

	AVIATION
23	<p>Italy</p> <p>Planning agreement signed by ENAC and SEA</p> <p>After months of negotiations the planning agreement between the Italian Civil Aviation Authority (ENAC) and SEA Group has entered into force. The new system provides an investment plan, expected traffic forecast and the fee trend to ensure that the management company can cover costs. The agreement could represent a benchmark for all agreements to be signed by ENAC with the largest Italian airports.</p> <p>Author: Laura Pierallini</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7H7RZPP)</p>
	SHIPPING & TRANSPORT
24	<p>Nigeria</p> <p>New Marine Environment (Sea Protection) Levy for ships</p> <p>The Maritime Administration and Safety Agency has released 12 new marine environmental management regulations. Among the new regulations is the Sea Protection Levy Regulation 2012, which is to be paid by foreign ships calling at Nigerian ports and ships registered in Nigeria. This levy is part of the agency's endeavor to bring Nigeria's maritime law in line with international best practice.</p> <p>Author: Mojisola Agunbiade</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7H7RZPY)</p>
25	<p>Norway</p> <p>Enforcement of foreign ship mortgages</p> <p>Some international ship registries do not require ship mortgages to specify the amount being secured by the underlying obligations. However, in Norway, a ship mortgage is required not only to identify the property to be mortgaged, but also to specify the maximum amount which is secured under the mortgage. Is a foreign-registered mortgage, without a specified amount for security, enforceable under Norwegian law?</p> <p>Authors: Hågen Hansen, Geir Ove Røberg</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7H7RZQU)</p>

<p>26</p>	<p>Philippines</p> <p>NLRC chairman rules that no conference attendance means no position paper</p> <p>The chairman of the National Labor Relations Commission has issued an administrative order stating that the failure of the respondents (vessel interests) to attend two scheduled mandatory conferences, despite being duly served with summons, shall be considered as a waiver on their right to file a position paper. In effect, the labor arbiter will decide the case without the respondents' position paper.</p> <p>Author: Ruben T Del Rosario</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7H7RZSL)</p>
<p>27</p>	<p>Sweden</p> <p>New provisions on employment of onboard armed security personnel</p> <p>The increased use of armed guards and the expanding market in the number of firms offering armed maritime security services impelled the International Maritime Organisation to issue guidance on the use of privately contracted armed security personnel onboard ships. Sweden has not yet adopted regulations on the employment of security guards; however, Parliament is expected to enact a new law in the near future.</p> <p>Authors: Sören Thorlin, Mattias Widlund</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7H8XTUP)</p>
<p>28</p>	<p>Cyprus</p> <p>Department clarifies application of tonnage tax system</p> <p>The Department of Merchant Shipping recently issued two circulars clarifying the application of the tonnage tax system under the Merchant Shipping (Fees and Taxing Provisions) Law. The first confirms that owners of yachts and pleasure craft are not required to file tax returns. The second deals with the circumstances under which shipping companies can be released from the obligation to submit income tax returns.</p> <p>Author: Costas Stamatou</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7HA474E)</p>
<p>29</p>	<p>Norway</p> <p>Norwegian tonnage tax – an attractive regime</p> <p>The Norwegian tonnage tax regime stands out as one of the most favourable and competitive in the</p>

	<p>world today. It provides a stable and attractive option for ship owners and operators. Their growing confidence is demonstrated by the fact that the Norwegian tonnage tax regime currently has more vessels registered than any other regime.</p> <p>Authors: Anders Myklebust, Are Zachariassen</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7HA474V)</p>
<p>30</p>	<p>Germany</p> <p>Hamm Court of Appeal rules on extent of carrier's liability for damage during loading</p> <p>The Hamm Court of Appeal recently clarified the extent of a freight forwarder's liability for damage which occurred due to self-evident improper loading. The court found that it is for the shipper to load and secure the goods, and if it is intended that the freight forwarder carry out these activities then this obligation must be transferred explicitly.</p> <p>Authors: Alexandra Siedschlag, Marco G Remiorz</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7HBBYKY)</p>
<p>31</p>	<p>Norway</p> <p>A closer look at builder's risk insurance</p> <p>Ensuring that adequate insurance is in place is essential for a vessel under construction as the losses can be substantial if a peril strikes. Shipbuilding contracts will invariably address which of the parties is required to take out insurance cover, and will often specify the standard insurance terms to be used.</p> <p>Authors: Øystein Meland, Kaja Oftedal Rasting</p> <p>(Read article http://www.internationallawoffice.com/?i=55592&l=7HBBYM0)</p>