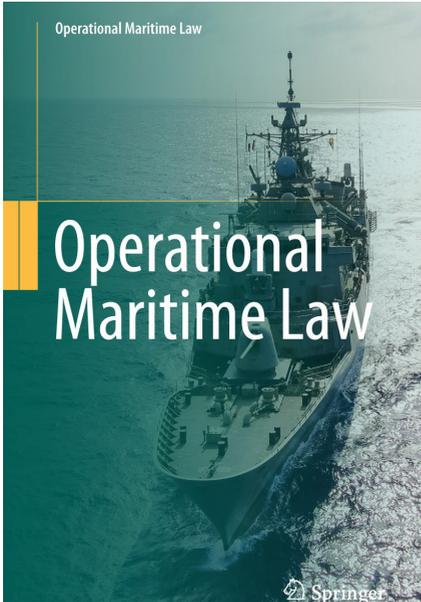


# Operational Maritime Law



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.

The Operational Maritime Law Volumes are independently peer-reviewed by international editors and contain contributions on topics addressing all aspects of operational maritime law inside and outside armed conflict. The aim is to provide a forum for military and legal experts to publish new research advancing legal discourse, as well as analysis of current issues, in order to create a comprehensive compilation of articles, reports, findings and documents.

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The volumes contain contributions from international experts as authors, ranging from international law professors and adjunct professors, university researchers, to operational law practitioners, who provide robust analyses, insights, and offer new conclusions on topics that are directly relevant for navy operations that are carried out in the 21st Century.

The organizing principles of the series are two-fold. First, to examine so far unsolved legal questions in an effort to provide guidelines for the conduct of maritime operations. Second, the volume creates a reference book for general education on the law of naval operations as well as a comprehensive source for operational handbooks and military planning.

The full range of analysis of operational maritime law is one of this series' strengths. The approach in dealing with multiple legal issues across the domains of command and control, civil-military cooperation, operational necessities and legal restraints, framed in a clear and consistent principal-agent analysis, and written by scholars across multiple disciplines, demonstrates how military operations at sea can legally be executed. The series is focused on the operational and tactical level making it distinctly a unique work in the market.

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J. Schildknecht, C. Kitchen, M. Fink (Eds.)

# Operational Law in International Straits and Current Maritime Security Challenges

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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
- Counter unmanned aerial systems at sea
- 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.

The publication will be independently peer-reviewed. We respectfully request your contribution.

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.