

# TRANSPORTATION LAW JOURNAL

*INDUSTRY LEADER IN MULTI-MODAL LAW, ECONOMICS & POLICY*

UNIVERSITY OF DENVER • COLLEGE OF LAW

## ARTICLES

The Extension of Damage and Time Limitations of the Hague, Warsaw, and Lausanne Conventions to Agents and Independent Contractors of Ship Lines and Air Lines

*Daniel E. Murray*

Who Should Pay for Agency Adjudication?  
A Study of \$200,000 Filing Fees at the Surface Transportation Board

*Peter A. Pfohl*

ISTEA Reauthorization and the National Transportation Policy

*Joseph P. Thompson*

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UNIVERSITY OF DENVER COLLEGE OF LAW  
TRANSPORTATION LAW JOURNAL

The *Transportation Law Journal* is a major professional publication in the field of transportation law, and is dedicated to maintaining its position as a valuable working tool for the practicing bar, government, and the academic community. It addresses both domestic and international developments of legal, regulatory, economic and political interest in all modes of transportation—aviation/airports, motor, rail, maritime, aerospace, and pipelines, freight forwarders, and brokers.

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The opinions expressed herein do not necessarily reflect the views of the *Transportation Law Journal*, the University of Denver, or the Transportation Lawyers Association.

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Sincerely,

A handwritten signature in black ink, appearing to read "Paul Stephen Dempsey".

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November, 1997

Dear Subscriber,

Over the past two years, I have been proud to serve on the Transportation Law Journal in various capacities, culminating with my service as Editor-in-Chief for Volume 24. Like all good things, however, my tenure has come to an end. With the publication of this issue, I would like to formally hand over the reigns to Jane Hershey and her new editorial board. Jane has been a member of the TLJ for over a year, and brings to the journal the highest level of confidence and dedication. I wish her and the new board a great deal of success in the coming year.

Over the past year, we have gone through numerous internal changes in the hopes of bringing you, the subscriber, a better quality journal, including changes in our editorial approach, business management, and timing of issues. This has entailed a lot of hard work and some tough choices. I am indebted to the board and staff from volume 24 for all of their effort in making the past year a success. One finds that, in serving as Editor-in-Chief, the job is much easier when you are surrounded by the kind of quality people with whom I had the pleasure of working.

As the journal moves into the future, I know that Jane shares my vision of making the journal not only the best journal dedicated to intermodal transportation issues, but one of the premier law journals in the nation. As I said in an earlier letter, a journal cannot succeed at this level in a vacuum. We rely on our subscribers not only for their support, but for their contributions of articles and suggestions. I would like to thank our subscribers for their continued backing of the TLJ, and to urge them to continue sharing their ideas with the TLJ.

Best Wishes,

A handwritten signature in dark ink, appearing to read "S. Scinta".

Samuel Scinta

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November 1997

Dear Subscribers,

This issue marks the "changing of the guard" for the Transportation Law Journal (TLJ). As the new Editor-in-Chief, I have had the pleasure of organizing another exciting and diverse issue of the TLJ. This issue explores the impact of the Hague, Warsaw and Lausanne Conventions on agents and independent contractors, examines the increased filing fees for Surface Transportation Board adjudications, and engages the possibility of a national transportation policy.

Although this is an exciting time for myself and the new editorial board, we must say good-bye to Sam and his staff. Over the past year, I have had the opportunity to work with Sam and the 1996/97 Editorial Board as an Associate Editor. On behalf of the 1997/98 Editorial Board, I would like to thank Sam and his staff for all of their contributions to the journal over the past year and wish them well in their future endeavors.

Over the past few months, the 1997/98 Editorial Board with the help of the 1996/97 Editorial Board has been very busy planning and organizing a landmark event. On March 28, 1998, the TLJ is hosting an airline safety symposium: "How Safe are Our Skies?" This symposium, featuring Nick Garaufis, Chief Counsel for the FAA, will bring together individuals from around the country to discuss and analyze the safety and security of our airline industry. In conjunction with this symposium, our Spring issue will be dedicated to airline safety.

Every year, the TLJ strives to be better than the last. It is my hope that with the airline safety symposium and issue, as well as with our regular issues, we will offer you, the subscriber, more than we did the previous year. Without the support of our subscribers, the TLJ would simply be a group of articles. As such, I want to thank each of you for your continued support and encourage you to write me with your comments.

I look forward to a very successful and exciting year!

Best Wishes,

Jane E. Hershey  
Editor-in-Chief

7039 E. 18th Ave., Denver, Colorado 80220 303-871-6162

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