maritime Law Institute in Malta, and the Secretary General of the Maritime Law Association of Slovenia. He graduated law from the University of Ljubljana, Faculty of Law. He completed his LLM and Ph.D. studies in international maritime law at the IMO International Maritime Law Institute (IMO IMLI) in Malta. Dr. Grbec has held several positions both in the academia and corporate sector, including that of a permanent lecturer at the IMO International Maritime Law Institute in Malta, Senior Lecturer at the Faculty of Maritime Studies and Transportation (University of Ljubljana, Slovenia), member of the Supervisory Board of the company Slovenian Railways d.o.o., and President and Vice President of the Maritime Law Association of Slovenia. Among other, he is the author of the book *'Extension of Coastal State Jurisdiction in Enclosed or Semi-enclosed seas: A Mediterranean and Adriatic Perspective'*, published by Routledge (London, New York) in 2014 and reprinted in the paperback version in 2015. Dr. Grbec is a co-editor and one of the authors of the book *"Legal Aspects of Marine Protected Areas in the Mediterranean: An Adriatic and Ionian Perspective"* published by Routledge (London, New York) in 2023. He is also a Titulary Member of the *Comité Maritime International* (CMI).

**Avv. Giorgio Berlingieri**  
**ADVANT-Nctm**  
**Genova, Italy**

Giorgio Berlingieri is the President of the Italian Maritime Law Association, Vice President Honoris Causa of the Comité Maritime International and President of its Nominating Committee. A Vice President for Italy of Instituto Iberoamericano de Derecho Marítimo, Honorary Member of the Croatian Maritime Law Association and Member of the Arbitration Board of CONFITARMA, the Italian Shipowners Confederation. Editor in Chief of the Quarterly *Il Diritto Marittimo*, a Member of the Contributory Board of *Le Droit Maritime Français*, of *Rivista del Diritto della Navigazione*, and of the Editorial Board of *European Transport Law*. An Advocate to the Italian Supreme Court of Cassation, Of Counsel ADVANT-Nctm with practice either in wet and dry shipping.

## **Maritime Liens: An Historical Overview on the Centenary of the 1926 Brussels Convention on Maritime Liens and Hypothecs**

One of the initial topics to be considered by the Comité Maritime International, and among the most controversial, maritime liens, like hypothecs and mortgages, are charges on ships, which entitle holders to satisfy their claims with priority. Their peculiarity is that they can be enforced on the ship even if she has been sold to a third party in good faith. Contrary to hypothecs and mortgages, maritime liens are charges of a secret nature, in fact do not require any recording or notice. They also differ from hypothecs and mortgages as are essentially non-consensual, and generally arise by operation of law to secure certain claims, either of a contractual or non-contractual nature. Their origin and evolution is considered, together with the attempts to matching with hypothecs and mortgages and to making efforts towards international unification of the relating provisions.

**Vesna Tomljenović, PhD**  
**Panel 255 of the European Council**  
**Bruxelles, Belgium**

Vesna Tomljenović was born in Rijeka, Croatia. She obtained her law degree from University of Rijeka Law Faculty in 1979, upon which she continued her university studies at the University of Zagreb, where she obtained Master of Laws degree in 1984, and where she became Doctor of Laws in 1996, defending her doctoral thesis: *Maritime private international law – maritime torts and applicable law*. Meantime, in 1982 Dr. Tomljenović passed the Bar exam. She began her professional career in 1980 at Rijeka University Law Faculty as a tenure track professor. During her university career, Prof. Tomljenović published works that contributed to the dissemination of private international law, some aspects of maritime and EU law. During 2003 she was a Fulbright Fellow and Visiting Scholar at the Tulane Law School (New Orleans, USA). She pursued her research at different scientific institutions in the Netherlands, Norway and Switzerland. Between 2006 and 2011, Prof. Tomljenović was a Head of the Working Group of the Croatian Negotiation Team that defined the negotiating framework and the process regarding the accession of Croatia to the European Union, which was in charge of the Chapter 28 of the *Acquis*. The first Croatian judge to be appointed at the General Court of the European Union, Dr. Vesna Tomljenović has served as a Judge since July 2013 to September 2025. During that period she was twice elected as a President of five judge chambers (2016 - 2022). On December 2025, by the Council decision (EU) 2025/2644, Dr. Tomljenović was nominated a member of the seven-strong committee provided for in the Article 255 of the TFEU (Panel 255) tasked with evaluating candidates for EU judges and advocate general positions.

## **Highlights of the European Courts' Case Law in the Context of Maritime Law**

The EU recognises the crucial importance of the maritime industry and transport for the EU economy, which is why various maritime policies and strategies have been adopted by the European Commission. Moreover, due to some major accidents the EU became aware of the risk to the environment associated with maritime activities. Therefore, development of EU maritime law, although described as incremental, has been focused primarily on enhancing maritime safety and security, environment protection, navigation accidents and competitiveness of maritime stakeholders. However, different aspects of maritime activities are subject to various EU provisions which apply horizontally, as are among others, provisions of competition law, state aid, procurement, social security, European private international law etc. Consequently, the concept of EU maritime law does not refer to a comprehensive legal framework but to a set of different regulations, directives as well as provisions of international treaties. Crucial role in the application and interpretation of those rules fall under the competence of the European courts. This presentation, due to its limitations, will focus on several randomly selected judgments of the EU courts in maritime context dealing with some important questions like the one of a complex relationship between EU and international treaties, the freedom to provide services, the state aid, port state control, social and private legal status of seafarers and the effects of the prorogation clause contained in the bill of lading.

**Maja Radunović-Ćulafić, LLM**  
**Abaco Law Firm**  
**Podgorica, Montenegro**

Maja Radunović-Ćulafić currently works as an attorney at law in Montenegro advising clients in all aspects of maritime law. Before that she used to work as a judicial advisor in the Commercial Court of Montenegro and as an external advisor to the Ministry of Traffic and Maritime Affairs - Directorate for Maritime Commerce. She obtained her Bachelor and Law Specialist degree at University of Montenegro – Faculty of Law in Podgorica. She undertook LLM studies in International Maritime Law at the IMO-IMLI in Malta, where she was awarded with the CMI Prize for Best Overall Student. Since then, she has been actively involved in maritime law, both from academic and practical perspective. So far, she has undergone numerous trainings, participated in conferences and seminars in the country and abroad. Maja is a founder and currently the President of the Montenegrin Maritime Law Association.

## **Navigating Change – Montenegro's Evolving Maritime Legal Framework**

Montenegro's maritime sector is undergoing a significant legislative transformation, reflecting both international obligations and national priorities. In recent months, several new laws have been adopted or proposed, reshaping the legal landscape: the Ports Act, the Maritime Safety Act, and the Marine Pollution Prevention Act. Additionally, Montenegro has implemented the Athens Convention through the Act on the Contract of Carriage of Passengers by Sea, thereby strengthening passenger rights and liability standards. A particularly significant development concerns Montenegro's declared intention to accede to the 1996 Protocol on Limitation of Liability for Maritime Claims. This presentation will explore the framework of respective international engagement required for such accession, as well as the anticipated mechanisms for implementing the LLMC within the national legal system. The analysis will highlight the strengths and shortcomings of the new maritime laws, assess their alignment with international conventions and EU *acquis*, and explore the practical consequences for ports, shipowners, and passengers. By offering a constructive critique, the presentation aims to contribute to a clearer, more coherent maritime legal framework that supports Montenegro's integration into the European and global maritime community. The significance of these topics lies in their direct impact on national maritime future and their role in international integration of Montenegro.

**Marko Pavliha, PhD**

**University of Ljubljana - Faculty of Maritime Studies and Transportation  
Portorož, Slovenia**

Professor Marko Pavliha studied law in Ljubljana, Split and Montreal (McGill) where he obtained his doctorate under supervision of Professor William Tetley. He practiced law at one of the Montreal law firms, in shipping and travel industry, at the High Court of Ljubljana, and in reinsurance. He has been Full Professor of Commercial, Transport and Insurance Law at the Faculty of Maritime Studies and Transportation of the University of Ljubljana for decades and also taught law in Belgium, Luxemburg and Australia. Prof. Pavliha has been a Visiting Fellow at the IMO IMLI (Malta) for 25 years where he is also a governor, an external examiner, and a member of Academic Committee. In 2003 he was elected Secretary General of the CMI, until he was invited to the Slovenian Government as Minister of Transport (2004) and was later elected as Deputy Speaker of the Parliament (2004-2007). He has been chosen many times as one of the Ten Most Influential Slovenian Lawyers, he won the 2001 Lawyer of the Year Prize and has received several other prestigious awards, including the Golden Plaque of the University of Ljubljana and the honorary doctorate from IMLI. Pavliha is a past member of the Judicial Council, one of the founders and past President of the Maritime Law Association of Slovenia, member of many

national and international professional organizations, and author and co-author of 46 books and hundreds of articles, essays and scientific papers.

### **Quarter-Century of the Slovenian Maritime Code**

The author examines the 25-year history of Slovenia's Maritime Code (MC), adopted on 23 March 2001 as the country's first comprehensive maritime legislation. Written by Slovenian legal experts — led by Prof. Dr. Marko Ilešič — the MC drew on the former Yugoslav Act on Maritime and Inland Navigation and international legal sources, adapting them to Slovenia's specific needs. The MC comprises 999 articles across eleven parts, covering, inter alia, a few rules of the law of the sea, navigation safety, ship registration, rights in rem, maritime contracts, maritime accidents, enforcement and security over ships, conflict of laws, and misdemeanours. Since its adoption, the MC has been amended thirteen times, driven primarily by EU harmonization (notably the ERIKA III maritime package), international conventions, and national policy. Key amendments addressed, for example, nuclear warship access to Slovenian waters, anti-terrorism port security under SOLAS, alignments with the MLC, the 2002 Athens Protocol, and other international agreements, as well as the establishment of a Vessel Traffic Service operational since January 2026. In conclusion, Prof. Pavliha notes that Slovenian maritime case law has grown more extensive than expected, spanning areas from public procurement to tort law. Looking ahead, the article identifies critical challenges: the loss of a national shipowner, a shortage of trained maritime personnel, and the need to ease qualification requirements for port supervisors. The MC will continue evolving alongside EU and international maritime law, adapting to technological, economic, and social developments without outpacing them.

**Norman Martínez Gutiérrez, PhD**  
**International Maritime Law Institute**  
**Valletta, Malta**

Professor Norman Martínez is the Director of the IMO International Maritime Law Institute (IMLI), a position he assumed on 1 August 2022. He read law at the National Autonomous University of Honduras (UNAH). He then obtained a Master of Laws (LL.M.) Degree with Distinction (1998) and a Doctor of Philosophy (Ph.D.) Degree cum laude (2010) from IMLI. Prof. Martínez has been teaching at IMLI since 1999 and in 2019 he was conferred the Title of Full Professor of International Maritime Law. Prof. Martínez was admitted as an Advocate to the Honduran Lawyers' Bar Association (2005) and has acted as an international maritime law consultant since the year 2000, in which capacity he has advised a number of international clients and has drafted legislation for governments in several areas of maritime law. In 2011 the Government of Honduras presented him with a Diploma of Recognition for steadfast contributions to the international maritime community and in particular to the promotion of the good name of the Republic of Honduras. In 2022, the

Comité Maritime International (CMI) appointed him as Titulary Member. In 2023 he was made an Honorary Member of the Croatian Maritime Law Association. Professor Martinez has taught extensively in the areas of shipping law, law of the sea, and maritime legislation drafting. His book *“Limitation of Liability in International Maritime Conventions: The Relationship between Global Limitation Conventions and Particular Liability Regimes”* has been widely acknowledged as a reference source for academics and practitioners alike. He is the author of many publications in the field of international maritime law and is a frequent speaker at international conferences and courses.

### **IMO and the Global Ocean Governance: IMO’s Role in the Development of Generally Accepted International Rules or Standards**

The United Nations Convention on the Law of the Sea, 1982 (UNCLOS) serves as the principal treaty outlining the rights and duties of flag/coastal/port States, creating an extensive legal framework to govern all maritime areas. One of the main features of UNCLOS is its “package deal” approach, which makes virtually impossible to amend. Therefore, the Convention itself considers the possibility for complementary rules to be adopted elsewhere. It is here that UNCLOS designates an important active role to the International Maritime Organization (IMO) as the competent international organization for regulating shipping on a global scale. IMO thus plays a crucial quasi-legislative role by setting international rules and standards to support the objectives of UNCLOS. IMO rules and standards also eventually contribute to the progressive development of the law of the sea regime. The existing well-functioning interplay between UNCLOS and the IMO fosters a dynamic legal framework capable of evolving and responding to emerging challenges, changing needs and technological advancements. IMO provides its Member States with the necessary expertise, technical support, and a platform for the adoption of new rules and standards as well as their regular review and monitoring of implementation and compliance. Thus far, it has facilitated the adoption of more than 50 Conventions, alongside hundreds of codes, guidelines, and recommendations to ensure safe, secure, and environmentally sound shipping, which have wide acceptance by States, many of which typically represent more than 90 per cent of the world’s merchant fleet. With this in mind, this presentation will consider IMO’s role as a regulatory body. Taking as a premise that, in principle, treaties only bind State Parties and that there is no recognized “customary law” in private law agreements, the presentation will consider the “no more favourable treatment clauses” that can make treaties applicable even to ships that fly the flag of not parties, as well as the applicability of IMO conventions as “Generally Accepted International Rules or Standards” under UNCLOS.

# **Recent Developments in the Unification of Maritime Law and Implementation of International Conventions at the National Level**

Chair:

**Igor Vio, PhD**  
**University of Rijeka, Faculty of Maritime Studies**  
**Rijeka, Croatia**

Igor Vio has taught courses in Maritime Law, Law of the Sea, Maritime Labour Law, Environmental Law and Transport Insurance as an Associate Professor at the University of Rijeka, Faculty of Maritime Studies. As a visiting lecturer, he has delivered lectures at the World Maritime University in Malmö, Sweden, the International Ocean Institute at Dalhousie University in Halifax, Canada, the IMO International Maritime Law Institute in Malta, and the IMO International Maritime Academy in Trieste. His legal education includes an LLB degree at the University of Rijeka, Faculty of Law, an LLM in Ocean and Coastal Law at the University of Miami, School of Law, an LLM in the Maritime Law and Law of the Sea and a PhD degree in Maritime Law from the University of Split, Faculty of Law. As a UN fellow, he spent one year in the United States and worked at the United Nations Office of Legal Affairs in New York City. Dr. Igor Vio has published papers covering various fields of the international law of the sea and maritime law. He was the editor of the volume “Maritime Code of the Republic of Croatia and Recent Developments in the Area of Maritime and Transportation Law” and a member of the working group for drafting amendments of the Maritime Code. As an invited speaker, he participated with presentations at various national and international conferences. He is the Secretary General of the Croatian Maritime Law Association and a Titulary Member of the CMI.

**Jasenko Marin, PhD**  
**University of Zagreb, Faculty of Law**  
**Zagreb, Croatia**

Jasenko Marin is a Full Professor with tenure at the Faculty of Law, University of Zagreb, Department for Maritime Law and General Transport Law, where he teaches several graduate and postgraduate (doctoral) courses in the fields of maritime law, transport law and (marine) insurance law. He is an author or co-author of four scientific books and more than 180 scientific and professional papers devoted to various topics of maritime law, transport law and insurance law, marine insurance law included. Professor Marin is a Titulary Member of the *Comité Maritime International* – CMI. He is a member of the Academic Advisory Board of the Institute for European Traffic Law based in Luxembourg, and was a member of the COST MarSafeNet Association – network of experts on maritime safety and security (2012-2016). He is a long-time member of Croatian Maritime Law

Association and Croatian Transport Law Association. Furthermore, he was a co-founder and the first president of the Croatian Insurance Law Association. In the period from 2014 to 2018 he was an insurance ombudsman appointed by the Croatian Insurance Bureau. Professor Marin is a member of the Croatian Academy of Legal Sciences as well as of the Scientific Council for Government Administration, Judicature and the Rule of Law established by the Croatian Academy of Sciences and Arts. He is also a long-time arbitrator of the Centre for International Arbitration based in Shanghai. He serves as an arbitrator at the Permanent Arbitration Court of the Croatian Chamber of Commerce. He was a member of the Expert Commission of the Croatian Ministry of Sea, Transport and Infrastructure for the drafting of the 2004 Croatian Maritime Code and its 2007, 2008, 2011, 2013, 2015 and 2019 amendments. He is a member of the editorial board of the scientific journals *Poredbeno pomorsko pravo – Comparative Maritime Law*, *Croatian Insurance Journal* and *Insurance Trends*. He has participated in numerous international scientific and professional conferences devoted to maritime law, insurance law and transport law.

### **The Requirement of *Periculum in Mora* in the Ship Arrest Procedure under Croatian Law**

Presentation elaborates on the legal requirement of *periculum in mora* (*prima facie* evidence of the danger that, without the ship arrest being ordered, the debtor shall make the enforcement of the future judgement more difficult or even impossible) within the framework of ship arrest procedures in the Republic of Croatia. Under the current legislative landscape, the Croatian Maritime Code lacks specific provisions regarding this requirement. It is referring to the application of the Enforcement Act. The latter prescribes *periculum in mora* as a general requirement for all provisional (interim) measures, with two exceptions: in cases when the provisional measure could cause only minor damage to the claimant and in cases when the claim should be executed abroad. The author examines these national provisions in the light of the reality of modern shipping as well as through the lens of the 1952 Arrest Convention, to which Croatia is a party. Taking into account the provision contained in Article 6 of the 1952 Arrest Convention, according to which all matters of procedure relating to ship arrest shall be governed by the law of the contracting state in which the arrest was made or applied for, the legal nature of *periculum in mora* condition shall be elaborated — specifically, whether, under Croatian law, it constitutes a substantive and/or a procedural condition. Furthermore, the presentation addresses a critical *de lege ferenda* questions: should the necessity of providing *prima facie* evidence on the existence of *periculum in mora*, as a general condition for any provisional measure, be excluded in the ship arrest procedure and, if affirmative, should it be excluded solely in ship arrests governed by the 1952 Arrest Convention (arrests with an international element), or should this exclusion also extend to pure domestic arrests (without the international element) which are governed by the Croatian Maritime Code and Enforcement Act?

**Petar Djurović, LL.M.**  
**Abaco Law Firm**  
**Bar, Montenegro**

Petar Djurović is the Managing Partner of ABACO LLC, a private equity law firm founded in 1990 providing a comprehensive range of legal services to the shipping industry. He has extensive experience in maritime and marine insurance law and the international sale of goods, including hull and machinery disputes, cargo claims, crew claims, MOA disputes, bunker quality disputes, unsafe port claims, general charter-party and bill of lading disputes, ship sale and purchase transactions, vessel registration, and related matters. Prior to joining ABACO LLC, Mr. Djurović spent five years with Premium Consulting, an Athens-based advisory firm, where he worked on the planning and implementation of shipping investment projects, operational development, and strategic planning, primarily serving clients in the maritime sector. Concurrently with his engagement at ABACO LLC, from 2016 to 2024 he served as the Country General Manager for Montenegro at the UK-based Energean Company, where he bore full responsibility for the implementation and delivery of the offshore oil and gas exploration project in Montenegro. From 2011 to 2014, Mr. Djurović served as an external consultant in maritime law and marine insurance to the Montenegrin shipping company Crnogorska Plovidba. Since 2014, he has continued to act as an external consultant in the same field for the Montenegro-based insurance company Lovćen osiguranje S.A. He holds an LL.M. in Maritime Law from Frederick University, Cyprus.

### **A Way forward for Ship's Register in Montenegro**

The dynamics of global ship registration have undergone profound transformation over the past decades, reshaping the competitive landscape of maritime administrations worldwide. Traditional maritime nations, once dominant through strong national fleets, now face sustained pressure from open and international registries that offer cost-efficient, flexible, and commercially attractive frameworks for shipowners. Montenegro, despite its rich maritime heritage, has not adapted effectively to these global shifts, resulting in a dramatic contraction of its merchant fleet and limited competitiveness of the Montenegrin Ship Register (MSR). This research presents a comprehensive strategic assessment of the MSR with the aim of identifying actionable pathways for revitalizing Montenegro's maritime registry and positioning it as a credible option for international shipowners. The research analyses global flag-choice behaviour and evaluates the regulatory, administrative, and fiscal frameworks of the world's most attractive registries - Panama, Liberia, the Marshall Islands, and Malta. A detailed gap analysis highlights structural, legal, institutional, and operational shortcomings within the Montenegrin maritime administration, including outdated procedures, insufficient digitalization, limited safety-control capacity, and the absence of competitive fiscal incentives. The findings underscore that meaningful reform of the MSR requires a holistic, long-term strategy encompassing modernization of

administrative processes, enhancement of flag-state control mechanisms, targeted legislative amendments, and the introduction of competitive tax and corporate frameworks aligned with international best practices. The research concludes by outlining a set of strategic recommendations designed to strengthen Montenegro's maritime governance, attract foreign shipowners, and re-establish the country as a relevant maritime actor.

**Martina Kos, LL.M.**  
**Ministry of Infrastructure**  
**Slovenian Maritime Administration**  
**Ljubljana, Slovenia**

Martina Kos studied at the Law Faculty, University of Ljubljana where she obtained her master's degree under supervision of Professor Marko Pavliha. After graduating, she received a scholarship for an international summer school at the Aegean Institute of the Law of the Sea and Maritime Law in Rhodes, Greece. She was Assistant (for five years) and Senior Lecturer (for seven years) of Commercial, Transport and Insurance Law at the Faculty of Maritime Studies and Transportation of the University of Ljubljana (2003 – 2015). She participated in different international conferences on maritime law and is author and co-author of several published articles and scientific papers. In years 2016-2017 and again since 2021, she has joined the Slovenian Maritime Administration (Ministry of Infrastructure) as undersecretary, covering various areas of law, in particular maritime law.

### **The Implications of the Entry into Force of the Ballast Water Convention in the Republic of Slovenia**

Transfer of harmful organisms and pathogens across natural barriers has been recognized as one of the four greatest threats to the world's oceans and seas, causing global environmental changes, posing threat to human health, property and resources. Ballast water transfer by vessels was recognized as a significant vector of such species and was regulated by the International Convention for the Control and Management of Ship's Ballast Water and Sediments, 2004 (BWM Convention). The BWM Convention sets the global standards on ballast water management requirements, while recognizing that regional and local specifics must be considered for its effective implementation. The Adriatic is a unique and highly sensitive ecosystem, strongly depending on the clean and preserved sea waters. However, the Adriatic Sea is mainly used by international shipping for transporting goods to or from Europe, with also very intense local shipping. Consequently, the introduction of harmful aquatic organisms and pathogens (HAOP) by ships' ballast water poses a serious concern. The Republic of Slovenia ratified the Convention in January 2026. According to the Convention, the signatory states must ensure sediment reception facilities in ports, Port State Control activities and inspections, CME equipment, sampling analysis and regular

port monitoring. In Slovenia, obligations under the convention are divided among different ministries and state bodies, such as Ministry of Natural Resources and Spatial Planning, Ministry of the Environment, Climate and Energy, Ministry of Infrastructure and Slovenian Maritime Administration, each of them having its own specific responsibilities. Therefore, the first step is the adoption of national legislation defining their powers.

**Alberto Bregante, LL.M**  
**Siccardi Bregante Law Firm**  
**Genova, Italy**

Alberto Bregante was born in Genova, Italy. He graduated in law at the University of Genoa in October 2018 (hons, specialising in Law of the Sea with a dissertation on “Ship-recycling in International and European Law”). During his studies he took part in the Erasmus+ Program attending two semesters at the Universidad de Oviedo (Spain), one at the Université de Bordeaux (France) and one at the Universidade Nova de Lisboa (Portugal). He joined Siccardi Bregante & Co. in January 2019, few months after graduation, starting practising maritime, transport and insurance law. He deals with both dry and wet shipping matters - like, for instance, cargo claims, collisions, salvages, general average cases, charterparties, ship-arrest, sale and purchase of ships/yachts, ship-repairs etc. - but also road-carriage and aviation. Alberto has a personal interest in ship-recycling since he studied in depth this matter for his university dissertation.

### **Entry into force of the Hong Kong Convention for the Safe and Sound Recycling of Ships**

Ship-recycling legal framework has evolved substantially in the last twenty years. In 2009 the Hong Kong Convention for the Safe and Sound Recycling of Ships was adopted and in 2013 European Union introduced Regulation No. 1257/2018, this latter coming into force from 2018/2021 while the Hong Kong Convention is effective only since June 2025. These two legal instruments are similar one to the other, still there are some relevant difference in the sense that pre-requisites for safe ship-recycling under the European Union Regulation are stricter under certain aspects. In fact one of the criticism that has been raised against the Regulation is that it creates an overlapping set of provisions that alters competition between European Union flagged vessels and the rest. Adoption and entry into force of the Hong Kong Convention has fostered improvement of standards in the ship-recycling industry and mainly in those Asian countries where every year most of ship dismantling is carried out worldwide: India, Bangladesh and Pakistan. Notwithstanding these improvements there is still a long way to go for effectively ensure protection of human health and of the environment in ship-dismantling activities. From the legal perspective one issue emerged in the last few years: the conflict between the Hong Kong Convention and the more general

Basel Convention that deals with the transboundary movements of wastes, end-of-life ships failing within this category. The evolution of ship-recycling legal framework is not over but will continue even after the entry into force of the Hong Kong Convention in 2025.

**Lawrence Dardani, LL.M**  
**Dardani Law Firm**  
**Genova, Italy**

Lawrence Dardani is a shipping lawyer qualified both in Italy (as an *avvocato*) and England (as a barrister). He practices as a partner of the Genova based law firm Dardani Studio Legale appearing before Italian courts and international arbitrators, and advises clients over matters relating to all areas of shipping law and international trade law. He assists ship-owning companies on the transaction side of mandates, including particularly sale and purchase work, acquisition of units both as newbuildings and second hands, and their financing through a variety of schemes. The main focus of his practice is primarily on English law related matters and disputes, as well as comparative law and international private law issues. He has expertise in the matter of charterparties, carriage of goods by sea, liability of classification societies, as well as shipbuilding contracts, ship sale and purchase and ship finance.

### **Possible Revision of the 1910 Collision Convention**

The 1910 Collision Convention is one of the oldest international instruments applying to the maritime industry and its significant spread made it one of the most successful maritime conventions, one from a time when the Comité Maritime International was the primary international legislator. In time, the matter of collision again came to the attention of the international community. However, it was only a few years ago that the Italian Maritime Law Association (AIDIM) led the Comité Maritime International to set up a working group to evaluate the possible revision of the 1910 Collision Convention. The working group addressed the fundamental principles involved in the collision of ships and opened a debate about pivotal concepts such as the structure of liability, damages, insurance and direct action. In the process, it gained inspiration from the work previously done by the Comité Maritime from which the Rio de Janeiro 1977 draft convention and the 1987 Lisbon Rules derived. The working group received the national maritime law associations' input and is now progressing its work with a view to promoting a modernization of the 1910 Collision Convention based international regime. The scope of application itself of the conventional regime is being re-considered, and the implementation of additional rules related to jurisdiction and private international law, as well as damages, is being discussed with a view to promoting uniformity.

# **New Technologies and Challenges in Maritime Transport – Legal Aspects**

Chair:

**Daniele Casciano, PhD**  
**University of Udine - Department of Legal Sciences**  
**Udine, Italy**

Daniele Casciano is an Associate Professor of “Transport Law” and “Logistics, Transport and International Trade Law” at the University of Udine. He is also a practicing lawyer, member of the Trieste Bar Association and partner of LawFed – Studio Legale Antonini. He graduated at the University of Bologna *magna cum laude* (2002), subsequently obtaining an LL.M. (Maritime Law) from the University of Southampton (2003) and a Ph.D. in Law and Economics of the Production Systems, Transport and Logistics from the University of Udine (2010). Before becoming a tenured professor, he has been lecturing extensively on Transport Law and Insurance Law at the University of Udine since 2016, both in undergraduate as well as in Ph.D. courses, being named expert of Navigation Law, Transport Law and Commercial Law at the University of Udine and of Navigation Law at the University of Trieste. He is member of the editorial boards of the Journal “*Diritto dei Trasporti*” and of the Croatian Journal “*Comparative Maritime Law*”, as well as of the scientific committee of the “*Rivista italiana di diritto del turismo*”. He is member of the Executive Committee of the *Associazione Italiana di Diritto Marittimo* (AIDIM) and member of the *Associazione Italiana di Diritto della Navigazione e dei Trasporti* (AIDINAT) and of the *Istituto per lo Studio del Diritto dei Trasporti* (ISDIT). Author of two monographs as well as of several articles and case notes on maritime, transport and international trade law.

**Fiorenza Prada, PhD**  
**University of Macerata - Department of Law**  
**Macerata, Italy**

Fiorenza Prada is an Associate Professor of Maritime Law at the Department of Law of the University of Macerata, where she teaches the course of Maritime Law and the course of Transport Law. Graduated with honours from the University of Trieste in 2012, she obtained her Ph.D. in “Law and Economics of Production Systems, Transport, Logistics and Welfare” from the University of Udine in 2017. She regularly participates in national conferences as a speaker. She is the author of numerous scientific publications on navigation and transport law. She is a member of the Association of Maritime Law

(AIDIM). She is a member of the editorial board of the 'Rivista italiana di diritto del turismo' (Italian Journal of Tourism Law) and the editorial board of the journal 'Diritto dei Trasporti' (Transport Law). She is a lawyer registered with the Bar Association of Trieste.

### **From Drones to MASS: Liability Issues**

As autonomous technologies expand from aerial drones to Maritime Autonomous Surface Ships (MASS), questions of legal liability are becoming increasingly complex. Traditional legal frameworks in both aviation and maritime sectors were developed around the assumption that a human operator is responsible for controlling the vehicle. In contrast, autonomous systems rely on integrated networks of sensors, software, algorithms, and communication technologies that allow them to perform tasks with limited or no human intervention. This technological shift challenges established models of responsibility and accountability. When an accident involving an autonomous system occurs, determining liability is far less straightforward than in conventional operations. Instead of a single operator, responsibility may involve multiple actors across the technological and operational chain. Potentially liable parties may include manufacturers of hardware components, software developers, system integrators, remote operators, maintenance providers, and vessel owners. As a result, liability may be shared or contested, and identifying the root cause of an incident often requires complex technical and legal investigation. In the aviation sector, regulatory frameworks for drones have begun to address these challenges. Authorities have introduced risk-based operational categories, certification requirements, and insurance obligations that help clarify responsibilities between operators and manufacturers. These regulatory approaches provide early models for allocating risk within autonomous systems. By contrast, the legal framework governing MASS remains less harmonized. Maritime law is largely based on international conventions that assume the presence of a human crew, such as rules requiring a master and watchkeepers on board. The development of autonomous ships therefore raises important questions about how existing maritime law can adapt to vessels where decision-making may be partially or fully automated.

**Zoran Tasić, LLB**  
**Global Offshore Engineering**  
**Legal Department**  
**Split, Croatia**

After graduating at the Law Faculty in Split Zoran's career has started at Shipbuilding Industry Split, where he was involved in export shipbuilding contracts and shipbuilding finance for 8 years. In late 1980s, Zoran Tasić has joined Shipping Department of

Stephenson Harwood, a City of London firm of solicitors where he worked on shipping finance and shipbuilding disputes for 15 years. In 2002, Zoran joined Ince & Co, another City of London firm of solicitors where he worked on shipping related matters for 2 years. While in London, Zoran was attending courses in Legal Aspects of International Financing, Law of International Trade and Conflict of Laws at Queen Mary University. Upon return to Croatia, he joined Raiffeisenbank Austria d.d. in Zagreb as a Deputy Head of Legal. In 2006, Zoran has formed Banking & Finance team at Zagreb branch of Anglo-Austrian law firm CMS Reich-Rohrwig Hainz, where he spent 10 years being involved in many projects in Croatia financed by international banks. Since 2014 until 2022, Zoran was acting as a Consultant to the Management Board of Shipbuilding Industry Split, Croatia. Thereafter he joined Legal department of Global Offshore Engineering, Split. Zoran Tasić is a listed Arbitrator in domestic and international disputes held at the Croatian Chamber of Commerce. He has spoken at many conferences and written articles on the international finance and shipping and shipbuilding matters.

### **The Impact of New Technologies to Certain Clauses of Shipbuilding Contracts**

Maritime industry is currently experiencing enormous technological developments in order to achieve an intermediate target of a reduction of net greenhouse gas emissions. Dual fuel engines, alternative fuels, decarbonisation, mechanical sails, are now a part of modern shipping aimed at reduction of fuel consumption and carbon emissions. Bearing in mind that innovative technologies in marine industry are still evolving, the design risk should be distributed between the parties appropriately, taking into consideration their respective knowledge and experience. Usual places in a shipbuilding contract where the parties can agree to allocate their respective risks are provisions governing their respective representations and warranties, indemnities and limitation/exclusion of liability clauses, contractual remedies, and guarantee/warranty. Shipyards and shipowners should appropriately allocate risk attached to their respective liabilities when drafting the guarantee/warranty clause in the shipbuilding contract. Particularly bearing in mind the application of new, untested materials and technologies and work performed on the new fuel alternatives with no significant experience. Modern technology is not well tested yet, which creates a risk that a vessel may not be constructed as intended and contracted. If the technology or its design is defective, failure to allocate the risk appropriately might lead to complex legal issues. Those may include liquidated damages upon sea trials, rejecting the vessel and termination of contract, warranty claims for defects in applied innovative technology or delays in the vessel's delivery. The shipbuilding contract is the best place for the shipyard and the buyer to allocate the risk of design defects.

**Patrick Vlačič, PhD**  
**University of Ljubljana, Faculty of Maritime Studies and Transportation**  
**Portorož, Slovenia**

Patrick Vlačič is a distinguished Slovenian academic and former politician, born in Slovenj Gradec, Slovenia. He completed his undergraduate studies at the Faculty of Law at the University of Ljubljana and pursued his master's degree at the Faculty of Law of the University of Split, Croatia. He earned his PhD from the University of Ljubljana in 2005. Dr. Vlačič began his career in the legal field as a judicial trainee at the Supreme Court of Slovenia and passed his bar exam in 1998. Since then, he has been a faculty member at the University of Ljubljana, Faculty of Maritime Studies and Transportation in Portorož, where he currently holds the position of Associate Professor. His academic focus includes maritime law, air law, civil law, transport law, and insurance law. Dr. Vlačič is also active in legal practice, specializing in transport and insurance law. In addition to his academic and legal career, he served as the Minister of Transport in the 9th Government of the Republic of Slovenia from 2008 to 2012. He was also director of the Airport of Portorož

### **Latest Developments on the Electronic Bill of Lading**

Recent years have marked a turning point in the evolution of the electronic bill of lading (eBL), driven by both technological maturity and significant legal and institutional developments. One of the most notable advances concerns interoperability. Historically, eBL systems operated as closed platforms, limiting their practical usability. Today, initiatives led by industry bodies and supported by legal frameworks—such as multilateral interoperability agreements and standardized APIs—are enabling the transfer of eBLs across different platforms. This development addresses the longstanding “digital islands” problem and represents a key step toward broader adoption. At the doctrinal level, important questions remain, particularly in civil law systems. A central issue is whether the eBL can produce effects *erga omnes* comparable to traditional paper bills of lading. While instruments such as the UNCITRAL Model Law on Electronic Transferable Records (MLETR) introduce the concept of “exclusive control” as a functional equivalent to possession, its accommodation within existing civil law frameworks continues to raise theoretical and practical challenges. In parallel, developments within the International Group of P&I Clubs (IG P&I) have further strengthened the legal certainty surrounding eBLs. The updated approval framework now distinguishes between two categories of solution providers: fully approved providers (often referred to as “first tier”) and those “deemed to be approved,” typically in the context of interoperable transfers between systems. This evolution reflects a pragmatic approach to interoperability while preserving the integrity of the liability regime. Together, these developments signal a transition from experimental use toward mainstream acceptance of eBLs in international trade.

**Ilaria Tani, PhD**  
**University of Milano-Bicocca**  
**Milano, Italy**

Ilaria Tani is Attorney at the Milan Bar and Associate Professor at the University of Milan-Bicocca. She teaches Maritime Law, the International Law of the Sea, and Polar Law. She has served as a visiting scholar at leading higher education institutions. She is Coordinator of the PhD programme in *Marine Sciences, Technology and Management* at the University of Milan-Bicocca and the Italian Institute of Technology. Dr. Tani is a member of working groups at NATO, the United Nations, and the International Hydrographic Organization. Since 2023, she has served as Scientific Advisor to the Italian Navy. She previously served as Associate Legal Officer in the Division for Ocean Affairs and the Law of the Sea, Office of Legal Affairs of the United Nations Secretariat (New York, United States) and as a member of delegation in negotiations and consultative processes on the law of the sea at the United Nations General Assembly and the Council of the European Union.

### **The Underwater Dimension and New Legal Challenges at National and International Level**

Against the backdrop of rapid technological expansion and increasing human activity beneath the ocean surface, the presentation argues that the existing legal regime, centred on the 1982 United Nations Convention on the Law of the Sea, remains structurally sound but insufficiently developed to address emerging challenges in the undersea domain. Focusing on some interrelated areas, the presentation identifies critical gaps and avenues for normative development. It addresses the inadequacy of current legal frameworks governing the safety of life below the sea surface, with particular emphasis on submarine escape and rescue (SMER) and the regulatory vacuum surrounding civilian submersibles, as evidenced by recent fatal incidents. It underscores the foundational importance of marine geospatial information management, arguing that effective regulation of the undersea dimension depends on the availability, standardization, and integration of accurate geospatial data, which underpin both operational safety and legal certainty. Finally, it explores the institutional dimension, assessing whether existing international mechanisms are capable of accommodating the growing complexity of underwater activities, and advocating for calibrated institutional innovation alongside a strengthened role for naval actors. The presentation concludes that the undersea dimension represents not a rupture, but an inflection point in the evolution of the law of the sea, requiring targeted normative refinement, enhanced coordination, and the development of specialized regimes to ensure safety, sustainability, and legal predictability in an increasingly contested and technologically advanced environment.

# **Adriatic Seaports – Regulatory Framework for their Sustainability and Connectivity**

Chair:

**Iva Tuhtan Grgić, PhD**  
**University of Rijeka**  
**Faculty of Law**  
**Rijeka, Croatia**

Iva Tuhtan Grgić is an Associate Professor at the University of Rijeka's Faculty of Law, where she teaches Maritime and Transportation Law, Marine Environmental Protection Law, and Administrative Maritime Law. She earned her PhD in Civil Law and Civil Law Procedure from the University of Zagreb's Faculty of Law. She carried out several research stays at the Max Planck Institute for Comparative and International Law in Hamburg, Germany, at the European University Institute in Florence and at the Sapienza University of Rome. She presented her research results at various national and international conferences and round tables. As a member of research teams, Dr. Tuhtan Grgić has worked on several projects and she is the author of a number of publications in the field of civil and maritime law. She was a member of the expert committee for the drafting of the Law on the Maritime Domain and Seaports and acts as an *ad hoc* legal advisor to the business sector. Since 2024, she has also been a member of the Collision Convention International Working Group of the Comité Maritime International. She is Vice President of the Croatian Maritime Law Association and a member of the Croatian Comparative Law Association and the Croatian Transport Law Association.

**Elson Thana, LL.M**  
**Transport Community Permanent Secretariat**  
**Waterborne Transport Office**  
**Belgrade, Serbia**

Elson Thana holds an LLB and LL.M from the University of Tirana, Faculty of Law (2006) and in 2010 he graduated as LL.M in Maritime Law from the World Maritime University and Lund University, where his thesis focused on “*Shippers’ obligations and liabilities under the Rotterdam Rules*”. From 2010 to October 2022, he was employed as maritime transport expert at Albania’s Ministry of Infrastructure and Energy, involved to the development of maritime policies and strategies, ratification of international maritime conventions, transposition of EU *acquis* and representing Albania in various international and regional maritime organization, institutions and agencies. In 2022, he obtained a

master's degree in "*Cyber security in the field of Defence*" with a focus on Maritime Cybersecurity. Since November 2022, he has been serving as Desk Officer for Waterborne Transport at the Transport Community Permanent Secretariat, supporting Western Balkan in improving the legislation in maritime and inland waterway and monitoring TEN-T projects in port infrastructure.

### **Ports as Legal and Strategic Gateways in the Adriatic: Infrastructure Capacity, Connectivity, and Readiness in the Western Balkans**

Ports in the Adriatic Sea represent critical nodes where infrastructure, legal framework, and regional connectivity converge. For the Western Balkans, these ports function not only as maritime infrastructure but also as legal and strategic gateways linking regional economies with European and global supply chains. Their capacity, regulatory readiness, and connectivity to hinterland transport networks are therefore central to the region's integration into the European transport system. The presentation examines the role of key Adriatic ports in the Western Balkans in terms of infrastructure capacity, multimodal connectivity, and alignment with the European transport and maritime legal framework. Attention is given to the interaction between port infrastructure development and the evolving regulatory environment shaped by international maritime conventions and the European Union acquis, including port services regulation, environmental obligations, and safety standards.

The analysis highlights how ports such as Durrës, Bar, and other regional gateways are positioned within the broader Trans-European Transport Network (TEN-T) corridors and the implications this positioning has for trade flows, logistics efficiency, and regional competitiveness. At the same time, the presentation addresses existing structural challenges, including limited hinterland connectivity, infrastructure constraints, and the need for further harmonization of legal frameworks with EU standards. By combining legal analysis with infrastructure and connectivity considerations, the presentation explores the readiness of Western Balkan Adriatic ports to support sustainable maritime transport and regional economic integration. It ultimately argues that strengthening the legal and institutional frameworks alongside targeted infrastructure investments is essential for transforming Adriatic ports into resilient, efficient, and fully integrated gateways within the European transport network.

**Boris Jerman, PhD**  
**Port of Koper**  
**Koper, Slovenia**

Boris Jerman is the Head of the Legal Department at Luka Koper, d.d., and a member of the Supervisory Board of the University of Primorska. He graduated at the Faculty of Law in Ljubljana, where he later obtained a master's degree and a PhD in the field of transport law. He is active in the academic sphere and has published numerous articles in domestic and international journals. Dr. Jerman received his habilitation at the Faculty of Law in Ljubljana as an Assistant Professor of Civil and Commercial Law, and he lectured at the Faculty of Maritime Studies and Transport in Portorož. He has remained closely connected to practice, contributing to the preparation of the Port Usages for Slovenian seaports and participating in various maritime law projects, primarily within the framework of the Maritime Law Association of Slovenia. For a period of time, he served as a member of the Executive Board of ESPO – the European Sea Ports Organisation, which brings together port authorities across the European Union. He is currently the President of the Maritime Law Association of Slovenia.

### **Impact of Sustainability Reporting on the Port Sector**

Until quite recently, the success of undertakings was assessed primarily on the basis of financial criteria, with profit being the most prominent among them. However, this understanding of corporate performance has been evolving. Alongside financial indicators, sustainability criteria, including environmental and social factors, have gained significant importance, and undertakings have begun to disclose them in a systematic and structured manner. Initially, such disclosures were regulated through soft law instruments, and later through binding legislation, most notably Directive 2014/95/EU (Non-Financial Reporting Directive – NFRD) and Directive (EU) 2022/2464 (Corporate Sustainability Reporting Directive – CSRD). The latter represents a substantial step forward in mitigating factors that contribute to environmental harm and harmful impacts on human rights. Ports have not been exempt from these developments. Undertakings engaged in port-related activities have begun disclosing information on environmental aspects associated with preventing pollution such as air, water, and noise pollution, and in ensuring biodiversity. In the social domain, disclosures now increasingly address respect for workers' rights, the rights of individuals within the value chain, and engagement with local communities affected by port operations. These developments are not merely a matter of regulatory compliance. They are becoming increasingly important for securing business opportunities and access to financing, including bank lending.

**Dorotea Ćorić, PhD**  
**University of Rijeka, Faculty of Law**  
**Rijeka, Croatia**

Dorotea Ćorić works at the University of Rijeka, Faculty of Law, where she is a Full Professor with Tenure and Head of Department of Maritime and Transport Law. She holds lectures on Maritime and Transport Law, Marine Environment Protection Law and Maritime Administrative Law. Professor Ćorić was a member of the Expert Working group for drafting the Croatian Maritime Code of 1994 and 2004 and its amendments. She is a former Vice President of the Croatian Maritime Law Association and a Titulary Member of the Comité Maritime International. During her carrier, professor Dorotea Ćorić was researcher at five national and international projects and project coordinator of one professional project. She has participated as a speaker in numerous scientific conferences, and has published many scientific articles and professional papers in the domain of maritime and transport law. Prof. Ćorić is deputy editor-in-chief of the Comparative Maritime Law journal. She is the author of the books *International Regime of Liability and Compensation for Oil Pollution Damage*, published by Croatian Academy of Sciences and Arts and *Marine Pollution from Ship's – International and National Law Rules*, published by Faculty of Law in Rijeka.

**Adriana Vincenca Padovan, PhD**  
**Adriatic Institute**  
**Croatian Academy of Sciences and Arts**  
**Zagreb, Croatia**

Adriana Vincenca Padovan graduated from the Faculty of Law, University of Zagreb (LL.B. 2002, Ph.D. 2011) and obtained an LL.M. from the IMO International Maritime Law Institute, Malta (2003). She is a scientific advisor at the Adriatic Institute of the Croatian Academy of Sciences and Arts and Adjunct Associate Professor at the Catholic University of Croatia, as well as a visiting lecturer at the law faculties of Zagreb, Rijeka and Split. Her professional background includes work in the Marine Department of Croatia Insurance Company (2003–2010), assistant lectureship at IMO/IMLI, and extensive training activities in marine and transport insurance. She passed the Croatian bar exam in 2006 and serves as arbitrator under the National Collective Agreement for Croatian Seafarers. Dr. Padovan contributes to maritime legislation through committees of the Ministry of the Sea, Transport and Infrastructure. She is a Vice President of the Croatian Maritime Law Association and a founding member of the Croatian Transport Law Association. She serves on the board of editors of the academic journal *Comparative Maritime Law*. She was a Fulbright visiting scholar at Tulane University in 2024 and has published over 40 papers, a book on marine insurance, and a co-edited monograph on Croatian marinas.

## **FuelEU Maritime Regulation with a Focus on Seaports**

The presentation provides an overview of Regulation (EU) 2023/1805 (FuelEU Maritime) within the EU's Fit for 55 legislative framework, which supports the Green Deal target of cutting net greenhouse gas (GHG) emissions by 55% by 2030 and aligns with the EU Climate Law pathway to climate neutrality by 2050. It will also note potential overlaps with the IMO's evolving global regime to reduce maritime GHG emissions, particularly the IMO Net-Zero Framework, and will examine the Regulation's purpose, scope, and core principles promoting renewable and low-carbon fuels in maritime transport, with a focus on zero-emission energy use at berth in seaports. The presentation will highlight onshore power supply (OPS) obligations and the implications of the Alternative Fuels Infrastructure Regulation (EU) 2023/1804 (AFIR) for the effective implementation of FuelEU Maritime requirements regarding zero-emission energy use at berth. It will address: the regulatory treatment of shipboard technologies for meeting zero-emission-at-berth requirements; monitoring and recording data relevant to verifying compliance with at-berth zero-emission requirements; annual FuelEU reporting by shipowners or operators to accredited verifiers; the verification system and OPS-related calculations; and the system of sanctions for non-compliance.

**Nina Perko, PhD**

**Ministry of Maritime Affairs, Transport and Infrastructure  
Zagreb, Croatia**

Nina Perko was born in Zagreb, Croatia where she completed primary and secondary education and the Faculty of Law. She started working at the Municipal Court in Zagreb in 1990. After passing the bar exam in 1993, she was employed by the Ministry of Maritime Affairs, Transport and Infrastructure. She obtained the Master's degree at the Faculty of Traffic Sciences in 2006 and the Doctoral degree in 2017. As of 2021 she serves as a director of Maritime Affairs Directorate in the Ministry. Throughout her career she worked both independently and as part of a team on various projects; primarily focused on the development of strategic documents in the field of maritime affairs and the development of the port system. Due to the desire for constant improvement and better understanding of the transportation system, in the daily functioning of the maritime system the methods applied were based on scientific knowledge. Dr. Perko attended numerous conferences, events and projects as a keynote speaker and expert in maritime domain issues both nationally and regionally. In an effort to view everyday issues from the perspective of scientific and professional standpoint, gathering data and facts on the port infrastructure during the research for the doctoral thesis, resulted in her mastering the application of criteria for balanced and optimal development of nautical transport as one of the subsystems of maritime navigation.

**Jana Borić Kassal, LLB**  
**Ministry of Maritime Affairs, Transport and Infrastructure**  
**Zagreb, Croatia**

Jana Borić Kassal was born in Zagreb, Croatia, where she enrolled and got a law degree from University in Zagreb. While studying, she competed in Vis Moot Court on International Arbitration and was volunteering in students' legal clinic, which both provided her with practical skills and deeper understanding of the law practice. After graduating and finishing her traineeship in a civil law firm, she passed the bar exam and started working as a legal counsel in a private company. However, in 2017 she started working at the Ministry of Maritime Affairs, Transport and Infrastructure where she was dealing primarily with the maritime domain limits and concessions. At that time, she earned a public procurement certificate and was managing a Ministry's European project team. In 2023 her focus shifted toward international aspects of maritime law, and law of the sea. In 2025 she joined the Croatian Maritime Law Association and was selected as one of only 40 participants in prestigious IFLOS Summer Academy in Law of the Sea and Maritime Law, which only confirmed an unyielding passion for expanding her knowledge of that vast and complex legal branch. Currently she is representing Croatia in various international fora e.g. European Council, various related European Commission member states expert groups and heading the Croatian delegation at the International Maritime Organization in London in committees within her scope of work.

### **Implementing FuelEU Maritime in Seaports: Challenges from the Perspective of the Croatian Maritime Administration**

The authors will present the Croatian Maritime Administration's efforts to implement the FuelEU Maritime Regulation. The focus will be on challenges in developing the necessary national implementing legislation and, in particular, applying the Regulation in Croatian seaports. The presentation will address: difficulties in designating competent authorities due to overlapping state-level competencies; legislative and operational solutions for ship inspections; and penalties for non-compliance with Regulation (EU) 2023/1805. The authors will also elaborate on specific exemptions from FuelEU Maritime in the Republic of Croatia. Finally, drawing on hands-on experience within state administration, they will share reflections on prospective implementation challenges and on the Regulation's likely effectiveness.

**Tamara Đukić, LLB**  
**VRD Legal**  
**Podgorica, Montenegro**

Tamara Đukić is a Montenegrin attorney and founding partner at VRD Legal, a law firm focused on corporate, regulatory, and cross-border legal matters. Her professional practice covers corporate governance, international transactions, maritime-related legal issues, and regulatory compliance. Tamara regularly advises domestic and international clients on complex commercial transactions, investment structures, and regulatory frameworks affecting business operations in Montenegro and the wider region. Her work frequently involves legal matters connected with infrastructure, logistics, maritime transport, particularly in the context of cross-border trade and investment projects. She has extensive experience in drafting corporate governance frameworks, structuring cross-border investments, and advising companies on compliance with national and international regulatory standards. In addition to her legal practice, Tamara actively participates in professional initiatives related to the development of modern regulatory frameworks and sustainable economic growth. She is a member of the International Bar Association and participates in regional and international legal networks addressing developments in international business and maritime-related sectors. Tamara is also a member of the Montenegrin Maritime Law Association and serves as a member of its Board, contributing to discussions on maritime law and regulatory developments in Montenegro.

### **Green Transition of Seaports: Challenges Faced by Small Ports**

In recent years, the maritime sector has increasingly been shaped by environmental policies and the broader transition toward more sustainable transport systems. Seaports play a central role in this process, as they represent the critical interface between maritime transport, logistics networks, infrastructure, and local economies. At both international and European levels, new regulatory initiatives encourage ports to reduce emissions, improve energy efficiency, and introduce greener operational practices. While these objectives are widely supported, their implementation often raises practical, financial, and legal challenges - particularly for smaller ports. Large European ports typically possess the financial resources, technical capacity, and institutional support required to implement new environmental standards and invest in green infrastructure. Smaller ports, however, often operate within more limited economic and regulatory environments and must balance sustainability requirements with operational and market realities. These dynamics are also visible in Montenegro, particularly in the cases of the Port of Bar, the country's main commercial port, and the Port of Kotor, which plays an important role in cruise tourism. Both ports face increasing expectations to align with evolving environmental standards while operating in a relatively small maritime market with limited investment capacity.

From a legal perspective, the green transition raises important questions regarding the adequacy of regulatory frameworks, port governance models, and the role of public authorities in enabling sustainable infrastructure development. This presentation examines the legal challenges smaller ports face in the green transition and ways to balance sustainability with economic viability.

**Vittorio A. Torbianelli, PhD**  
**University of Trieste**  
**Trieste, Italy**

Vittorio Torbianelli, PhD is a transport and infrastructure economist with 16 years of research and academic experience as an Associate Professor of Transport Economics at the University of Trieste. A senior public manager in the infrastructure (ports) sector, he has served as Secretary General and Extraordinary Commissioner of the Eastern Adriatic Sea Port Authority (ports of Trieste and Monfalcone). He has extensive experience in transport and logistics infrastructure, gained also through top-level roles and advisory positions with public bodies, governmental and intergovernmental international institutions (Oman, France, Uruguay), and within strategic consulting environments.

### **The Model for Governance of Adriatic Ports**

The presentation will provide a concise and synoptic overview of the governance model of the ports of the Upper Adriatic (Italy, Slovenia, Croatia), with particular focus on the most recent developments shaping these models — also from the perspective of the evolving legal framework — within a traffic and investment area of significant importance in terms of a European port “gateway.” The presentation will also offer an opportunity to highlight some particularly relevant issues currently subject to dynamic changes or prospective reforms, including those concerning port regulatory institutions and authorities, as well as the relationship between the public and private sectors in terms of roles and instruments (including concession arrangements and PPPs).

# Protection of the Marine Environment and Exploitation of Resources of the Adriatic Sea

Chair:

**Mitja Bricelj, PhD**  
**Ministry of Environment, Climate and Energy**  
**Ljubljana, Slovenia**

Mitja Bricelj is a Slovenian environmental expert and hydrogeographer, serving as the national coordinator for the Barcelona Convention (UNEP/MAP) and Slovenia's UNEP/MAP Focal Point. He also coordinates the Environmental Quality pillar (TSG 3) within the EU Strategy for the Adriatic-Ionian Region (EUSAIR) and acts as an ambassador of the International Commission for the Protection of the Danube River (ICPDR). He has built a distinguished career at Slovenia's Ministry of the Environment, where he has held senior positions, including State Secretary and Head of Delegation to the ICPDR. Since the 1990s, he has been actively engaged in international water governance and regional environmental cooperation.

**Marko Starman, LL.M.**  
**Constitutional Court of Slovenia**  
**Ljubljana, Slovenia**

Marko Starman is a Justice of the Constitutional Court of Slovenia and an expert in administrative, environmental, spatial and nature protection law. He holds an LL.M. from the University of Chicago Law School and previously served as State Secretary in the Ministries of Justice, Environment, and Regional Policy. He directed the Strunjan Nature Park (a designated SPAMI area under the Barcelona Convention) for many years and led major projects establishing and managing marine and coastal protected areas. He is the author of *Scenario for the Design of a Network of Marine Protected Areas in Line with the EU Biodiversity Strategy 2030* (EUSAIR/INTERREG), a key strategic document for the Adriatic-Ionian region. He co-authored the *Green Infrastructure Handbook*, providing legal and methodological guidance for integrating ecosystem-based solutions into spatial planning. He is also a co-author of *Strategy for Adapting Coastal Use and Activities to Sea Level Rise*, a foundational study for Slovenia's coastal climate-adaptation policies. His work on *Legal Assessment of the Model for Integrating Spatial and Development Planning at the Regional Level* informed reforms of spatial governance. In 2023 he was appointed to a two-year mandate on the Compliance Committee of the Barcelona Convention, overseeing implementation of the Mediterranean nature-protection regime. As a university lecturer, he researches legal mechanisms for coastal and marine protection, spatial planning, and climate-change adaptation.

## **Towards 2030: Strengthening Marine Protection and Natural Regeneration in the Adriatic–Ionian Region**

This presentation explores how the Adriatic–Ionian region can advance the EU’s 2030 nature-protection objectives by expanding marine protection, improving ecological coherence and integrating restoration priorities into maritime spatial planning. Current protection levels remain low, with “about 5% MPA coverage” and “no protection at all for the marine space in the bathyal zone”, revealing a clear gap between EU ambitions and implementation. The EU Biodiversity Strategy for 2030 calls for at least 30% protection of marine areas and a significant share under strict protection. Natura 2000 remains the backbone of EU conservation, with its “umbrella effect” extending protection beyond listed species. For non-EU countries, the Bern Convention’s Emerald Network provides a parallel framework for safeguarding habitats and species across the wider region. Complementary instruments—the Marine Strategy Framework Directive and the Maritime Spatial Planning Directive—offer the operational tools for achieving good environmental status and organizing human activities at sea through an ecosystem-based approach. The presentation reframes the Nature Restoration Law through a practical question: could broader, ecologically functional protected areas—capable of natural regeneration—deliver more durable outcomes than narrowly defined restoration obligations? Given the regulation’s flexibility, feasibility clauses and exemptions, investing in larger, well-designed protected areas may offer a more resilient and cost-effective pathway to regeneration, especially in marine environments where recovery accelerates once pressures are reduced. A proposed scenario foresees expanding protection in the region from roughly 10% to about 34%, including strictly protected core zones exceeding 12%. This would significantly improve representativeness, connectivity and the protection of offshore and deep-sea habitats. The presentation concludes that achieving the 2030 objectives requires coordinated regional action, shared monitoring systems and harmonised maritime spatial plans. The Adriatic–Ionian region offers a unique opportunity to align EU nature-protection law, marine governance and restoration policy into a coherent model capable of supporting natural regeneration at scale.

**Guglielmo Bonacchi, PhD**  
**Turcilex Law Firm**  
**Genova, Italy**

Guglielmo Bonacchi is an Italian lawyer based in Genova at Turcilex – Studio Legale and holds a Ph.D. in International Law from the University of Genova. During his Ph.D. Guglielmo attended both the Queen Mary University of London and the Max Planck Institute for Private and Private International Law studies of Hamburg. Being a certified specialist lawyer in International Law, his practice often involves International Law aspects,

especially relating to carriage of goods by sea, ship operations and management, and administrative law (including port and terminal operations). He is also a member of Turcilex team on maritime employment law, assisting shipowners and managers in Court and out-of-Court disputes.

**The New Shape of Maritime Jurisdiction over the Adriatic Sea:  
The Italian Perspective on the Protection of the Marine Environment after  
the EEZ Declaration and the Agreement with Neighbouring States**

The presentation will cover the efforts made by Italy to declare its own EEZ under Article 55 of UNCLOS and the agreements concluded by Italy with other Adriatic States. It will then move on to the latest steps, including the formal declaration of the EEZ made by Presidential Decree No. 193 of 26 September 2025, which entered into force on 3 January 2026, according to which Italy has finally established its jurisdiction also over the Adriatic Sea. This part of the presentation will focus on the more specific effects of such a declaration on the existing legal framework applicable to the Adriatic Sea, considering that Italy will have jurisdiction over at least half of the Adriatic Sea up to the median line agreed with other States, such as Croatia. The Adriatic Sea will be divided in such a way that each Adriatic State will have a share of jurisdiction over it and sovereign rights over the marine and natural resources, but also the duty to ensure adequate protection of the marine environment. The last part of the presentation will duly consider the applicable framework for ships sailing through the Adriatic Sea after these changes from an environmental perspective, as well as the framework applicable to platforms and other infrastructures at sea. A new era in the Adriatic Sea awaits those interested in investing in this region.

**Božena Bulum, PhD**  
**Adriatic Institute**  
**Croatian Academy of Sciences and Arts**  
**Zagreb, Croatia**

Božena Bulum is a Scientific Advisor with Tenure at the Adriatic Institute of the Croatian Academy of Sciences and Arts. She passed the Croatian bar exam in 2003. In 2008, she obtained a PhD from the Faculty of Law, University of Split. Dr. Bulum is a visiting lecturer at the Maritime and Transport Law Department of the Faculty of Law, University of Zagreb, the Maritime Law Department of the University of Zadar, where she holds the academic title of Assistant Professor, and the University of Western Brittany, Master's Degree – Law of Maritime Spaces and Activities. Actively contributes to expert committees of the Croatian Ministry of the Sea, Transport, and Infrastructure in drafting maritime legislation. She has been invited to speak at many international and domestic conferences and has also served as a member of organizing committees for various academic seminars and

conferences. Leads the scientific project “*Market Competition in the Maritime Sector – Croatian and European Union Legal Framework*”, supported by the Croatian Academy of Sciences and Arts Foundation. She is a Supervisory Board member of the Croatian Maritime Law Association and a founding member of the Croatian Competition Law and Policy Association. Her academic contributions include the publication of an academic monograph, several book chapters, and over 50 scientific and professional papers.

**Gorana Jelić Mrčelić, PhD**  
**University of Split**  
**Faculty of Maritime Studies**  
**Split, Croatia**

Gorana Jelić Mrčelić was born in Split, Croatia. She graduated from the Maritime Faculty Dubrovnik – Study in Split, obtaining a BSc in Maritime Transport, Department of Sea-Fishing Technology, and an Engineer in Maritime Transport, Department of Nautical Studies. In 2024, she earned a PhD in Biotechnology from the University of Zagreb, Croatia. She is a Full Professor of biotechnology at the University of Split, Faculty of Maritime Studies, where she teaches and conducts research in sustainability, the blue economy, marine fisheries, marine environmental protection, Integrated Coastal Zone Management, and Marine Spatial Planning, with a particular focus on aquaculture. She has also been a guest professor at the University of Split Department of Marine Studies, University of Dubrovnik, Institute of Oceanography and Fisheries Split, University of Rijeka Faculty of Maritime Studies, University of Zagreb Faculty of Agriculture, and Dr Franjo Tuđman Defence and Security University. Gorana Jelić Mrčelić has published over 100 articles in journals and conference proceedings and has participated in over 15 international and national competitive projects. She currently leads one international and one institutional scientific project. She is an Advanced Open Water Diver (SSI).

**Marija Pijaca, PhD**  
**University of Zadar, Maritime Department**  
**Zadar, Croatia**

Marija Pijaca is an Associate Professor at the Maritime Department of the University in Zadar, Croatia, where she holds lectures in several courses in the domain of maritime law. She also held lectures in the course of commercial law at the Management Department of the University in Zadar and in courses of labour law, health and social legislation in the Department of Health Studies at the University of Zadar. She graduated from the Faculty of Law of the University of Zagreb and after graduation enrolled in the Postgraduate Scientific Study of “Maritime Law and the Law of the Sea” at the Faculty of Law of the

University in Split. During the Postgraduate Studies, she showed interest in the majority of courses, especially in the matter of maritime property law. The postgraduate master's degree studies at the Faculty of Law of the University of Split, she finished with the thesis "*Contracts on Towing Operation at Sea*". She also obtained a PhD degree at the University of Rijeka, Faculty of Law with the thesis "*Bareboat Charter*". She lived and worked in London for the British-Croatian Chamber of Commerce. She is the author of a scientific monograph titled "Bareboat Charter" and many scientific and professional papers.

### **Atlantic Bluefin Tuna Aquaculture Regulations in the European Union: The Croatian Context**

Since the 1990s, the catch of Atlantic Bluefin tuna (*Thunnus thynnus*, ABFT) in the Republic of Croatia has been of substantial economic value, particularly for farming purposes. It constitutes a key segment of the national fisheries. In the Mediterranean, ABFT is the most important commercial tuna species in both fisheries and tuna aquaculture. Aquaculture production has grown substantially since the 1960s. The role of aquaculture in the sustainable nutrition of the population and rebuilding fish stocks has been increasingly emphasized, with farmed fish serving as a low-carbon footprint protein source. Farming of ABFT has started in 1996 in Spain and Croatia, and today Spain, Italy, Malta, and Croatia are its leading producers. In the Mediterranean, ABFT farming and fattening include catching wild tuna with purse seines, feeding tuna with small pelagic fish in floating rearing cages, and exporting it for the sushi - sashimi market, mainly to Japan. The catch and farming of ABFT are regulated at three levels: regional, European, and national. Matters regarding ABFT management at the regional level fall under the jurisdiction of the International Commission for the Conservation of Atlantic Tunas (ICCAT). Croatian fisheries operate under the Union's Common Fisheries Policy (CFP), which aims to create preconditions for fishing and aquaculture activities to achieve sustainable economic, environmental, and social benefits. Furthermore, its goal is to increase food availability and strengthen overall food security. The authors analyse the challenges fishermen and aquaculture producers face in implementing European legislation on ABFT catching and farming, along with the strategies to overcome them through the application of smart technologies.

**Zlatko Imamović, LLB**  
**Abaco Law Firm**  
**Podgorica, Montenegro**

Zlatko Imamović is currently working as a legal intern at ABACO LLC Montenegro, gaining practical experience in maritime law, from both legal and regulatory aspects. He is also pursuing Master's degree in International Maritime Law and Shipping Business at

Frederick University. He graduated from the Faculty of Law, University of Donja Gorica. His interest in maritime law started during his studies at the Maritime High School in Kotor, where he was first introduced to the field and developed a strong, lasting interest in its legal aspects. In addition to his academic background, Zlatko also gained first-hand experience of the maritime industry through two contracts onboard a Virgin Voyages cruise ship, working as a bar waiter. This experience provided him with valuable insight into the operational realities of the shipping and cruise sectors, further strengthening his commitment to maritime law. His academic path and professional experience reflect a growing dedication to the study and practice of maritime law.

### **Marine Protected Areas in Montenegro: Legal Framework, Management and Protection**

Marine protected areas are a modern legal tool for safeguarding marine and coastal ecosystems, focused on conserving biodiversity, shielding sensitive habitats, and ensuring sustainable use of marine resources. Their significance is particularly evident in Mediterranean countries, where marine ecosystems face intense pressures from tourism, urbanization, fishing, and other economic activities. In this context, Montenegro created its first marine protected areas (Platamune, Katič, and Stari Ulcinj) marking the beginning of developing a national legal framework to protect its marine environment. This presentation examines the legal framework for the protection of marine protected areas in Montenegro, with special attention to their concept, significance, and legal basis for protection. The focus is on existing marine protected areas in Montenegro, the conditions for their declaration, domestic regulations and competent state bodies, as well as international conventions that bind Montenegro in this area. Special emphasis is placed on the relationship between national legislation and the Mediterranean regional system of marine protection, primarily the Barcelona Convention and the SPA/BD Protocol. The starting point of the paper is that marine protected areas in Montenegro are not only an instrument of nature protection, but also part of a broader system of marine space management. The paper indicates that the legal framework for their protection exists, but that its actual effectiveness depends on the consistent application of regulations, clear institutional responsibilities, and efficient management in practice.

# **Decarbonisation in Shipping Industry and Alternative Fuels**

Chair:

**Maja Radunović-Ćulafić, LLM**  
**Abaco Law Firm**  
**Podgorica, Montenegro**

Maja Radunović-Ćulafić currently works as an attorney at law in Montenegro advising clients in all aspects of maritime law. Before that she used to work as a judicial advisor in the Commercial Court of Montenegro and as an external advisor to the Ministry of Traffic and Maritime Affairs - Directorate for Maritime Commerce. She obtained her Bachelor and Law Specialist degree at University of Montenegro – Faculty of Law in Podgorica. She undertook LLM studies in International Maritime Law studies at the IMO-IMLI in Malta where she was awarded with the CMI Prize for Best Overall Student. Since then, she has been actively involved in maritime law, both from academic and practical perspective. So far, she has undergone numerous trainings, participated in conferences and seminars in the country and abroad. Maja is a founder and currently the President of the Montenegrin Maritime Law Association.

**Avv. Marco Manzone**  
**Dardani Law Firm**  
**Genova, Italy**

Marco Manzone is a dual-qualified lawyer in Italy and England with over 15 years of experience in maritime and international transport law. His practice covers both contentious and non-contentious matters. He advises shipowners on sale and purchase, ship finance, and complex cross-border transactions, as well as on claims management for owners, multimodal carriers, and insurers. He recently obtained an Executive Master of Public Administration with a focus on maritime policies. Marco is based in Genova as partner at Dardani Studio Legale.

## **The Path to Decarbonising Shipping: Regulatory Developments at IMO and EU Level**

The presentation provides an overview of the evolving regulatory framework governing maritime decarbonisation at both international and regional level. It examines the main policy and legislative developments currently shaping the transition of the shipping sector, with particular attention to initiatives adopted within the International Maritime Organization (IMO) and the European Union (EU). The analysis will briefly review the progression of IMO measures on greenhouse gas emissions, including recent discussions

surrounding the proposed IMO Net-Zero Framework, alongside the acceleration of EU regulatory action through instruments such as the extension of the EU Emissions Trading System (EU ETS) to maritime transport and the adoption of the FuelEU Maritime Regulation. By outlining the interaction between these global and regional initiatives, the presentation aims to situate the broader decarbonisation process and to provide the regulatory context for the subsequent discussions within the session.

**Aleksa Martinović, LL.M.**  
**University of Montenegro**  
**Faculty of Law**  
**Podgorica, Montenegro**

Aleksa Martinović graduated from the Faculty of Law, Union University in Belgrade, where he obtained his degree in law. After completing his legal studies, he pursued further specialization in maritime law and obtained an LL.M. in Maritime Law and Shipping Business from Frederick University in Cyprus. His LL.M. thesis, titled “*Seaworthiness of Autonomous Vessels – Carrier’s Duties under the Hague-Visby Rules and the Rotterdam Rules,*” examined the evolving legal obligations of carriers in the context of emerging autonomous shipping technologies and the challenges these developments pose for existing international maritime conventions. He is currently completing a Master’s degree in International Law at the University of Montenegro. His master’s thesis, which he is expected to defend in June, is titled “*Protection of the Marine Environment from Pollution by Ships under UNCLOS, with Special Reference to Montenegrin Legislation.*” His research focuses on the international legal framework governing the protection of the marine environment, particularly the regulation of ship-source pollution under UNCLOS and its implementation within the Montenegrin legal system. His academic interests include maritime law, the law of the sea, international shipping regulation, and environmental protection in maritime activities. Following the completion of his current studies, he plans to continue his academic and professional development in the field of maritime law.

**Zuzanna Peplowska-Dąbrowska, PhD**  
**Nicolaus Copernicus University in Toruń**  
**Law and Administration Faculty**  
**Toruń, Poland**

Zuzanna Peplowska-Dąbrowska is an Assistant Professor at the Commercial and Maritime Law Department of the Law and Administration Faculty at the Nicolaus Copernicus University in Toruń, Poland. Between 2015 and 2019 she was a member of the Polish Codification Commission for Maritime Law. She is a Board Member of Polish Maritime Law Association, a member of the Maritime Law Commission’s board of the Polish

Academy of Sciences and an arbitrator in maritime disputes. She is an author of many publications in the field of maritime law in Polish and English, including *Codification of Maritime Law* (Informa Law from Routledge 2020) and *Maritime Safety - A Comparative Approach* (Informa Law from Routledge 2021) (both as a co-editor and contributor). She is a member of the Polish Delegation to the IMO Legal Committee sessions in London and a co-director of the International Maritime and Transport Law Conference annually held at the Inter-University Centre in Dubrovnik.

**Ante Vojković, LL.M**  
**Stanić and Partners Law Firm**  
**Rijeka, Croatia**

Ante Vojković is Attorney at Law at Stanić & Partners LLC, Rijeka. In 2019 he graduated in Law from the University of Rijeka, Faculty of Law, where he was awarded three Dean's Awards for academic excellence and served for four academic years as a Student Assistant at the Chair of the History of Law and State. In 2021, he passed the bar exam with special praise (*cum laude*). In 2024, he obtained the Degree of Master of Laws (LL.M.) in International Maritime Law with distinction from the International Maritime Law Institute (IMLI), Malta, where he was awarded the prestigious CMI Prize for Best Overall Performance (Best Student of the Generation Award), as well as the Government of Malta Prize for the Best Maritime Legislation Drafting Project, for his work entitled "*A Law to Incorporate the 1996 Protocol to the 1972 Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter into the Laws of Croatia and to Provide for the Effective Implementation Thereof.*" Alongside his legal practice, Ante Vojković writes monthly maritime law columns for "*Burza nautike*", a specialized nautical journal. Moreover, he is a member of the Croatian Maritime Law Association and a regular participant at international conferences, dedicated to contributing to the advancement of maritime law and to strengthening the role of shipmasters within the global industry.

### **The Introduction of Alternative Fuels in Shipping and the Civil Liability Aspects**

Decarbonisation at the international level forces the shipowners to look for alternative fuels. Among the possible alternatives currently being considered are methanol, hydrogen, ammonia, LNG, and biofuel. Their toxicity is still under investigation; however, it is already clear that, as opposed to the traditional fuels, they possess a higher potential for property damage, human health impacts, air pollution, and transboundary implications. Hence, discussing whether the existing norms provide appropriate coverage of such possible damage is vital. This issue has already caught the attention of the International Maritime Organization and Comité Maritime International. The starting point of this presentation is our conclusion that the existing international liability regimes are inadequate to cope with

the pollution caused by alternative fuels. After verifying this presumption, we will then explore possible scenarios for developing a regulatory approach towards civil liability for alternative fuels.

**Margita Selan Voglar, LLB**  
**Triglav Insurance Company**  
**Ljubljana, Slovenia**

Margita Selan Voglar graduated from the Faculty of Law in Ljubljana in 1991. After graduation she joined Zavarovalnica Triglav, d.d., Ljubljana and is still working there as Director of transport insurances. Main domain of her activities is Road Carriers Liability, Cargo Insurances and recently Hull and Machinery in supporting MGAs from EEA region. She is co-author of publication CMR Convention with Commentary (2005). Margita Selan Voglar has been the Vice President of the Maritime Law Association of Slovenia since 2020. Before that she was the President of MLAS from 2017 to 2020. She has been an active member of the Executive Committee for years, joining her professional knowledge and experience as marine and aviation underwriter. She is also the President of Transport insurance Committee at Slovenian Insurance Association, and she has been representing Slovenian Insurance Association at IUMI as Council Member since 2009. She regularly participates as a speaker at numerous conferences and seminars related to carriers' liability and transport insurances, dealing with actual topics of marine insurances.

### **Decarbonisation in the Shipping Industry and Alternative Fuels: An Insurer's View**

E from ESG is mainstream in many industries – especially in those where effects on environment are substantial and driving to climate changes. IMO set high criteria and strict timeline – by 2050 goals have to be reached. Shipping industry invests into development of new, environmental friendly fuels to cope with IMO standards. What are new fuels, are they really environmental friendly, what are their effects on vessels, operations and risks?

**Petra Amižić Jelovčić, PhD**  
**University of Split, Faculty of Law**  
**Split, Croatia**

Petra Amižić Jelovčić is a Full Professor with Tenure of Maritime and Transport Law, at the Faculty of Law, University of Split. She graduated from the University of Split, Faculty of Law in 2002, and then completed post-graduate course in the Maritime Law and Law of the Sea and received a Master's degree in 2005 (*“Collision of Ships”*). She was awarded PhD degree in 2007 after defending her doctoral thesis entitled *“Maritime Carriage of Nuclear Material”*. Professor Amižić Jelovčić has been working at the Faculty Law in Split

since 2005 and she is currently the Head of Department of Maritime and Transport Law. She is the author of more than 40 scientific journal papers and of three scientific books: *Maritime Carriage of Nuclear Material with a Special Reference to Liability for Nuclear Damage (2010)*, *Croatian Coast Guard – Legal framework (2017)* and *Maritime Law (2023)*. She is also a Vice President of Croatian Maritime Law Association.

**Nikola Mandić, PhD**  
**University of Split, Faculty of Maritime Studies**  
**Split, Croatia**

Nikola Mandić was born in Split, Croatia. He graduated from the Faculty of Maritime Studies, University of Split, in 2007 at undergraduate studies in Maritime Management. He completed a post-graduate course in the Maritime Law and Law of the Sea at the Faculty of Law in Split in 2010 and received a Master's degree. He completed post-graduate doctoral studies in the field of Legal Sciences at the Faculty of Law in Mostar, in 2015. He acquired the doctoral degree (Ph. D.). He has been employed at the Faculty of Maritime Studies in Split, as an assistant (from 2008), postdoctoral researcher (from 2015), assistant professor (from 2016), and associate professor (from 2022) in different maritime law courses. Since 2021 he has been Vice-Dean for Student and Academic Affairs at the Faculty of Maritime Studies in Split. Dr. Mandić published around fifty scientific papers on maritime law and maritime traffic (legal aspects of navigational safety, maritime contracts, averages, environmental protection law, public transport in coastal liner shipping etc.). He has cooperated in scientific and professional projects in the field of maritime law, maritime transport, maritime management etc. He is the head of the Erasmus+ project *Upgrading and harmonization of Maritime law STCW based curriculum for Maritime students – MareLaw (2022 – 2025)*.

### **Regulatory Challenges Arising from the Decarbonisation of Maritime Transport: Impact on Seafarers' Training and Education**

Decarbonisation in maritime transport constitutes a substantial challenge for seafarers, both in operational and regulatory terms. Namely, the safe and compliant utilisation of alternative fuels aboard seagoing vessels requires the acquisition of specialised technical knowledge, practical skills, and operational experience. Consequently, active seafarers will be obliged to undergo additional training, acquire new competencies, and obtain new certifications pertaining to the handling and operation of alternative fuels. Future seafarers, for their part, will be expected to acquire, in the course of their formal maritime education and training, comprehensive knowledge of the properties of alternative fuels, their practical application in maritime operations, and the risks and hazards inherently associated with their use. Accordingly, the World Maritime University, in cooperation with the

International Maritime Organization and Lloyd's Register Foundation, has undertaken a joint project resulting in the development of the *Baseline Training Framework for Seafarers in Decarbonisation*. This Framework, accompanied by an Instructor Handbook, has been designed to support the upskilling of seafarers and to facilitate the safe and accelerated uptake of zero- and near-zero-emission fuels. Of particular significance is also the ongoing process of reviewing and preparing amendments to the STCW Convention pertaining to the training and competencies required for the use of alternative fuels and emerging technologies. The adoption of these new provisions is expected to further delineate the specific criteria, knowledge, and skills necessary for seafarers to acquire the requisite new competencies. The process of decarbonisation represents a significant issue not only for the maritime industry but also for the academic community, insofar as prospective seafarers will, within the context of their formal maritime education, be introduced to alternative fuels for the first time, albeit initially in a predominantly theoretical framework. It is therefore incumbent upon maritime educational institutions and academic staff to acquire the requisite specialised knowledge and to undertake a systematic revision of existing curricula or the development of new course modules, so as to ensure that seafarers are adequately prepared to discharge their statutory obligations and to assume the responsibilities associated with the handling, storage, and utilisation of alternative fuels aboard seagoing vessels.

# Yachting Industry in the Adriatic Coastal States – Legal Issues

Chair:

**Massimiliano Musi, PhD**  
**Alma Mater Studiorum University of Bologna**  
**Bologna, Italy**

Massimiliano Musi is a Full Professor of Navigation and Transport Law at the *Alma Mater Studiorum* University of Bologna and Of Counsel at the Firm Pirola Pennuto Zei & Associati. He has also been Lecturer at many higher education courses, Masters and Ph.D. courses and held lectures at the European Parliament for the Directorate for Legislative Acts. He has been invited to participate as a speaker in more than 100 national and international conferences, and over the years he has organized summer schools, conferences and international research seminars at the University of Bologna, at Ravenna Campus and at the Port Authority of the Northern Adriatic Sea. Since 2011 he is member of the Bologna Bar Association. Professor Musi is a member of the Executive Council of the Comité Maritime International (CMI), member of the yCMI's Standing Committee and of the IWG on Vessel Nomenclature and Co-Rapporteur of the IWG on Mobile Offshore Renewables Units (MORU), as well as Chair of the CMI Publications and Social Media Committee. Since 2015 he is Member of the *Associazione Italiana di Diritto Marittimo (AIDIM)* and since 2019 of the *Associazione Italiana di Diritto della Navigazione e dei Trasporti (AIDINAT)*, of which since 2023 has become also member of “*Consiglio Direttivo*”. Since 2014 he is General Secretary of the “*Il Diritto Marittimo*” Journal and since 2015 of the book series “*Il Diritto Marittimo - Quaderni*”. Since 2022 he is also member of the Board of Directors of the Journal “*Il Diritto Marittimo*”. From January 2016 to December 2021 he was Executive Editor of the “*International Transport Law Review*” and since 2017 he is a member of the Editorial Board of the Croatian Journal “*Comparative Maritime Law*”. Dr. Musi has been Secretary of the International Propeller Clubs - Port of Bologna from 2015 to 2020. He is the author of four monographs, more than 90 articles and case comments and edited eight collective volumes, related to the matter of Maritime and Transport Law.

**Mitja Grbec, PhD**  
**University of Primorska**  
**Faculty of Management**  
**Koper, Slovenia**

Mitja Grbec is currently an attorney-at-law in the port town of Koper/Capodistria, Slovenia (Law Office Grbec), Assistant Professor at the Faculty of Management of the University of Primorska (Koper, Slovenia), visiting lecturer at the IMO International Maritime Law Institute in Malta, and the Secretary General of the Maritime Law Association of Slovenia.

He graduated law from the University of Ljubljana, Faculty of Law. He completed his LLM and Ph.D. studies in international maritime law at the IMO International Maritime Law Institute (IMO IMLI) in Malta. Dr. Grbec has held several positions both in the academia and corporate sector, including that of a permanent lecturer at the IMO International Maritime Law Institute in Malta, Senior Lecturer at the Faculty of Maritime Studies and Transportation, University of Ljubljana, Slovenia, member of the Supervisory Board of the company Slovenian Railways d.o.o. and President and Vice President of the Maritime Law Association of Slovenia. Among other, he is the author of the book *'Extension of Coastal State Jurisdiction in Enclosed or Semi-enclosed seas: A Mediterranean and Adriatic Perspective'*, published by Routledge (London, New York) in 2014 and reprinted in the paperback version in 2015. Dr. Grbec is a co-editor and one of the authors of the book *"Legal Aspects of Marine Protected Areas in the Mediterranean: An Adriatic and Ionian Perspective"* published by Routledge (London, New York) in 2023. He is also a Titulary Member of the *Comité Maritime International* (CMI).

### **Legal Status of Ports and Marinas in the Republic of Slovenia**

This presentation explores the legal status of ports and marinas in the Republic of Slovenia, with particular emphasis on marinas as a specific category of special-purpose ports. It analyses the principal features of the Slovenian legal framework governing the classification, establishment, operation, and management of ports and marinas, with special regard to the relationship between maritime public domain, port infrastructure, and the exercise of economic activities. Particular attention is devoted to the legal significance of concessions, which constitute a central instrument for the use and management of maritime areas and for the operation of marina facilities. The presentation also considers the interplay between national legislation, administrative regulation, and local legal instruments in shaping the legal position of ports and marinas within the Slovenian maritime legal order.

**Gordan Stanković, PhD**  
**Vukić & Partners Law Firm**  
**Rijeka, Croatia**

Gordan Stanković studied law at the University of Rijeka, Faculty of Law. He obtained LL.M. degrees from the Law Faculties of Split, Croatia and Southampton, UK, and a Ph.D. degree from the University of Split, Faculty of Law. He was a Fulbright visiting scholar at the Tulane Law School in New Orleans, Louisiana, USA. Dr. Stanković is a partner and head of the Shipping and Admiralty Department at Vukić & Partners, one of the leading commercial and shipping law firms in Croatia. He has extensive experience in various fields of shipping law, but his greatest expertise lies in the fields of shipbuilding, ship finance, ports/terminals/maritime demesne, and enforcement of maritime claims. On two occasions

(2000 and 2006-2007), he acted as legal consultant to the Government of Croatia on restructuring of the Croatian shipbuilding industry. As an Associate Professor, he has taught Maritime Law at the Faculty of Maritime Studies in Rijeka, as well as the Law of Shipping Finance at the Faculty of Law in Rijeka, and the Maritime Procedural Law at the Faculty of Law in Split. Dr. Stanković is the author of a series of monographs and papers on various shipping law topics, including the chapter on Croatia in Kluwer's *International Encyclopaedia of Laws - Transport Law*. He has given presentations on a large number of international and domestic maritime law conferences. He has been involved in the drafting of the Croatian Maritime Code as a member of the working group on registration of ships, liens and mortgages, as well as the working group on judicial sales of ships and ship arrest. Dr. Stanković is the President of the Croatian Maritime Law Association and a Titulary Member of the CMI. He is also listed as arbitrator at the Permanent Arbitral Court of the Croatian Chamber of Commerce.

**Agata Dajčić, LL.M.**  
**University of Rijeka**  
**Faculty of Maritime Studies**  
**Rijeka, Croatia**

Agata Dajčić is an Assistant at the University of Rijeka, Faculty of Maritime Studies, and a PhD candidate at the University of Rijeka, Faculty of Law, where she had already finished Postgraduate Specialist Study Programme. As a PhD Candidate she is dedicated to her research of concessions and complementary activities on maritime domain. Before joining the University of Rijeka, she was for eleven years Legal Advisor for the Tehnomont Group, whose main activities were strictly connected with maritime concessions in shipyard and in nautical tourism. As a legal advisor she was a member of various expert committees for drafting Maritime Domain and Sea Ports Act and Employment Act of the Republic of Croatia. She has attended numerous courses and seminars in the area of maritime law, public procurement, concessions, etc.

### **Extension of Concessions for Nautical Tourism Ports: A Comparative Legal Perspective**

The extension of concessions for nautical tourism ports has in recent years become the subject of significant legal and political debate in European Union Member States with a strong maritime tradition. Croatia and Italy, both characterised by a longstanding maritime and tourism identity, face the challenge of preserving this sector through the extension of concession agreements while simultaneously ensuring compliance with the fundamental freedoms guaranteed by the TFEU. Regardless of the existence of a cross-border interest,

Croatia has opted for the consistent application of Directive 2014/23/EU on the award of concession contracts. Italy, by contrast, through the adoption of the so-called *Decreto Infrazioni*, has taken the position that Directive 2006/123/EC (*the Bolkestein Directive*) and Directive 2014/23/EU in the internal market do not apply to the maritime domain (*bene demaniale*), relying instead on national legislation, notably DPR 509/1997 (*the “Decreto Burlando”*). According to the Italian approach, the use of state-owned maritime property cannot be classified as a service concession within the meaning of Directive 2014/23/EU, as it concerns the exploitation of infrastructure that remains public property. An exception exists in cases of project financing, comparable to the Croatian public-private partnership model. Although concessions for nautical tourism ports are awarded through public procedures, they are governed by domestic rules of *evidenza pubblica*, particularly Article 37 of the Italian Navigation Code and relevant implementing decrees, which differ substantially from the EU Directive and Croatian legislation. Where a cross-border interest exists, EU law and principles become applicable. Key issues concern the interpretation of the concept of concession, the limits of Member States’ discretion, the permissibility of extensions, compensation for non-amortised investments, and the protection of cultural heritage as a potential justification for extending concession relationships.

**Cristina Pozzi, PhD**  
**University of Parma, Department of Engineering**  
**Parma, Italy**

Cristina Pozzi is an Italian attorney admitted to practice before the Supreme Court, with a distinguished academic and professional background. She graduated in Law from the University of Pavia, earned a Master’s degree in Law, Politics and Economics of the European Communities at the College of Europe in Parma, and obtained a PhD in Law and Economics of Production Systems from the University of Trieste. Since 2004, she has been a Jean Monnet Module holder in European Transport Law and subsequently became Contract Professor in the same field at the University of Parma, Department of Engineering, where she teaches European Transport Law. She also collaborated with the University of Modena and Reggio Emilia as a Lecturer in Navigation and Transport Law. Cristina Pozzi has served as a member of ministerial commissions on maritime state concessions and chaired the Supervisory Body (*Organismo di Vigilanza*) of SIN. Alongside her academic activity, she provides high-level legal consultancy in legislative and regulatory processes, advising major national trade associations in the maritime sector.

## **Marinas, Concessions and Competition in the Adriatic under EU Strategy**

This paper examines the legal and economic interplay between concessions, competition law, and the Directive 2006/123/CE within the framework of the EU Strategy for the Adriatic and Ionian Region (EUSAIR). The Adriatic basin represents a particularly significant laboratory for observing how macro-regional cooperation objectives interact with the principles of the EU internal market, especially in the management of maritime public domain concessions. The analysis focuses on three interconnected sectors: port terminal concessions, beach concessions, and—by implication—other maritime demesne uses such as aquaculture. While port concessions in major hubs such as the Porto di Trieste operate within a structured transport policy framework and are typically governed by sector-specific EU and national rules (including Directive 2014/23/EU on concession contracts), beach concessions have become the central testing ground for the application of Article 12 of the Services Directive. Following the landmark judgment in *Promoimpresa Srl v Consorzio dei Comuni della Sponda Bresciana*, automatic renewal mechanisms have been deemed incompatible with EU law where natural resource scarcity exists, thus requiring transparent and competitive selection procedures. The paper argues that the Adriatic context highlights a structural tension between two regulatory logics: on the one hand, the internal market imperative of periodic competition and non-discrimination; on the other, the need for long-term investment stability in infrastructure-intensive or territorially embedded activities. The notion of “scarcity” emerges as the pivotal legal criterion, yet its assessment remains sector-sensitive and fact-dependent. Ultimately, the Adriatic macro-region illustrates how concession regimes must reconcile EU competition and liberalisation principles with strategic transport policy, sustainable tourism, and coastal governance. The resulting legal balance will shape not only market access conditions but also the broader trajectory of maritime economic development in the region.

**Andrej Jelenković, LLB**  
**Karanović & Partners Law Firm**  
**Podgorica, Montenegro**

Andrej Jelenković is a Partner in Karanović & Partners law office, within the Dispute Resolution Practice Group, specialising in finance-related disputes, tax audits and disputes, white-collar crime, and bankruptcy matters. He also handles maritime and inland navigation disputes, along with related legal requests. Andrej obtained his LL.B. from the Faculty of Law, University of Belgrade (2009), and later specialized in Tax Law at the same Faculty (2016).

**Petra Marijanović, LL.M.**  
**Ilej & Partners Law Firm**  
**Zagreb, Croatia**

Petra focuses her practice on dispute resolution and represents both domestic and international clients before arbitral tribunals and national courts in disputes arising out of complex contractual relationships. Her practice focuses on disputes in the construction and energy infrastructure sectors as well as on commercial law and M&A disputes, including under ICC Rules, the Vienna Rules, and UNCITRAL Rules. Petra also regularly advises clients on various commercial, contract and labour law matters. She earned her Master of Law degree (mag. iur.) in International Law from the Faculty of Law, University of Zagreb (2014), followed by an LL.M. in International Business Law at Central European University, Budapest (2020), where she also completed a Postgraduate Specialisation Program in Corporate Social Responsibility.

### **Safe Harbor or Legal Minefield? A Case Study from a Montenegrin Marina**

This presentation analyses a real-life case study of a boat fire accident that occurred in Montenegro, which resulted in several yachts being destroyed or severely damaged. The case study examines the sequence of events and the risks associated with fire caused by improper electrical installation on a yacht. It also outlines the procedures that followed the accident, including the criminal investigation and technical expert analysis. Special attention is given to key maritime law issues arising from the incident, such as the application of rules governing vessel collisions, boat arrest procedures, limitation of liability, and the liability of the boat owner toward the marina. The presentation also discusses the concept of maritime liens and privileges in favour of the marina over the shipwreck. Overall, the case illustrates the complex interaction between technical failures, safety risks, and legal responsibilities in maritime incidents.

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