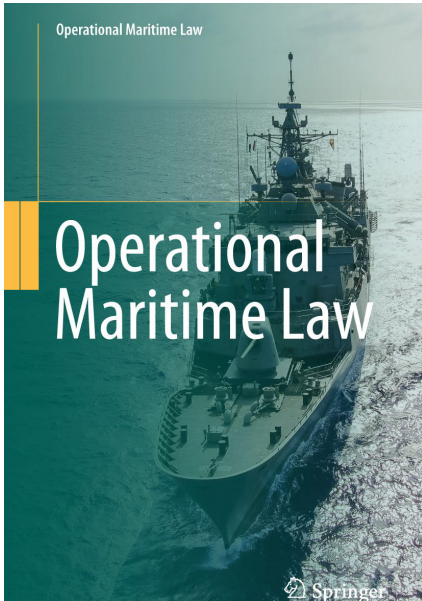


Operational Maritime Law



The Operational Maritime Law Volumes, an independent series in the field of public international maritime law, bridges the gap between operators and legal practitioners in an effort to further legal understanding and international cooperation for a better, safer, maritime domain. At first glance, international law provides a well-defined framework for military action. However, it is all too evident from day-to-day practice in any operation that application is a nontrivial task. It is rather the key challenge, governed by each particular situation as well as individual legal interpretations. As modern threats become more complex and naval assets increasingly protect and defend against threats from both State and non-State actors, it intrinsically becomes more evident that further study and review of current maritime law is necessary. Bearing in mind that all naval operations are bound by international law, having knowledge of the legal boundaries of military operations and responses is paramount.

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We invite those interested in publishing a chapter in *Operational Maritime Law Vol. 2* concerning the below or any other topics in the field of operational maritime law to submit a paper by the end of 2019.

The following topics are of particular significance:

- Unmanned maritime systems
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- Freedom of navigation
- Non-innocent passage
- Naval operations in the Mediterranean
- Cyber in the maritime domain
- Artificial intelligence
- Hybrid threats
- Blockades
- The Turkish Straits
- The Black Sea, the Sea of Azov, the Kerch Strait
- Stateless vessels, the genuine link, flag states of convenience
- New waterways (Nicaragua Channel, Thailand channel)
- Self-defence (unit defence, collective, in extremis)

Information for Authors

As seafaring states demand maximum access to the world's oceans, tensions are rising around the globe. The friction that is ever-present in the maritime domain demonstrates the vital role maritime international law plays in maintaining the balance between the sovereignty of states and the longstanding tenet of unhindered freedom of navigation. This publication will focus on the role of international law in addressing these tensions at sea. The international editors are committed to the maritime interests of the international community. Expanding on our already extensive involvement in such interests, we intend to publish the second volume in the field of public international maritime law.

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The length of the paper should be not less than 4,000 words and not more than 12,000 words inclusive of footnotes. Potential authors are also requested to include a brief biographical statement, including information regarding current academic or operational affiliations and general research interests.

Authors should include an abstract of the proposed article, and a statement whether the manuscript has been submitted elsewhere for publication.