

## **Read Book 1 Multimodal Transport Legal Knowledge Portal Pdf For Free**

***Multimodal Transport Law Multimodal Transport Law An Overview of Legal Regime Governing Multimodal Transport. Ethiopia in Focus Multimodal Transport Freight Forwarding and Multi Modal Transport Contracts Multimodal Transport Rules Carriage of Goods by Sea, Land and Air The Contract of Carriage Transport Law in Germany Multimodal Transport Freight Forwarding and Multimodal Transport Contracts Legal nature and functions of the multimodal transport document Uniformity of Transport Law through International Regimes Transport Law in Sweden Intermodal Transportation Multimodal Transport Law Transport Law in Hong Kong Transportation Law on the Move Transport Law in Turkey Transport Law in India Transport Law in South Korea Multimodal transport law Transport Law in Australia Forwarder, Multimodal Transport Operator and Cargo Owners' Interests [microform] : a Comparative Study of Selected Legal Aspects of Freight Forwarding and Multimodal Transport Under Common Law and Civil Law Transport Law in Norway Transport Documents in Carriage Of Goods by Sea The Emerging Legal Regime for Multimodal Transport Transport Law in Spain Legal Problems of the Multimodal Transport Operators Towards a Modern Role for Liability in Multimodal Transport Law Legal Aspects of the Convention Multimodal Transport Document Legal Issues on Multimodal Transport Security and Environmental Sustainability of Multimodal Transport The US Legal Liability of Operators Engaged in a Multimodal Transport Operation The United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea Multimodal Transport The Legal Role of the Bill of Lading, Sea Waybill and Multimodal Transport Document Transport Law in France Transport Law in Spain***

***Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in India. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting India. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in France. The book describes the main sources of transport law,***

*jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting France. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in South Korea. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting South Korea. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in Hong Kong. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting Hong Kong. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law.*

**Multimodal operations has become a major means of transport in international trade. Yet surprisingly, its risks & responsibilities are not well understood in the business & legal communities. This book offers insight into the complex legal regimes governing multimodal transport & the equally subtle commercial influences operating in the market for multimodal services. Since 1973, the international community has fashioned three sets of Multimodal Rules. In Multimodal Transport Rules, the authors analyse their application & compare their operation in a variety of typical situations. Multimodal Transport Rules provides needed information about the Multimodal Rules for traffic managers, logistics service providers, multimodal operators, carriers & other transport executives, & their legal advisors. It details the liabilities that may be incurred under the alternative rules & provides the facts needed to make informed decisions about managing risks in multimodal contracts. The book sheds light on a complex system & provides a clear picture of the commercial risks & legal responsibilities involved in modern multimodal transport operations. Written by a combination of top academics, industry experts and leading practitioners, this book offers a detailed insight into both unimodal and multimodal carriage of goods. It provides a comprehensive and thoroughly practical guide to the issues that matter today on what is a very complex area of law. From the papers delivered at the 8th International Colloquium organised by Swansea Law School's prestigious Institute of International Shipping and Trade Law, this original work considers current opinions, trends and issues arising from contracts of carriage of goods by sea, land, air, and multi-modal combinations of these, not to mention the legal position of vital participants such as freight forwarders, terminal operators and cargo insurers. The topics under discussion range through issues such as paperwork, piracy, liability for defective containers, damage in transit, the CMR Convention, and the possible effects of the Rotterdam Rules. An indispensable resource for transport lawyers, industry professionals, academics and post-graduate students of maritime law. Seminar paper from the year 2019 in the subject Law - Civil / Private / Trade / Anti Trust Law / Business Law, grade: A+, Bahir Dar University (School of Law), course: International Commercial Law, language: English, abstract: The term "multimodal transport" refers carriage of goods by more than one mode of transport through single freight contract. Unfortunately, technical developments of multimodal carriage of goods are not supported by adequate legal framework. Despite various attempts that have been made in the past, there is no mandatory international convention governing multimodal carriage. The 1980 Multimodal Convention drawn by the UN has not come into force. All applicable international conventions are unimodal. Provisions contained in each of these unimodal conventions may be applicable to the relating leg of multimodal transport and governing the important issues related to the liability of the MTO differs significantly. Such important issues are: bases of MTO's liability, limits of liability, loss of right to limit liability, liability of MTO for his agents and servants etc. Therefore, MTO cannot be certain which regime applies to his liability for the loss of goods. This problem is especially noticeable in the cases involving "non-localized loss". Therefore, there is up to parties to create their own contractual solutions for multimodal transport of goods, taking into account mandatory provisions of unimodal conventions and applicable national laws. Some helpful contractual standard rules have been created in commercial practice. In spite of that, a large majority of industrial representatives and**

**Governments consider the present legal framework unsatisfactory. As a result, countries are adopting their own national multimodal transport laws, in which Ethiopia is not an exception. This reflects fragmentation of rules concerning multimodal transport. An accessible introduction to multimodal contracts of carriage, Multimodal Transport Law works from general principles toward specific, technical problems. Adopting an international approach, it addresses such key topics as: Contracts of carriage Transport documents The parties to a contract of carriage International conventions on the carriage of goods Multimodal situations covered by unimodal conventions Conflict of laws The rules applicable to the individual legs of multimodal contracts of carriage The Rotterdam Rules Providing a close examination of the relevant rules, regulations and case law, this is essential reading for law students, useful for claims handlers and practitioners, and of interest for academics and legislators seeking a better appreciation of multimodal contracts of carriage. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in Spain. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting Spain. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in Turkey. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting Turkey. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. Freight Forwarding and Multimodal Transport Contracts, 2nd Edition, is a**

***comprehensive guide to the law in relation to contract forms and terms created by operators, trade associations or international bodies such as the UN and used as a basis for trading conditions by freight forwarders, logistics suppliers, combined or multimodal transport operators and container operators. This second edition examines the latest editions of contract forms and terms, both where their object is the supply or procurement of multimodal carriage, as well as where they are directed to the use of combined transport equipment (ie containers, swap bodies). Of particular prominence will be a detailed examination of the latest versions of conditions used by the principal UK forwarding, logistics, intermodal and container operators such as the British International Freight Association (BIFA) conditions 2005A and the current Freightliner Conditions as well as updates on many of the conditions in use and legal developments relevant to them, eg Road Haulage Association Conditions 2009, Maersk Conditions of Carriage, TT Club Conditions. A valuable source of reference and guidance to this important and developing area of commercial law and practice. This book provides a comprehensive guidance on the law governing contracts used by operators concerned in the movement of goods focusing particularly on where more than one mode of transport is involved. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in Germany. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting Germany. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. We only have to look around us on the road while we travel to work or home, or to use our eyes at a railway station to know that the transport of goods takes up a lot of the room our modern day infrastructures provide. Sometimes perhaps a little too much; nowadays congestion seems to be the rule rather than the exception. This is an uncomfortable side effect of the explosive growth freight transport has experienced the last few decades<sup>1</sup>. Modern day transport offers a considerable array of possibilities; possibilities that are for the most part taken for granted by the general public that enjoys their benefits. The average European would not be surprised to learn that the fruit on offer in the local supermarket originates from another continent for instance. The idea that most of the things we use in our daily routine stem from a distant source, such as a cell phone from Japan, a trendy pair of designer jeans made in China or a glass of Australian wine, seems completely natural to us. Clearly the contemporary transport industry offers us a lot of benefits besides such discomforts as congestion and pollution. In earlier times, before machinery such***

*as the steam engine had been invented it was hardly cost effective or even feasible when it came to perishables to carry goods halfway around the world if they were not at least valuable and extraordinary<sup>2</sup>. The limitations set on trade by the transport structures available did more however than simply curtail the range of affordable products on offer for the public. They also had a negative effect on the location of the industry, limited transport possibilities and forced production to take place near or in heavily populated areas to secure the necessary workforce and market possibilities. After all, industrial decentralisation is only feasible if there is an infrastructure capable of supporting a cost effective movement of goods and employees<sup>3</sup> ... Uniformity of Transport Law through International Regimes addresses the problem of uniformity of transport law and the potential solutions at international and EU levels. It concerns transport conventions and other instruments dealing mainly with carriage of goods by sea and multimodal transport as well as examining the Rotterdam Rules as one of the solutions towards uniformity in carriage of goods law. The discussion on international uniformity in transport law is complemented by an examination of regional harmonization in the context of EU law-making and jurisprudence in the field of international transport. The comparison between international and regional regimes reveals the complexities in application and interpretation of the certain transport conventions which is detrimental to achieving uniformity. The scope of this book is to present the cornerstones of a modern transportation law embedded in a modern logistics and supply chain environment. For this purpose, internationally leading experts write contributions on specific topics of transportation law. The authors compare different legal approaches and present conceptually convincing answers. In addition, they discuss unsolved issues in transportation law. In a first step, the challenges and chances regarding the transformation of the transportation market will be illustrated. Subsequently, several key topics such as the basic principles in transportation law, regulative frameworks form digital freight documents and a look towards a modern logistics will be covered. In conclusion, the insights for a reform in Swiss transportation law reform are identified. This work covers the common carrier liability and documentation issues. The book includes a comparative study of the law in six countries (Belgium, France, Germany, The Netherlands, the United Kingdom and the USA) regarding multimodal transport encompassing the various modes of transport. In addition, the general law of obligations (contract and tort), which differs considerably between states has been provided, taking into account how it applies to a multimodal contract. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in Sweden. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and*

competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting Sweden. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. This updated edition of *Transport Law in Australia* describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries. The scope of the book is broad in that it encompasses maritime, road, rail, air, and multimodal transport law. Almost half the book is devoted to maritime and shipping law which, for an island nation with over 95% of its international trade carried by sea, is as important as it is unsurprising. Whilst works of this nature have the potential to be a 'dry' read, in this case the author has taken an approach which makes the book eminently readable and usable. The text is well supported by in-depth research and enhanced with comprehensive referencing, footnotes, tables of cases and statutes, as well as a selected bibliography. With Australian society and the economy vitally dependent on all modes of transport this book will be a valuable addition for many in the transport community. This includes transport operators, shippers and freight forwarders, transport regulators and lawyers, as well as academics, researchers and students engaged in the study of transport. The author's practical and masterful approach to the subject should go a long way to ensuring the success of *Transport Law in Australia* as well as being a valuable addition to the body of literature on this important topic. Barrie Lewarn Professor Australian Maritime College, National Centre for Ports and Shipping University of Tasmania Review of the second edition of *Transport Law in Australia*. Extensive capital investment by companies involved in multimodal transport industry has led to a more efficient industry in which customers are better served. The legal infrastructure has kept pace with neither technological development nor changes in functions of participants and therefore, there are numerous legal problems. This text covers the major legal questions encountered by participants in the multimodal transport industry. It offers advice on how to prevent these questions arising. It devotes four chapters to the day-to-day problems of cargo interests, forwarders, operators and cargo handling operators seeking resource for claims. The book provides plans of action designed to eliminate the possibility of legal disputes and claims arising in each of the above areas. It also identifies the deficiencies of the most recent international convention covering multimodal transport and provides concise practical replies to each of the following questions: which liability scheme applies?; what are the financial limits of liability?; and what is the time period within which claims must be brought? The international carriage of goods by sea has been regulated by international conventions. These include the "International Convention for the Unification of Certain Rules of Law relating to Bills of Lading" ("Hague Rules"); the "Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading" ("Visby Rules"); and the "UN Convention on the Carriage of Goods by Sea." They were adopted in 1924, 1968 and 1978 respectively and the transport industry's commercial needs have since substantially changed. Furthermore the advent of subsequent regimes has resulted in the uniformity in the carriage of goods by sea once provided by the Hague Rules being lost. In order to update and modernize existing regimes the "UN Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea"

***("Rotterdam Rules") was adopted on December 11, 2008 by the UN General Assembly and opened for signature on September 23, 2009. Since then drafters of the Rotterdam Rules, academics and practitioners have been publicizing, discussing, and evaluating the Rules. This book is an effort to further explore those same goals. The Contract of Carriage: Multimodal Transport and Unimodal Regulation provides a new perspective on how to approach the question of multimodal transport regulation regarding liability for goods carried. Unlike previous literature, which has approached the issue of applicability from a strict interpretation-of-the-convention angle, this book will analyse the issue from a law of contracts perspective. If goods are damaged during international transport, the carrier's liability is governed by rules laid down in international conventions, such as the CMR convention, the Hague-Visby Rules and the Montreal Convention. Such rules apply to certain modes of transport, to contracts for unimodal carriage. When goods are carried under a multimodal contract of carriage, which provides for carriage by more than one mode of transport, the question is whether these rules are applicable to transport under multimodal contracts of carriage. This book investigates the rules of carrier's liability applicable to unimodal transport, and whether these rules are applicable to carriage under multimodal contracts of carriage, with focus on the actual contract of carriage. This unique text will be of great interest to students, academics, industry professionals, and legal practitioners alike. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in Spain. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting Spain. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. Transportation technologies in the field of unitization of goods, which culminated in the advent of containerization, have led to the subsequent development of intermodal transport featured by the integration of the following modes of carriage of goods: airways carriage, carriage by sea, inland waterways, railways, and truck services. Whereas the technical, commercial, and economic aspects of the international intermodal transportation have been adequately addressed in scholarly publications, the legal regime related to the liability of the intermodal carrier is still unpredictable, quite unreliable, and does not respond to the requirements of the intermodal transportation for the purpose of the promotion of the global economy. At present, transport in carriage of goods means getting goods delivered from the producer to the consumer. The process would more likely involve an international intermodal carriage. The***



***unpredictable, inadequate, and uncertain liability regime in international carriage of goods, as referred to previously, has a significant impact on the insurance schemes available in intermodal transportation. As a consequence, the insurance industry has been coping with conflicting laws and regulations while settling claims arising from frequent and high capital-intensive risks in the international intermodal carriage of goods. Derived from the renowned multi-volume International Encyclopaedia of Laws, this book provides a systematic approach to transport law as applied in Norway. The book describes the main sources of transport law, jurisdiction and courts, state immunity, and the legal role of transport intermediaries, with detailed reference to maritime law, transport by road, transport by air, transport by rail, and inland navigation. A special chapter is devoted to multimodal transport. Among the elements of transport law considered are the legal status of the vessel; its acquisition, ownership, and registration; vessel liens and mortgages; the position of master and crew; maritime salvage and assistance; marine pollution; collision; and carriage of passengers. Other topics discussed include liability and limitation of liability, charter parties, and transport under bill of lading. Case law, intergovernmental cooperation agreements, and interactions with environmental, tax, and competition law are also covered. Its succinct yet scholarly nature, as well as the practical quality of the information it provides, make this book a valuable resource for lawyers handling transport contracts or cases affecting Norway. It will also be welcomed by researchers and academics for its contribution to a field that continues to gain significance in the study of comparative law. Bringing a fresh, comparative approach to transport documents used in the carriage of goods by sea, this book covers bills of lading, sea waybills, ship's delivery orders, multimodal transport documents, and electronic transport documents. The book covers historic developments, current conventions, and thoughts for the future on these transport documents; and delves deeply into the legal issues concerning them. It represents a comprehensive compilation of case and statute law from around the world on this subject. In addition to English law, the book covers American, French, German, and Italian laws, as well as the laws of several East Asian jurisdictions (China, Japan, South Korea). Primarily, the book will be of use to maritime law scholars and students, and lawyers who deal with shipping. It may also be of interest to international traders, banks, and ship masters and officers. Not until the recent attacks on transport systems has transport security become a focus of public concern and academic research. Various aspects of transport security have already been analysed under different agendas. Some research was focused on the potential risk to the environment resulting from transport, in particular from the transport of hazardous or dangerous goods, while other research considered critical elements of transport networks or supply chains as vital lifelines in the case of natural disasters. Recently, new threats stimulated interest in transport security as a stand-alone issue, placing it at the forefront of political and academic agendas. A NATO Advanced Research Workshop held at Imperial College London in January 2009 brought together those with expertise in the above-mentioned fields in order to verify the current state of knowledge in the field and identify promising areas for future work. The workshop concentrated on maritime and intermodal transport, risk management and long-term strategic planning, rather than on the details of monitoring or detection techniques. This collection of papers emanates largely from that workshop. While transport systems are widely recognized as terrorist***

***targets, complete protection of these systems is economically and practically infeasible. The workshop looked at analytical methods to identify critical points in the transport infrastructure and the prioritization of defensive and mitigating measures given the limited resources available. Deficiencies in methods for conducting such an assessment were identified and the need for cost-effective mitigation measures was emphasized.***

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