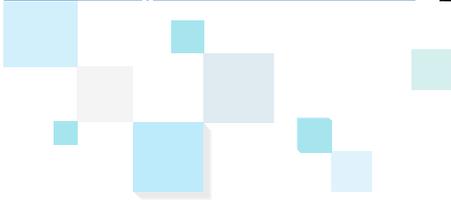
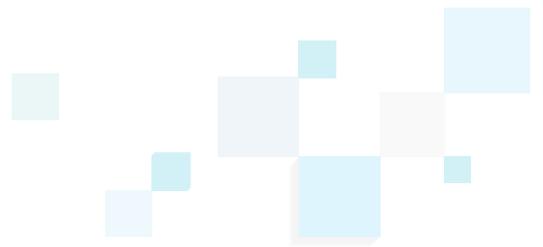




中国海事仲裁委员会

CHINA MARITIME ARBITRATION COMMISSION



# CMAC 2017 IN REVIEW

中国海事仲裁委员会2017年工作报告





2017 marked a new beginning for CMAC. With a strong support from the industry, CMAC had carried out institutional reform. We surmounted challenges posed by the shortage of personnel, and persist in a steadfast and committed striving for better arbitration services.

## 1. The number of arbitration cases remained stable.

By December 31, 2017, CMAC had accepted 72 maritime cases, including 45 foreign related cases and 27 domestic cases.



## 2. New development strategy was embraced.

With a new development strategy adopted to serve all the sectors of the transportation industry, we expanded the scope of our service by establishing the Aviation Dispute Arbitration Centre and Aviation Dispute Mediation Centre. It was truly a bold move but we saw great potential of these growing niche sectors of the ADR market which remained relatively untapped.

## 3. Service network was improved.

We coordinated the working relationship between CMAC sub commissions in Tianjin, Shenzhen, Chongqing, Fujian and Hong Kong to ensure CMAC a strong business presence in several important maritime clusters in China. Building on our unique contribution to the development of China's foreign trade, we would continue our outreach efforts beyond the above cities to more shipping hubs.



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#### 4. The cooperation with maritime courts was deepened.

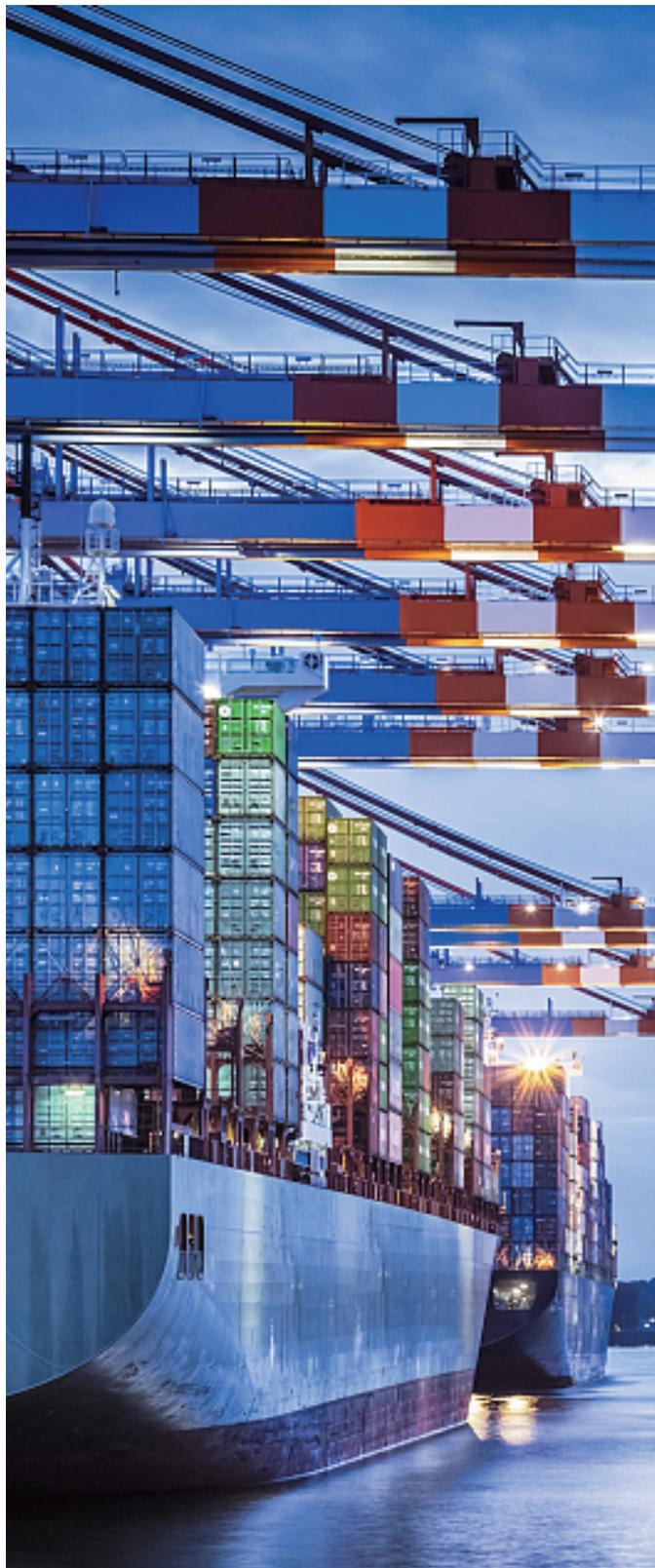
We signed memorandum of cooperation with maritime courts which would accordingly entrust CMAC to resolve the disputes through mediation before the trial. It was a pioneering mechanism to facilitate the partnership between a maritime arbitration and a maritime court, and we prided ourselves as a leading dispute resolution provider recognized by the judicial system.

#### 5. The panel of arbitrators was updated.

After the new panel of arbitrators came into force on May 1st, we held training activities in Shanghai, Shenzhen and Beijing to acquaint new arbitrators with the capabilities and work ethics required in the arbitration practices.

## 6. CMAC participated in important conferences at home and abroad.

In 2017, CMAC attended the International Congress of Maritime Arbitrators (ICMA) as a presenter and shared views on the maritime arbitration practices in China with the audiences. CMAC also held the 2017 China Maritime Justice and Arbitration Summit in Beijing for the first time, which later became one of the prestigious events among our stakeholders. In addition, CMAC hosted or participated in 2017 Shanghai Shipping Legal Forum, 2017 Maritime Law Seminar & “Belt & Road” High-end Forum on International Maritime Law and Policy, and 2017 China Maritime Day Fujian Forum & Maritime Law Seminar. CMAC co-hosted Seminar of the Second Phase of the High-End Seminar on Maritime Financial Law, 2017 Asian Logistics and Shipping Conference, 2017 Regional Arbitration Association Annual Meeting, the Arbitration Development Mechanism Innovation Under the Strategy of ‘One Belt and One Road’ Seminar, China International Chamber of Commerce Member Companies Work Conference, China Company In-House Convention, the first ‘One Belt and One Road’ High-End Forum of Maritime Law System Construction, the third China Offshore Wind Power Industrial Development International Summit, 2017 Shanghai International Maritime Exhibition Maritime Finance and Law Forum and other important meetings.



## 7. CMAC cooperated with DMU in legal researches.

CMAC and Dalian Maritime University (DMU) jointly published China Maritime Arbitration Annual Report 2016 and Blue Book China's Local Rule of Law Development Report No.3 (2017). CMAC and DMU also jointly launched relevant model contract terms and carried out special research on China logistics standard format and Standard Ship Repair Contract. In 2018, CMAC will continue to improve our work capacity and broaden our offerings to the maritime community.





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