

## MASTER'S PROGRAMMES OFFERED AT IMLI FOR THE ACADEMIC YEAR 2021-2022

The Institute would like to bring to the attention of its readers that it has opened the admissions process to its Master of Laws (LL.M.) programme in International Maritime Law and Master of Humanities (M.Hum.) programme in International Maritime Legislation for the academic year 2021-2022. The programmes will commence in October 2021 and will last for one academic year until June 2022. The programmes include in-depth education in international maritime law and training in the drafting of maritime legislation for the incorporation of IMO treaties into national legislation. It has been recognized that the most effective way to assist countries in implementing IMO treaties is the expert training of their own nationals. These nationals will subsequently constitute the initial nucleus of a well-established cadre of specialists in international maritime law, competent in maritime legislation drafting, which is of paramount importance for the safe operation and development of the shipping and port industries, the protection of the marine environment, as well as the achievement of IMO's objectives.



*IMLI: Over 30 Years in the Service of the Rule of International Maritime Law*

It is noteworthy that a number of donors have agreed to provide full funding for chosen candidates if they meet their selection criteria. Generally donors prefer young and talented candidates (under the age of 40) who have a strong motivation to work for their government and who, upon completion of their studies, will make a vital contribution to the development of the national legal framework and maritime sector. Fifty percent of the places are reserved for deserving women candidates.

Whereas the LL.M. programme is open exclusively to graduates in law, the M.Hum. programme is open to candidates holding a degree in any other discipline related to international maritime law. Unless candidates meet the academic requirements of the Institute, their application will not be considered. The programmes are exclusively delivered in English, hence the need for candidates to have the language proficiency as required in Annex 3 of the relevant application package.

The deadline for submission of applications is set on 30 April 2021. Due to the limited amount of places the matter will generally be treated on a first come, first served basis. As the Institute aims at a global outreach, we would be most grateful if these documents could be distributed as widely as possible.

If you have any questions, please do not hesitate to contact Ms. Elda Kazara-Belja (Senior Lecturer / Admissions Officer) on her telephone number: +356 21 310 816 ext. 107 or by e-mail at: [admissions@imli.org](mailto:admissions@imli.org). More information on the programmes and the nomination of candidates can be found in the attached application packages and the IMO Circular Letter No.4368.

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*\* If you do not want to receive IMLI e-News in future, please return this message to the above address with request to DELETE in the subject field.*

*\*\* For further information please contact Ms. Ramat Jalloh (Editor, IMLI e-News) at [publications@imli.org](mailto:publications@imli.org)*

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Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

Circular Letter No.4368  
15 January 2021

To: All IMO Member States

Subject: **Nomination of candidates: Master's Programmes at the IMO International Maritime Law Institute, Malta, October 2021 to June 2022**

1 The Secretary-General is pleased to announce that the Master of Laws (LL.M.) programme in International Maritime Law and the Master of Humanities (M.Hum.) programme in International Maritime Legislation, for which a limited number of fellowships funded by IMO and other donors will be available to selected suitably qualified candidates nominated by their Government, will be held at the IMO International Maritime Law Institute (IMLI) in Malta from October 2021 to June 2022.

2 The Institute was established in Malta under the auspices of the International Maritime Organization (IMO) with the generous provision of the premises and related facilities by the Government of Malta.

### **Academic programmes**

3 The LL.M. and M.Hum. programmes have been designed as intensive specialized postgraduate programmes in international maritime law. While the LL.M. programme is open exclusively to graduates in law, the M.Hum. programme is open to candidates holding a degree in any other discipline related to international maritime law. The programmes include in-depth education in international maritime law and training in the drafting of maritime legislation for the incorporation of IMO treaties into national legislation. It has been recognized that the most effective way to assist countries in implementing IMO treaties is the expert training of their own nationals. These nationals will subsequently constitute the initial nucleus of a well-established cadre of specialists in international maritime law, competent in maritime legislation drafting, which is of paramount importance for the safe operation and development of the shipping and port industries, the protection of the marine environment, as well as the achievement of IMO's objectives.

4 The Institute's programmes will be conducted solely in English. Applicants must therefore be proficient in the English language and meet the language requirements as set by the Institute.

## **Nomination of candidates and application process**

5 Nomination of candidates by the Government concerned (nominating authority) should be made using the nomination form, which forms part of the **"Application Package for Nominated Candidates for 2021-2022"** and can be downloaded from the Institute's website: <https://imli.org/programmes-and-courses/ll-m-programme/> and <https://imli.org/programmes-and-courses/master-of-humanities-programme/>. For the timely selection and notification of candidates, **it is essential that the completed documents, including application and nomination forms, and the fellowship application form, where applicable, reach the Institute by 30 April 2021.** The selection of candidates will take place soon after the deadline. Those selected and the concerned nominating authority will be informed accordingly by the Institute. Selected candidates will be required to arrive at the Institute prior to the commencement of the academic year, and in case they are unable to do so, for whatever reason, they should inform the Institute as soon as possible and withdraw their applications.

6 By submitting an application and nominating a person for studies at the Institute, both the applicant and the nominating authority are confirming that they are aware of the national legislative and/or administrative requirements which have to be met by selected applicants, prior to travelling to the Institute and commencing their studies; that the aforesaid requirements are met for the duration of their studies; and that they will promptly take the actions required to comply with these requirements.

7 Participation is offered on the widest possible geographical basis, but the number of admissions per country is limited. Accordingly, should nominations be made for two or more candidates from one country, a priority order should be indicated by the nominating authority. It should be noted that 50% of admissions are reserved for suitably qualified women candidates.

8 The applicant or the nominating authority bears the cost of the application processing fee of €150 and unless a fellowship is awarded, the nominating authority is responsible for the payment of the programme fee, which is €34,500. Where a fellowship is awarded, the nominating authority remains responsible for the payment of the additional funding component. Please refer to the Institute's application documentation for further information.

## **Fellowships**

9 In order to be considered for a fellowship, the applicant must first be cleared academically. Subsequently, the Institute will endeavour to identify suitable fellowship donors. Fellowship applications are processed directly by the Institute in close liaison with the fellowship donors on the basis of merit and the individual parameters established by the various donors. All fellowship requests should thus be addressed to the Institute directly.

10 Please note that all application, nomination and fellowship application forms are processed by the Institute and IMO will not enter into correspondence with the nominating authorities nor the applicants regarding the status of their applications.

11 Candidates who are offered an IMO fellowship should note that the fellowship is strictly personal, non-transferable and to be utilized for the academic year it was awarded. Under exceptional circumstances, IMO may agree to carry over a fellowship. Consideration will however be made on a case-by-case basis and the decision rests with IMO.

12 The fellowship application form should be accompanied by proof of payment of the fellowship application fee of €200 via bank transfer to the Institute's bank account (all fellowship application fees and bank transfer charges are to be borne by the applicant and are in addition to the application and processing fee).

13 The fellowship application fee covers all administrative costs incurred in approaching potential donors and seeking fellowship funding for the candidates, while the application processing fee covers the cost of compiling applicants' files, preparing their individual profiles, keeping them informed and assisting selected candidates until their arrival at the Institute.

14 Prospective applicants and nominating authorities are urged to familiarize themselves with the detailed information on the programmes syllabi and application procedure that can be found in the "**Application Package for Nominated Candidates for 2021-2022**" on the Institute's website: <https://imli.org/programmes-and-courses/>

15 The Secretary-General wishes to take this opportunity to express appreciation to the Government of Malta for its support.

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**IMO INTERNATIONAL MARITIME LAW INSTITUTE**

**(IMLI)**

**MALTA**

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**MASTER OF LAWS (LL.M.)**

**in**

**INTERNATIONAL MARITIME LAW**

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**APPLICATION PACKAGE**

**for**

**NOMINATED CANDIDATES**

**ACADEMIC YEAR 2021-2022**

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**International Maritime Organization  
4 Albert Embankment  
London SE1 7SR  
UNITED KINGDOM  
Tel: +44 (0) 20 7735 7611  
Fax: +44 (0) 20 7587 3210  
Website: <http://www.imo.org>**

**IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
MALTA  
Tel: +356 21 319343 / 21 310816  
Fax: +356 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)  
Website: <http://www.imli.org>**

## TABLE OF CONTENTS

	<b>PAGE</b>
<b>A. <u>THE PROGRAMME</u></b>	
1. PROGRAMME OBJECTIVES	1
2. ACADEMIC CONTENT	1
<b>B. <u>ADMISSION REQUIREMENTS AND PROGRAMME FEE</u></b>	
3. OFFICIAL NOMINATION	2
4. ACADEMIC REQUIREMENTS	2
5. PROGRAMME FEE	2
6. FINANCIAL AID	2
<b>C. <u>APPLICATION PROCEDURE</u></b>	
7. HOW TO APPLY	4
8. ACADEMIC AND MEDICAL CLEARANCE	5
9. PAYMENT OF PROGRAMME FEE	5
10. ADMISSION	5
<b>D. <u>JOINING THE INSTITUTE</u></b>	
11. TRAVEL	5
12. VISA	6
13. FAMILIES AND DEPENDANTS	6
14. BOOKS AND OTHER INSTRUCTIONAL MATERIAL	6
15. IMLI GUIDELINES ON STUDENT CONDUCT	6
16. LOCATION	7
<b>E. <u>FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE</u></b>	
17. LIBRARY	7
18. ICT FACILITIES	7
19. MONTHLY STIPEND	7
20. ACCOMMODATION	7
21. HEALTH CARE	7
22. CAFETERIA	7
23. LAUNDRY	8
24. TELECOMMUNICATIONS	8
25. RECREATIONAL FACILITIES	8
<b>F. <u>INFORMATION ABOUT MALTA</u></b>	
26. GEOGRAPHICAL LOCATION AND CLIMATE	8
27. LIVING COSTS	8

### ANNEXES

ANNEX 1:	LL.M. PROGRAMME STRUCTURE
ANNEX 2:	MASTER OF LAWS – LL.M. – IN INTERNATIONAL MARITIME LAW PROGRAMME ASSESSMENT AND EXAMINATION REGULATIONS
ANNEX 3:	ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS
ANNEX 4:	PROGRAMME FEE AND STARTING DATE
ANNEX 5:	IMLI GUIDELINES ON STUDENT CONDUCT

### FORMS

SUMMARY FORM
NOMINATION FORM
APPLICATION FORM
MEDICAL REPORT FORM
MOTIVATION FORM
REFERENCE FORMS
FELLOWSHIP APPLICATION FORM

## A. THE PROGRAMME

### 1. *Programme Objectives*

The IMO International Maritime Law Institute (IMLI) offers a specialized post-graduate programme leading to the Degree of Master of Laws (LL.M.) in International Maritime Law. The purpose of the programme is to train lawyers to become specialists in international maritime law. The programme is therefore most suitable for law graduates already working in the maritime field such as a relevant government department, a shipping company, port authority, or other organization concerned with shipping and maritime affairs. However, the programme is also open to any law graduates who intend to pursue their legal careers in the field of maritime law whether in the public or private sectors, whether in practice, administration or in academia. Fifty percent of the places available are reserved for suitably qualified women candidates.

### 2. *Academic Content*

The duration of the programme is one academic year, beginning in October and ending in June of the following year. The programme is intensive and student achievement is highly competitive. In brief, the programme structure, which is designed to cover all aspects of international maritime law at an advanced post-graduate level, comprises the following:

- Introduction to Public International Law
- Introduction to Shipping Law
- Introduction to Law of the Sea and Humanitarian Law
- Law of the Sea Specific Regimes I
- Law of the Sea Specific Regimes II
- Carriage of Goods and Passengers by Sea
- Proprietary Interests in Ships
- Wet Shipping
- Law of Maritime Safety and Security
- Maritime Claims
- Marine Environmental Law
- Maritime Legislation Drafting
- Dissertation

The LL.M. programme structure is contained in Annex 1.

Students attending the LL.M. programme are assessed in accordance with the mode of assessment specified in the LL.M. programme structure (see Annex 1). Within each module of the LL.M. programme structure, students will be required to sit for written examinations and submit assignments or make presentations. In addition, each student is required to submit a 10,000 to 15,000-word dissertation, independently researched and supervised by a member of the Institute's Faculty. Each student is also required to submit a maritime legislation drafting project under the supervision of a designated member of the Faculty. Finally, students are expected to attend lectures, seminars, conferences, field trips and other activities organized by the Institute. The Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations are contained in Annex 2.

The LL.M. is exclusively a taught programme. Therefore, attendance at lectures and other academic activities organized by the Institute is compulsory as provided for in the Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations (Annex 2) as well as in the IMLI Guidelines on Student Conduct (Annex 5).

The teaching programme is delivered by the Institute's Faculty that includes professors and lecturers as well as by visiting fellows who are judges, practitioners, and academics of international repute in various fields of maritime law.

The entire programme, including teaching as well as the writing of examinations, dissertations, and other academic projects, is in the English language.

## B. ADMISSION REQUIREMENTS AND PROGRAMME FEE

### 3. *Official Nomination*

Candidates must be nominated by a Government or other appropriate nominating authority. Such candidates should normally be persons already serving in or intended to be appointed to a Government Ministry or Department concerned with legal, port or shipping affairs, or an organization in the country of the nominating Government involved in these matters.

By submitting an application and nominating a person for studies at the Institute, both the applicant and the nominating authority are confirming that they are aware of the national legislative and/or administrative requirements which have to be met by selected applicants, prior to travelling to the Institute and commencing their studies; that the aforesaid requirements are met for the duration of their studies; and that they will promptly take the actions required to comply with these requirements.

### 4. *Academic Requirements*

The basic requirements are:

- (a) a degree in law with a high standing from a recognised university;
- (b) proficiency in the English language: all candidates must be fully proficient in the English language. They should be fully acquainted with the fundamentals of that language; i.e. in reading, writing, listening, comprehension and speaking skills. Candidates who have not studied or made active use of the English language in recent years are **STRONGLY** advised to refresh their English knowledge **PRIOR** to their arrival in Malta. They should bear in mind that the study of international maritime law demands a sophisticated knowledge of the English language. **Production of evidence of English language proficiency is required. Therefore, as a pre-requisite for admission, the Institute may require candidates to undertake one of the tests for language referred to in Annex 3.** Further, the Institute reserves the right to conduct Skype interviews with candidates applying to the programme to assess their level of English in order to ensure that they have the command necessary to undertake and successfully complete the LL.M. programme; and
- (c) computer competence (at least the ability to use Microsoft Office). Computer competence is essential as students are required to use computers to carry out research and to complete their assignments and academic projects.

### 5. *Programme Fee*

Please refer to Annex 4 to find out the programme fee for the forthcoming academic year. The programme fee covers tuition, accommodation provided by the Institute including servicing, water, 600 units of electricity free of charge, cleaning services and use of laundry facilities, a word processing allowance, a photocopying allowance, the cost of posting twenty kilos of books, selected standard text books, use of IT facilities provided by the Institute (printing costs not included) and the cost of insurance (fire, theft, public liability and repatriation in cases of emergency). The programme fee also covers payment to the student by the Institute of a monthly stipend equal to Three Hundred Fifteen Euro (€315). **THIS STIPEND IS MEANT TO PROVIDE FOR THE COSTS OF FOOD, LOCAL TRANSPORT AND OTHER NECESSITIES OF THE STUDENT. THE STIPEND IS NOT A SALARY, THEREFORE IT IS EXPECTED THAT STUDENTS CARRYING EMPLOYMENT IN THEIR HOME COUNTRIES CONTINUE TO RECEIVE THEIR SALARY AND THAT THE NOMINATING GOVERNMENT WILL CONTINUE TO PAY THE SALARY OF THEIR OFFICIALS WHO ARE ASSIGNED TO STUDY AT THE INSTITUTE AND TO PROVIDE, IN PARTICULAR, FOR THE CONTINUATION OF THE INCOME TO SUPPORT THE FAMILIES OF THE STUDENTS REMAINING IN THEIR HOME COUNTRY.**

**The programme fee does not cover air travel in and out of Malta.**

### 6. *Financial Aid*

Candidates are required to have financing for their enrolment. Assistance can be requested from various sources. Nominating authorities are urged to take this matter up with the appropriate

representative of potential fellowship sponsors in the candidate's country. In the past, the following organizations, Governments and persons have offered assistance:

International Maritime Organization (IMO) • The Nippon Foundation • Lloyd's Register Foundation (LRF) • European Commission • EU Funded "SAFEMED" Project administered by REMPEC • Commonwealth Fund for Technical Co-Operation (CFTC) • Comité Maritime International (CMI) • Commonwealth Secretariat • Indian Ocean Commission (IOC) • International Transport Workers' Federation Trust (ITF) • International Transport Workers' Federation Trust (ITF) Seafarers' Trust • United Nations Development Programme (UNDP) • United Nations Educational, Scientific and Cultural Organization (UNESCO) • World Bank

Government of Algeria • Government of Angola • Government of Azerbaijan • Government of the Bahamas • Government of Bahrain • Government of Bangladesh • Government of Barbados • Government of Brazil • Government of Cape Verde • Government of the Republic of Congo • Government of Dominica • Government of Fiji • Government of France • Government of the Gambia • Government of Ghana • Government of Haiti • Government of Indonesia • Government of the Islamic Republic of Iran • Government of Iraq • Government of Italy • Government of Kenya • Government of Latvia • Government of Liberia • Government of the Libyan Arab Jamahiriya • Government of Lithuania • Government of Luxembourg • Government of Malaysia • Government of Malta • Government of the Marshall Islands • Government of Mexico • Government of Monaco • Government of Mozambique • Government of Namibia • Government of the Netherlands • Government of Nigeria • Government of Pakistan • Government of Peru • Government of the Philippines • Government of Poland • Government of the Republic of Korea • Government of the Russian Federation • Government of Saudi Arabia • Government of Seychelles • Government of the Republic of Singapore • Government of the Sudan • Government of Suriname • Government of Switzerland • Government of Thailand • Government of Togo • Government of Tonga • Government of Trinidad & Tobago • Government of the United Republic of Tanzania • Government of Bolivarian Republic of Venezuela • Government of the United States of America.

AB Lisco Baltic Services (Lithuania) • Akwa Ibim State Government (Nigeria) • Algerian Navy • Argentine Navy • Brazilian Navy • Bufete Coindet & Asociados (Honduras) • Canadian International Development Agency (CIDA) • Caspian Shipping Co. (Azerbaijan) • Chartered Institute of Logistics (Malta Branch) • Chilean Navy • CMI American Foundation • CMI Charitable Trust • Costamare Shipping Company • Det Nordenfjeldske Dampskibsselskab AS (Norway) • Dr. Kofi Emmanuel Mbiah • Ethiopian Shipping Lines • Finnish Maritime Administration • French Navy • Finnish Maritime Administration • General Maritime Transport Company (Libya) • Ghana Ports and Harbours Authority • Ghana Shippers' Authority • Ghanaian Navy • Gozo Channel Company Ltd. • Greek Shipping Co-Operation Committee • Hellenic Marine Environment Protection Association (HELMEPA) • India National Shipowners' Association • International Association of Dredging Contractors • International Centre for Ocean Development (Canada) • International Development Research Centre (Canada) • Italian Navy • Jamaica Shipping Association • Japan Shipbuilding Industry Foundation (Sasakawa Fellowship Fund) • Joint Dock Labor Council (Nigeria) • Kenyan Navy • Kenya Ports Authority • Kimani and Michuki Advocates • Korea Shipowners Association • Libya Ports & Maritime Transport Authority • Maritime B.P. (France) • Medserv Limited (Malta) • Mexican Navy • Ministry for Foreign Affairs and Trade Promotion (Malta) • Moroccan Navy • National Inland Waterways Authority (Nigeria) • Neptune Orient Lines (Singapore) • Nigerian Maritime Administration and Safety Agency (NIMASA) • Nigerdock Nigeria Limited • Nigerian Navy • Nigerian Ports Authority • Nigerian Shippers' Council • Norwegian Agency for Development Cooperation (NORAD) • Onassis Group of Companies • Pakistan Navy • Palmali Shipmanagement • Mr. P.S. Panagopoulos and Mr. A. Panagopoulos • Papachristidis Company • Petroleos Mexicanos (PEMEX) • Ports and Shipping Organization (Iran) • Portnet • Professor David Attard • Professor Thomas Schoenbaum • Regional Marine Pollution Emergency Response Centre • Saudi Aramco • Sea Pine Tree Foundation • SMIT International • Swedish International Development Authority (SIDA) • Strategic Educational Pathways Scholarships (STEPS) • The West Africa Regional Fisheries Project-Liberia • Thomas Miller & Co. Ltd., Managers of the U.K. P&I Club • Transmarine Shipping Enterprise Ltd. • Transnet Ltd. (South Africa) • Transport Malta

Candidates who require financial assistance can apply to IMLI. The Institute does not offer fellowships but is prepared to seek assistance on behalf of applicants.

Application forms wherein financial assistance is required should be accompanied by payment of a non-refundable fellowship application fee of €200 in the form of bank transfer to the Institute's bank account (**all bank transfer charges are to be borne by the applicant**). This fellowship application fee is in addition to the non-refundable application processing fee of €150 provided for in paragraph 7(i) below. The fellowship application fee covers all administration costs incurred in approaching potential sponsors and seeking fellowship funding for the candidates while the application processing fee covers the costs of compiling applicants' files, preparing their individual profiles, keeping them informed and assisting accepted candidates until their arrival at the Institute.

Application forms wherein financial assistance is required must also be accompanied by a duly filled Fellowship Application Form which may be found as an integral part of this application package.

### C. APPLICATION PROCEDURE

#### 7. *How to Apply*

The attached Application Form should be completed by the candidate and must be accompanied by:

- (a) the attached Nomination Form duly completed, signed and stamped by the nominating authority;
- (b) copies of the candidate's University degrees officially authenticated by the University concerned;
- (d) a copy of the certificate of proficiency in English held by the candidate (see paragraph 4(b) above and Annex 3 for further information) or a statement by the candidate explaining the reasons why he/she deems that he/she should be exempt from presenting such certificate;
- (e) the attached Medical Report Form duly completed by a registered Government Medical Practitioner;
- (f) a letter of intent written by the candidate and stating the candidate's reasons for applying to the LL.M. programme and his/her career objective. Candidates may use the attached Motivation Form;
- (g) two letters of reference covering the candidate's ability to undertake the LL.M. programme. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications. Referees should use, where possible, the attached Reference Form;
- (h) where financial aid is requested, proof of payment of the fellowship application fee provided for in paragraph 6 above;
- (i) where financial aid is requested, the attached Fellowship Application Form duly completed and signed by the applicant and the nominating authority; and
- (j) proof of payment of the application and processing fee of €150.

Applications should be sent to:

The Director  
IMO International Maritime Law Institute  
Msida MSD 2080  
MALTA

Telephone: +356 21 319343 / 21 310816  
Facsimile: +356 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)

### **8. Academic and Medical Clearance**

Application forms will be reviewed by the Institute to assess the academic and medical eligibility of the candidates. Nominating authorities and/or candidates will be advised of academic and medical clearance in writing.

Advice of academic and medical clearance provides an indication only that the Institute has found the candidate to hold the necessary academic qualifications and medical eligibility to pursue the programme. **IT DOES NOT INDICATE ACCEPTANCE FOR ENROLMENT.**

### **9. Payment of Programme Fee**

Payment of the programme fee is a condition precedent for admission to the programme. The programme fee should be remitted to the Institute's bank account, details of which are as follows:

Bank in Malta: Bank of Valletta plc, L-Ibrag Branch  
 Triq tal-Ibrag, Swieqi  
 SWQ2030 MALTA  
 Account Name: IMO International Maritime Law Institute  
 Account no. 4001 3713 797  
 SWIFT Transfer Code – VALLMTMT  
 I.B.A.N.: MT58 VALL 2201 3000 0000 4001 3713 797

### **10. Admission**

When all the criteria for admission, including clearance and confirmation of financing, have been met, the candidate and the nominating authority shall be notified in writing that the candidate has been selected for admission to the programme.

The Institute must receive from the candidate and his/her nominating authority a confirmation in writing as to whether the candidate is ready to join the programme, whereupon the candidate will be admitted to the programme.

Candidates who have been awarded a fellowship, will also be required to pay a refundable deposit of Euro 500 within the deadline stipulated by the Institute. Said deposit will be returned to the candidate on completion of studies at IMLI.

## **D. JOINING THE INSTITUTE**

### **11. Travel**

**Whatever the source of funding for the programme fee, candidates are reminded that the programme fee does not cover travel expenses.** Travel arrangements will have to be arranged and settled by the participants and/or their nominating authorities.

Selected candidates will be required to arrive at the Institute prior to the commencement of the academic year, and in case they are unable to do so, for whatever reasons, they should inform the Institute as soon as possible and withdraw their applications. **However, candidates are advised to make their travel arrangements to ensure that their arrival at the Institute is not earlier than one week before the commencement of the programme.** Information on the starting date of the forthcoming programme can be found in Annex 4.

In view of the fact that a three-day field trip to London may be organized at the end of the academic year, participants are advised to arrange for their return ticket with Air Malta via London Heathrow Airport, leaving departure dates and the exact stop-over period in London open pending final booking, which may be effected in Malta. This would avoid the candidate and/or nominating authority incurring unnecessary expenses. Should the candidate need an entry visa for the United Kingdom, the Institute will assist in order to obtain the same when in Malta. **However, the cost of the visa is to be paid by the candidate.**

Candidates admitted to the programme are requested to communicate their confirmed travel details to the Institute as soon as possible so that arrangements can be made prior to their arrival, including arrangements for pick-up from the airport. If taking a taxi, students should give the following address:

IMO International Maritime Law Institute  
University of Malta Campus  
Msida

## **12. Visa**

Candidates admitted to the programme are requested to arrange for a visa, if this is required, for their entry to Malta. Malta is a member of the European Schengen Agreement. Therefore, the Institute cannot procure visas on behalf of admitted candidates. For more information relating to visa requirements and where to apply please visit the website of the Malta Ministry for Home Affairs and National Security at <https://identitymalta.com/visas/>. The Institute may assist in providing the admitted candidates with the relevant information relating to the Embassy they need to approach.

## **13. Families and Dependants**

Candidates admitted to the programme are not expected to bring their families or dependants with them to the Institute and are strongly advised not to do so. The residential facilities at the Institute are not intended for occupancy by the members of the families of students. If students nevertheless do decide to bring dependants with them, **they themselves have to arrange at their own expense suitable accommodation** outside the Institute (see paragraph 20 below). The Institute must be notified in advance of the intention to bring dependants. **No arrangements can be made for them by IMLI.**

## **14. Books and Other Instructional Material**

Students shall be provided with a selected number of textbooks and other instructional material as determined by the Institute. On completion of study, arrangements will be made for sending 20 kilos of such material to the student's home country by sea transport, if this is necessary.

As part of the programme, each student is required to write a dissertation of 10,000 to 15,000 words on a topic of their choice, approved by the Faculty. The topic selected by each student should relate to some aspect of the programme, but it is expected that it will also be relevant to the student's own country or region. Students are therefore encouraged to bring with them any materials that would be useful for such purpose, in particular any domestic textbook concerning public or private maritime law.

Students are also required to undertake a drafting project related to maritime legislation. It would be useful if students brought with them copies of ALL NATIONAL LEGISLATION RELATING TO MARITIME LAW covering topics such as marine pollution, ports and harbours, commercial maritime law, as well as the Constitution of their country. Furthermore, students are advised to bring with them a copy of any law relating to the incorporation of international legal instruments regarding maritime law into their domestic law, as well as any law or material governing legislative drafting within their jurisdiction, such as an Interpretation Act. It would be much appreciated if such materials are then donated to the IMLI Library for consultation and use by future students. In this way, the Library can build up a comprehensive collection of maritime legislation.

It would also be useful for the student to have a contact person within his/her jurisdiction who would be willing to provide him/her with any material as required during his/her stay at the Institute.

## **15. IMLI Guidelines on Student Conduct**

Student life at the Institute is governed by the IMLI Guidelines on Student Conduct, copy of which is attached hereto as Annex 5. **BY APPLYING TO THE INSTITUTE, CANDIDATES UNDERTAKE TO COMPLY STRICTLY WITH THE IMLI GUIDELINES ON STUDENT CONDUCT SHOULD THEY BE ADMITTED TO THE PROGRAMME.**

## 16. *Location*

The Institute is located within the campus of the University of Malta in Tal-Qroqq, Msida. Local buses are available on the main road outside the University gates. There are a number of shops, cafes, convenience stores, bookstores, and other establishments within walking distance of the University.

### **E. FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE**

## 17. *Library*

The Institute has a well-equipped international maritime law library. Students also have access to the Library of the University of Malta.

## 18. *ICT Facilities*

Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Regulatory Framework on ICT matters.

## 19. *Monthly Stipend*

Students are given a monthly stipend in Euro currency to cover costs of food, local transport and other basic necessities. The stipend is provided in addition to accommodation and related facilities. The current stipend is Three Hundred Fifteen Euro (€315) per month calculated on a pro-rata system based on the number of instruction days in one month. The stipend is paid in arrears on the last Thursday of each month. **The first stipend is therefore paid towards the end of October. In this respect, students should make sure that they have enough money to cover their living expenses during the first month of their studies.**

**THE STIPEND IS NOT A SALARY, THEREFORE IT IS EXPECTED THAT THE NOMINATING GOVERNMENT OR NOMINATING ORGANIZATION WILL CONTINUE TO PAY THE SALARY OF THEIR OFFICIALS WHO ARE ASSIGNED TO STUDY AT THE INSTITUTE, AND TO PROVIDE IN PARTICULAR FOR THE CONTINUATION OF INCOME TO SUPPORT THE FAMILIES OF THE STUDENTS REMAINING IN THEIR HOME COUNTRY.**

## 20. *Accommodation*

Each student is assigned a furnished flat on the Institute's premises. Once all the flats in the Institute's premises are allocated, other students may be assigned flats near the Institute/University. The flats contain kitchen facilities and a private bathroom; cooking utensils, dishes, cutlery and linen are provided. The accommodation is suitable only for single occupancy. Consequently, dependants or family members are not generally permitted to reside in the accommodation provided on the premises. **In some cases, a student may be assigned accommodation in shared flats.** Students are expected to stay in the accommodation provided.

## 21. *Health Care*

Students are required to have a health insurance for the whole duration of their stay in Malta with cover for hospital care. Evidence of this insurance may be required by the relevant Embassy when the student applies for an entry visa. However, health insurance is mandatory when students apply in Malta for a study residence permit. Should students find difficulty in obtaining insurance which cover extends for the whole duration of their stay in Malta, the Institute can assist in obtaining locally the required health insurance when the student arrives in Malta. **The cost of the insurance is to be borne by the student. All documentation relating to the insurance needs to be either issued in the English language or translated into the English language.**

## 22. *Cafeteria*

Cafeteria facilities are available at lunchtime at the University of Malta where a relatively inexpensive meal can be obtained. For other meals, students are expected to cater for themselves or eat out.

**23. Laundry**

The Institute is equipped with washing machines and tumble dryers which are available for use by students who live in the IMLI accommodation (see paragraph 20 above). For dry cleaning services, students may, at their own expense, avail themselves of commercial laundry facilities outside the University.

**24. Telecommunications**

Flats on the Institute's premises are equipped with telephone sets. It is not possible to make any outgoing calls from the telephone sets in the flats. The telephone sets however have been programmed to allow the student to dial emergency numbers. Students however may receive calls directly in their flats by asking prospective callers to dial 2131 9343 or 2131 0816 and the relevant extension number. The country code for Malta is +356.

To dial abroad from Malta, students have to add 00 before the country code and the telephone number required.

**25. Recreational Facilities**

There is a students' Common Room on the Institute's premises equipped with television, video player, recreational reading material, and personal computers with internet connection. Students may be assigned certain duties relating to their academic and residential life at the Institute. Students can also use the available facilities of the University of Malta, which include some sports facilities (some facilities may be used at a cost).

**F. INFORMATION ABOUT MALTA****26. Geographical Location and Climate**

Malta is a small island (27km x 14.4km) located in a strategic position in the centre of the Mediterranean, between Italy (Sicily) and Tunisia. It has much of historical and cultural interest for visitors and has long maintained an interest in maritime affairs.

The climate is generally warm. Temperatures are as follows:

35°C highest summer temperature  
14°C average November to April temperature  
7°C lowest winter temperature

In the winter, the weather may become cold and stormy from time to time. Students are advised to bring appropriate warm and waterproof clothing for winter, as no clothing allowance is available.

**27. Living Costs**

The currency of Malta is the Euro (€). For the latest exchange rates visit [www.centralbankmalta.com](http://www.centralbankmalta.com).

Rental accommodation is available in residential areas, in the vicinity of the University. The monthly rent of a modest furnished apartment is approximately between €600 and €800, depending on the number of bedrooms. The monthly expenses of food and other living costs could amount to €400 per person depending on one's lifestyle.

For more detailed information about Malta please refer to [www.visitmalta.com](http://www.visitmalta.com).

**ANNEX 1  
LL.M. PROGRAMME STRUCTURE**

**Overview of the LL.M. Programme Structure**

<b>Module Title</b>	<b>ECTS/ ECVETS</b>	<b>Mode of Assessment</b>
<b>Introduction to Public International Law</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Introduction to Shipping law</b>	<b>4</b>	<b>Presentations and written exams</b>
<b>Introduction to Law of the Sea and Humanitarian Law</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Law of the Sea Specific Regimes I</b>	<b>4</b>	<b>Assignments and written exams</b>
<b>Law of the Sea Specific Regimes II</b>	<b>5</b>	<b>Presentations and written exams</b>
<b>Carriage of Goods and Passengers by Sea</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Proprietary Interests in Ships</b>	<b>4</b>	<b>Assignments and written exams</b>
<b>Wet Shipping</b>	<b>4</b>	<b>Presentations and written exams</b>
<b>Law of Maritime Safety and Security</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Maritime Claims</b>	<b>4</b>	<b>Presentations and written exams</b>
<b>Marine Environmental Law</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Maritime Legislation Drafting</b>	<b>20</b>	<b>Submission of Maritime Legislation Drafting Project</b>
<b>Dissertation</b>	<b>20</b>	<b>Submission of Dissertation</b>
<b>Total ECTS/ECVETS for Course Completion</b>		<b>90 ECTS/ECVETS</b>
<b>Exit Awards/Qualifications</b>		<b>Master of Laws (LL.M.) in International Maritime Law</b>

<b>Detailed LL.M. Programme Structure</b>	
<b>Title of the Module</b>	<b>INTRODUCTION TO PUBLIC INTERNATIONAL LAW</b>
<b>Module Description</b>	<p>The delivery of this module is necessary as it relates to all other modules of the programme area and gives an advanced insight into topics which will be dealt with subsequently during the academic year. It serves as a general introduction to international maritime law in its public law components and from both a domestic as well as an international perspective.</p> <p>The module of public international law examines its nature in today's global society and focuses on the sources of international law. Other branches of public international law which are examined in this part of the module are: the relationship between international law and municipal law; the subjects of public international law and international legal personality; the basis of the exercise of jurisdiction; elements of State responsibility; immunities; extradition; and the law of treaties.</p> <p>The part of the module dealing with international organizations traces their origins and development, and looks at their classification, role and functions in the international community, their constituent instruments and applicable law, their powers, privileges and immunities, as well as their responsibilities. The discussion is taken primarily based on the United Nations and its specialized agencies, with emphasis being placed on the International Maritime Organization. The module also provides an introduction to global ocean governance which is a topic of great importance that is addressed in detail in other modules of the programme.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Nature and Origin of Public International Law</li> <li>• Subjects of Public International Law and International Personality</li> <li>• Sources of Public International Law <ul style="list-style-type: none"> <li>○ International Conventions</li> <li>○ Customary International Law</li> <li>○ General Principles of International Law</li> <li>○ Judicial Decisions and the Teachings of Publicists</li> <li>○ Codification of International Law through Conventions</li> <li>○ Relationship between International Conventions and Customary International Law, with special reference to the Law of the Sea</li> </ul> </li> <li>• The Law of Treaties <ul style="list-style-type: none"> <li>○ The Vienna Convention on the Law of Treaties, 1969</li> <li>○ The Vienna Convention on the Law of Treaties between States and International Organizations or between International Organizations, 1986</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Role of “Soft Law” in International Law</li> <li>● International Law and Municipal Law</li> <li>● Jurisdiction</li> <li>● Extradition</li> <li>● Immunities <ul style="list-style-type: none"> <li>○ State Immunity</li> <li>○ Diplomatic Immunity</li> </ul> </li> <li>● State Responsibility</li> <li>● International Organizations <ul style="list-style-type: none"> <li>○ Historical Development of International Organizations</li> <li>○ International Organizations as Subjects of International Law</li> <li>○ Institutional Law of International Organizations</li> <li>○ Classification of International Organizations</li> <li>○ The United Nations System <ul style="list-style-type: none"> <li>- The United Nations</li> <li>- The United Nations General Assembly</li> <li>- The United Nations Security Council</li> <li>- United Nations Division for Ocean Affairs and the Law of the Sea (DOALOS)</li> <li>- Commission on the Limits of the Continental Shelf (CLCS)</li> <li>- International Law Commission (ILC)</li> <li>- International Seabed Authority (ISA)</li> <li>- UN-Oceans</li> <li>- International Court of Justice (ICJ)</li> <li>- International Tribunal for the Law of the Sea (ITLOS)</li> </ul> </li> <li>○ Specialized Agencies <ul style="list-style-type: none"> <li>- The International Maritime Organization (IMO) <ul style="list-style-type: none"> <li>▪ History, Aims and Functions</li> <li>▪ Structure of IMO</li> <li>▪ Committees of IMO</li> <li>▪ IMO as a Law-Making Body</li> <li>▪ The Process of Development and Amendment of an IMO Convention</li> </ul> </li> <li>- Other Agencies and Bodies <ul style="list-style-type: none"> <li>▪ UNEP, UNESCO (IOC), UNCTAD, FAO, ILO, UNCITRAL</li> </ul> </li> </ul> </li> </ul> </li> <li>● Role of Non-Governmental Organizations <ul style="list-style-type: none"> <li>○ Comité Maritime International (CMI)</li> </ul> </li> <li>● Introduction to Global Ocean Governance</li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Apply the knowledge acquired when undertaking studies in other modules of the programme, e.g. law of the sea and settlement of disputes.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p> <p>a) The intricacies of international law;  b) The functions, constitution and role of international organizations; etc.</p>

<b>Learning Outcomes</b>	Skills – at the end of the module the learner will have acquired the following skills:
	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment; b) Apply the knowledge acquired when negotiating international instruments; c) Apply the knowledge acquired when representing clients; and d) Apply the knowledge acquired when working at, or representing their countries in, international fora.</p>
	<p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the binding nature of the sources of international law; b) Advise on the various methods to express consent to be bound by international treaties; c) Advise on the importance of implementation of international instruments into domestic law; d) Advise on the application of the principles of jurisdiction, immunity, and extradition; and e) Advise on the role of non-State actors in international fora.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Make presentations to different audiences, including domestic and international fora; and b) Liaise effectively with international organizations in the field of international maritime law.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	5 ECTS / ECVETs
<b>Assessment of module</b>	The module will be assessed through written assignments and written tests. Assignments: 30 % and Written Exams: 70%.
<b>Title of the Module</b>	<b>INTRODUCTION TO SHIPPING LAW</b>

<p><b>Module Description</b></p>	<p>The delivery of this module is necessary as it relates to all other modules of the programme and gives an advanced insight into topics which will be dealt with subsequently during the academic year. It serves as a general introduction to international maritime law in its private law components, both from a domestic as well as an international perspective. For this purpose, the module includes lectures on introductory subjects such as the law of contracts, the law of torts, property law and private international law.</p> <p>Following the introductory subjects, the module addresses shipping generally and highlights the main features of this area of law. It includes a general historical overview of maritime law and identifies the main features of this branch of law, including but not limited to an introduction to ships and shipping, technical aspects of shipping, economic aspects of shipping, shipping and international trade, liner and tramp trade, and liner trade conferences.</p> <p>Looking at the sources of maritime law, this module identifies and discusses key directions in the regional development of maritime law, particularly within the European Union; an overview of the main international maritime conventions is provided and emphasis is also given to the domestic statutory or legislative sources of maritime law. This part of the module also looks at the main shipping institutions on the international plane, which may have an impact on maritime law and analyses the main aspects of international trade law and its importance in the shipping industry. The module also gives an overview on the role of ethics in shipping law.</p>
<p><b>Lectures</b></p>	<ul style="list-style-type: none"> <li>• Historical Development of Maritime Law</li> <li>• Introduction to ships and shipping <ul style="list-style-type: none"> <li>○ Major Categories of Ships</li> <li>○ Shipping and International Trade</li> <li>○ Types of Shipping</li> <li>○ Operation and Management of Ships</li> </ul> </li> <li>• Technical aspects of shipping <ul style="list-style-type: none"> <li>○ Physical Attributes of a Ship</li> <li>○ Basics of Navigation and Ship Handling</li> <li>○ Types of Cargo and Cargo Handling</li> </ul> </li> <li>• The Economic Aspects of Shipping <ul style="list-style-type: none"> <li>○ The Role of Shipping in International Trade</li> <li>○ Liner and Tramp Trade</li> <li>○ The Liner Conference System</li> <li>○ The United Nations Convention on the Code of Conduct for Liner Conferences</li> <li>○ The Economic Impact of Open Ship Registry Systems</li> <li>○ Regional Approaches to Shipping Law</li> </ul> </li> <li>• Characteristics of Maritime Law and Main Differences between the Major Legal Systems</li> <li>• Regional Maritime Law, including EU Shipping Law</li> </ul>

	<ul style="list-style-type: none"> <li>• Regulatory Maritime Law: International Conventions</li> <li>• Admiralty and Shipping Practice</li> <li>• Statutory Law on Shipping</li> <li>• Judicial Remedies in Maritime Law</li> <li>• Shipping Institutions</li> <li>• Law of Contracts</li> <li>• Law of Torts/Delict</li> <li>• Law of Property</li> <li>• International Trade Law <ul style="list-style-type: none"> <li>○ International Sale of Goods</li> <li>○ Sale of Goods Legislation (Comparative Law)</li> <li>○ International Commercial Terms (INCOTERMS)</li> <li>○ The United Nations Convention on Contracts for the International Sale of Goods, 1980</li> </ul> </li> <li>• Private International Law <ul style="list-style-type: none"> <li>○ General Conflict of Laws Theory <ul style="list-style-type: none"> <li>- Competent Jurisdiction</li> <li>- Applicable Law (Choice of Law)</li> <li>- Recognition and Enforcement of Foreign Judgments</li> </ul> </li> <li>○ Conflict of Laws Conventions <ul style="list-style-type: none"> <li>- Convention of 27 September 1968 on Jurisdiction and the Enforcement of Judgments in Civil and Commercial Matters (Brussels Convention)</li> <li>- Convention on Jurisdiction and the Recognition and Enforcement of Judgments in Civil and Commercial Matters, 2007 (Lugano Convention 2007)</li> <li>- Regulation (EU) No 1215/2012 of the European Parliament and of the Council of 12 December 2012 on Jurisdiction and the Recognition and Enforcement of Judgments in Civil and Commercial Matters (RECAST), as amended</li> <li>- Convention on the Law Applicable to Contractual Obligations, 1980 (Rome Convention)</li> <li>- Council Regulation (EC) No 593/2008 of the European Parliament and of the Council of 17 June 2008 on the Law Applicable to Contractual Obligations (Rome I Regulation)</li> <li>- Council Regulation (EC) No 864/2007 of the European Parliament and of the Council of 11 July 2007 on the Law Applicable to Non-contractual Obligations (Rome II Regulation)</li> </ul> </li> </ul> </li> <li>• Role of Ethics in Shipping Law</li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Apply the knowledge acquired when undertaking studies in other modules of the programme, e.g. proprietary interests in ships, wet shipping, carriage of goods and passengers, maritime claims, etc.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p> <p>a) The general principles governing the law of contracts, torts, property and private international law as may be applied to shipping matters;</p>

<b>Learning Outcomes</b>	<p>b) The intricacies of shipping law; c) The functions, constitution and role of various shipping institutions, especially in the development of rules and regulations.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b> The learner will be able to: a) Apply the knowledge acquired in their respective areas of employment; b) Apply the knowledge acquired when representing clients; c) Apply the knowledge acquired when representing their countries in international fora; etc</p>
	<p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to: a) Advise on the development of shipping law; b) Advise on the various actors who are involved international trade; c) Advise on the shipping documents used in international trade; d) Advise on the role of international organizations in the development of shipping law.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to: a) Make presentations to different audiences, including domestic and international fora; b) Liaise effectively with international organizations in the field of international maritime law;</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written tests. Presentations: 30 % and Written Exams: 70%.
<b>Title of the Module</b>	<b>INTRODUCTION TO LAW OF THE SEA AND HUMANITARIAN LAW</b>
<b>Module Description</b>	The delivery of this module is important as it is closely connected to the modules of public international law and the law of maritime safety and security.

	<p>The module introduces participants to the intricacies of the law of the sea. It commences by analysing the genesis and historic development of the law of the sea and explores its basic elements. The module encompasses a review of the international regimes regulating State activities in the following maritime zones: internal waters, territorial sea, contiguous zone, continental shelf, and the exclusive economic zone.</p> <p>The module then provides an introduction to humanitarian law and the protection of human rights at sea taking as a starting point the Universal Declaration on Human Rights and other Declarations on this area.</p> <p>Regarding seafarers it has been said that seafarers have always had rights but rarely have been treated fairly. In fact, the fair treatment of seafarers has been for some time subject to debate in international fora. A Joint IMO/ILO Ad Hoc Expert Working Group on the Fair Treatment of Seafarers has been working hard to develop rules in this field. Seafarers have been often subject to abuse and it is therefore imperative to understand maritime labour law to draw a line between decent employment conditions and abuse to human rights. A discussion therefore is undertaken on the different maritime labour standards and the Maritime Labour Convention. Similarly, bearing in mind that crew fatigue is considered as a key factor that may lead to maritime casualties, watchkeeping of seafarers is paramount and therefore an understanding of the relevant international rules comes to the fore. The module thus addresses the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers and other international instruments that may prevent seafarers being overworked.</p> <p>Another area of importance in this field is the protection of human rights of persons other than seafarers. These persons may include stowaways, persons rescued at sea as well as those who have been subject to modern day slavery. Furthermore, the module takes also into account the need to respect the human rights of those who in one way or another are involved in maritime crimes. Whilst there are rules governing maritime piracy there is no legal regime regulating the treatment of capture child pirates. This unfortunate phenomenon continues to grow particularly due to the lack of such legal framework. Migrant smuggling by sea also receives particular attention as does the legal status and the protection of the human rights of refugees.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• General Introduction and Elements of the Law of the Sea <ul style="list-style-type: none"> <li>○ First United Nations Conference on the Law of the Sea (UNCLOS I)</li> <li>○ Second United Nations Conference on the Law of the Sea</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(UNCLOS II)</li> <li>○ Third United Nations Conference on the Law of the Sea (UNCLOS III)</li> <li>○ 1958 Geneva Conventions on the Law of the Sea <ul style="list-style-type: none"> <li>- Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>- Convention on the Continental Shelf, 1958</li> <li>- Convention on the High Seas, 1958</li> <li>- Convention on Fishing and Conservation of the Living Resources of the High Seas, 1958</li> </ul> </li> <li>○ United Nations Convention on the Law of the Sea, 1982 (UNCLOS)</li> <li>○ Post-UNCLOS Developments</li> <li>○ Customary Law</li> <li>● Baselines <ul style="list-style-type: none"> <li>○ Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>○ Part II of UNCLOS</li> </ul> </li> <li>● Internal Waters and Territorial Sea <ul style="list-style-type: none"> <li>○ Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>○ Part II of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>● Contiguous Zone <ul style="list-style-type: none"> <li>○ Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>○ Part II of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>● Continental Shelf <ul style="list-style-type: none"> <li>○ Convention on the Continental Shelf, 1958</li> <li>○ Part VI of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>● Exclusive Economic Zone <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part V of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>● Introduction to Humanitarian Law</li> <li>● Human Rights and the Law of the Sea <ul style="list-style-type: none"> <li>○ Introduction to Human Rights</li> <li>○ Sources of Human Rights</li> <li>○ The Scope of Human Rights</li> <li>○ The Content of Human Rights</li> <li>○ The Relationship between Human Rights and the Law of the Sea</li> </ul> </li> <li>● Maritime Labour Law <ul style="list-style-type: none"> <li>○ Status of the Captain and the Crew</li> <li>○ International Labour Organization (ILO) and Maritime Labour Conventions</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ International Maritime Organization (IMO) and the Maritime Labour Convention, 2006 (MLC 2006)</li> <li>○ Seafarers’ Rights: The MLC 2006 and Amendments thereto</li> <li>○ MLC 2006: Preamble and Articles</li> <li>○ Explanatory note to the Regulations and Code of the MLC 2006</li> <li>○ Minimum requirements for seafarers to work on a ship</li> <li>○ Conditions of employment</li> <li>○ Accommodation, recreational facilities, food and catering</li> <li>○ Health protection, medical care, welfare and social security protection</li> <li>○ Compliance and enforcement</li> <li>○ Duties of consuls to protect seafarers including obligations of flag States to care for their crews</li> <li>○ Immigration/shore leave/maritime security</li> <li>● The Human Dimension             <ul style="list-style-type: none"> <li>○ Stowaways                 <ul style="list-style-type: none"> <li>- International Convention Relating to Stowaways, 1957</li> <li>- Convention on Facilitation of International Maritime Traffic, 1965, as amended (The FAL Convention)</li> <li>- IMO Resolution FAL.11(37) in “Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases”</li> </ul> </li> <li>○ Human Smuggling and Human Trafficking                 <ul style="list-style-type: none"> <li>- United Nations Convention against Transnational Organized Crime, 2000</li> <li>- Protocol against the Smuggling of Migrants by Land, Sea and Air, supplementing the United Nations Convention against Transnational Organized Crime</li> <li>- Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime</li> </ul> </li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>To understand issues related to the law of the sea and appreciate how the law of the sea, its instruments and institutions have not only a direct contribution to the development of human rights law but in some instances are sufficient to protect individual human rights.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p> <ul style="list-style-type: none"> <li>a) The intricacies of law of the sea and humanitarian law;</li> <li>b) The legal implications of human rights laws;</li> <li>c) The current challenges in protecting human rights at sea;</li> </ul>

<b>Learning Outcomes</b>	<p>d) The various international instruments regulating rights and obligations of States in various maritime zones; and</p> <p>e) The various international instruments safeguarding human rights at sea.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment;</p> <p>b) Apply the knowledge acquired when negotiating international instruments;</p> <p>c) Apply the knowledge acquired when representing clients, especially seafarers; and</p> <p>d) Apply the knowledge acquired when representing their countries in international fora.</p>
	<p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the developments of law of the sea;</p> <p>b) Advise on the developments of human rights law;</p> <p>c) Advise on the developments of humanitarian law; and</p> <p>d) Advise on the interdependency of these subjects and how they contribute to safeguarding those who labour on ships and other individuals who may be subject to abuse.</p>
	<p><b>Module-Specific Communication Skills</b></p> <p>(Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) make presentations to different audiences, including domestic and international fora;</p> <p>b) liaise effectively with international organizations in the field, especially DOALOS, ILO, UNODC; etc.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>5 ECTS / ECVETs</p>
<p><b>Assessment of the module</b></p>	<p>The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.</p>

<b>Title of the Module</b>	<b>LAW OF THE SEA SPECIFIC REGIMES I</b>
<b>Module Description</b>	<p>The delivery of this module is important as it is closely connected to the module of introduction to the law of the sea and humanitarian law.</p> <p>The module examines special regimes of the law of the sea. Further to the study of the maritime zones, this module discusses the regime applicable to access to ports, as well as flag, coastal and ports State jurisdiction over foreign vessels (including civil and criminal jurisdiction). The focus is then placed on the regimes regulating enclosed and semi-enclosed seas, international straits, islands, and archipelagic States. Students are also introduced to the regulations governing the Arctic and Antarctic regions. A discussion is also held regarding the rights of land-locked States and geographically disadvantaged States and the protection of underwater cultural heritage. An important part of the module deals with the common heritage of mankind regime under international law which governs all activities connected with the exploration and exploitation of mineral resources found beyond the limits of national jurisdiction. The module concludes with a study of other areas such as marine scientific research and transfer of marine technology.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Flag, Coastal and Port State Jurisdiction</li> <li>• Enclosed and Semi-Enclosed Seas <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part IX of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Straits Used for International Navigation <ul style="list-style-type: none"> <li>○ Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>○ Part III of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Archipelagic States <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part IV of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Regime of Islands <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part VIII of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• The Legal Regime of the Arctic <ul style="list-style-type: none"> <li>○ Defining the Arctic Region</li> <li>○ Implications of the Opening of the Northwest and Northeast Passages</li> <li>○ Overview of the Application of UNCLOS and other International Treaties to the Arctic</li> <li>○ Maritime Zones in the Arctic and their Delimitation</li> <li>○ The Arctic Council</li> <li>○ Development of National Policies regulating the Arctic Region</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• The Legal Regime of the Antarctic <ul style="list-style-type: none"> <li>○ Defining the Antarctic Region</li> <li>○ The Antarctic Treaty System</li> <li>○ Overview of the Application of UNCLOS to the Antarctic Ocean</li> <li>○ Maritime Zones in the Antarctic Ocean and their Delimitation</li> <li>○ Recent Trends and Challenges: Shipping in the Antarctic Ocean</li> </ul> </li> <li>• Land-Locked States and Geographically Disadvantaged States <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part X of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Protection of Underwater Cultural Heritage <ul style="list-style-type: none"> <li>○ Articles 149 and 303(2) of UNCLOS</li> <li>○ Convention on the Protection of Underwater Cultural Heritage, 2001</li> </ul> </li> <li>• International Seabed Area <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ Customary Law: Declaration of Principles Governing the Deep Seabed</li> <li>○ The UNCLOS Regime <ul style="list-style-type: none"> <li>- The International Seabed Authority</li> </ul> </li> <li>○ 1994 Agreement relating to the Implementation of Part XI of the United Nations Convention on the Law of the Sea, 1982</li> <li>○ The System of Exploitation of Deep Seabed Resources</li> </ul> </li> <li>• Marine Scientific Research <ul style="list-style-type: none"> <li>○ Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>○ Convention on the Continental Shelf, 1958</li> <li>○ Convention on the High Seas, 1958</li> <li>○ Part XIII of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Development and Transfer of Marine Technology <ul style="list-style-type: none"> <li>○ Part XIV of UNCLOS</li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Have a good understanding of international law of the sea and be prepared to apply it when undertaking studies in other modules of the programme.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p> <p>a) The intricacies of specific regimes in law of the sea;  b) The rights and obligations coastal States have in these areas;  c) The rights and obligations of other States in these areas;  d) Jurisdictional issues over foreign ships.</p> <p>Skills – at the end of the module the learner will have acquired the following skills:</p>

<b>Learning Outcomes</b>	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment, especially in public administrations and ports; b) Apply the knowledge acquired when negotiating international instruments; c) Apply the knowledge acquired when representing clients, especially shipowners and operators; d) Apply the knowledge acquired when representing their countries in international fora; etc</p>
	<p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advice on the developments of these specific regimes of the law of the sea; b) Advice on the interdependency of these zones and how they contribute to sustainable ocean governance.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Make presentations to different audiences, including domestic and international fora; b) Liaise effectively with international organizations in the field, especially IMO, DOALOS, UNESCO, and various regional organizations; etc.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>LAW OF THE SEA SPECIFIC REGIMES II</b>
<b>Module Description</b>	The delivery of this module is important as it is closely connected to the module of introduction to the law of the sea and humanitarian law.

	<p>This is the second module that examines the special regimes of the law of the sea. This module studies the peaceful uses of the sea, the legal status of the high seas and the rules regulating the exercise of the freedoms of the sea. In this respect the rights of navigation and overflight are discussed as is the exclusive jurisdiction of the flag State over its ships on the high seas and the exceptions to this rule. The module will then address the protection and preservation of the marine environment, as well as the conservation and management of the living resources of the sea. The module also includes a course on maritime boundary delimitation. The module concludes with a series of lectures on settlement of disputes.</p>
<p><b>Lectures</b></p>	<ul style="list-style-type: none"> <li>• The High Seas <ul style="list-style-type: none"> <li>○ Legal Status of the High Seas</li> <li>○ High Seas Freedoms</li> <li>○ Nationality of Ships</li> <li>○ Status of Ships on the High Seas</li> <li>○ Prohibition of Transport of Slaves</li> <li>○ Piracy</li> <li>○ Illicit Traffic in Narcotic Drugs or Psychotropic Substances</li> <li>○ Unauthorized Broadcasting</li> <li>○ Right of Visit</li> <li>○ Right of Hot Pursuit</li> <li>○ Submarine Cables and Pipelines</li> </ul> </li> <li>• Fisheries <ul style="list-style-type: none"> <li>○ 1958 Geneva Convention on Fishing and the Conservation of the Living Resources of the High Seas</li> <li>○ Parts V and VII of UNCLOS</li> <li>○ 1993 Food and Agriculture Organization (FAO) Compliance Agreement</li> <li>○ 1995 Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks</li> <li>○ 1995 Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries</li> <li>○ Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2009</li> </ul> </li> <li>• Genetic Resources of the Sea</li> <li>• Settlement of Disputes <ul style="list-style-type: none"> <li>○ The International Tribunal for the Law of the Sea (ITLOS)</li> <li>○ The International Court of Justice (ICJ)</li> <li>○ Arbitration and Other Forms of Alternative Dispute Resolutions (ADR)</li> </ul> </li> <li>• Maritime Boundary Delimitation</li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Have a complete understanding of law of the sea matters and how they interrelate with other areas of international maritime law.</p>

<b>Learning Outcomes</b>	<p>Understand the competencies of the International Tribunal for the Law of the Sea and the International Court of Justice and the role they play in the settlement of international disputes and their contribution to the progressive development of international maritime law.</p>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<p>a) The intricacies of specific regimes in law of the sea;  b) The rights and obligations coastal States have in these areas;  c) The rights and obligations of other States in these areas;  d) Jurisdictional issues over ships on the high seas;  e) The constitution, functions and role of international judicial bodies.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b>  The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment, especially in public administrations and Ministry for Foreign Affairs;  b) Apply the knowledge acquired when negotiating international instruments;  c) Apply the knowledge acquired when negotiating delimitation of maritime boundaries;  d) Apply the knowledge acquired when representing clients, especially shipowners and operators;  e) Apply the knowledge acquired in ensuring prompt release of vessels and crews;  f) Apply the knowledge acquired when representing their countries in international fora.</p>
	<p><b>Judgment Skills and Critical Abilities</b>  This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advice on the developments of these specific regimes of the law of the sea;  b) Advice on the interdependency of these zones and how they contribute to sustainable ocean governance;  c) Advice on the role of regional organizations in sustainable exploration of living resources;  d) Advise on the various methods developed in international law for the delimitation of maritime boundaries;  e) Advise on the methods States can resort to resolve their disputes.</p>

	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Make presentations to different audiences, including domestic and international fora;</p> <p>b) Liaise effectively with international organizations in the field, especially IMO, DOALOS, UNEP, FAO, RFMOs, International Courts and Tribunals; etc.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	5 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>CARRIAGE OF GOODS AND PASSENGERS BY SEA</b>
<b>Module Description</b>	<p>The module of carriage of goods and passengers by sea is one of the core modules of shipping law and relates closely to the modules of introduction to shipping law, wet shipping, and maritime claims.</p> <p>This module explains the rules pertaining to the various contracts concluded for the transport of goods by sea and for the hire of ships. The main transport documents are studied, including bills of lading, waybills and ship's delivery orders. Multimodal transport contracts involving a sea leg are also considered. The module looks at developments with respect to electronic transport documents. Charterparties in their various types (demise, time or voyage charters) are also analysed.</p> <p>The module then focuses on the rights and liabilities of all the parties involved in the carriage of passengers and their luggage by sea, including rights of compensation for death or personal injury, loss of or damage to luggage and delay in transport. Relevant international conventions, EU Regulations and the latest legal developments on the subjects are studied.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Carriage of Goods by Sea <ul style="list-style-type: none"> <li>○ Carriage of Goods by Sea under Bill of Lading Terms <ul style="list-style-type: none"> <li>- Bills of Lading and Other Transport Documents (Negotiable Bills of Lading, Straight Bills of Lading, Sea Waybills, Delivery Orders, Through Bills of Lading)</li> <li>- Conventions Relating to International Carriage of Goods by Sea</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>▪ International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, 1924 (Hague Rules)</li> <li>▪ Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading, 1968 (Hague-Visby Rules)</li> <li>▪ United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules)</li> <li>▪ United Nations Convention on Carriage of Goods (Wholly or Partly) by Sea, 2008 (Rotterdam Rules)</li> <li>- Electronic Commerce and Electronic Transport Documents for the Carriage of Goods by Sea</li> <li>○ Charterparties <ul style="list-style-type: none"> <li>- Different Types of Charterparties</li> <li>- Rights and Obligations of the Parties Involved</li> <li>- Bills of Lading Issued under Charterparties</li> </ul> </li> <li>○ Multimodal Transport <ul style="list-style-type: none"> <li>- Multimodal Transport Documents</li> <li>- United Nations Convention on International Multimodal Transport of Goods, 1980</li> <li>- Impact of the Rotterdam Rules on Multimodal Transport</li> </ul> </li> <li>● Carriage of Passengers and their Luggage <ul style="list-style-type: none"> <li>○ Historical Development of International Regulation (1961 Convention and 1967 Convention)</li> <li>○ Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 (Athens Convention)</li> <li>○ Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (Athens Convention 2002)</li> <li>○ Guidelines for the Implementation of the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (IMO Reservation and Guidelines 2006)</li> <li>○ Relationship between the Athens Conventions and Other Conventions on Limitation of Liability</li> <li>○ Regulation (EC) No. 392/2009 on the Liability of Carriers of Passengers by Sea in the Event of Accidents of 23 April 2009</li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>a) Understand the rules that govern the carriage of goods and passengers by sea.</p> <p>b) Understand the legal basis for actions in relation to claims for compensation in cases of loss of or damage to cargo or claims in relation to death or personal injury, as well as loss of or damage to luggage and delay in transport.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>

<b>Learning Outcomes</b>	<p>a) The various contracts concluded for the carriage of goods and passengers;</p> <p>b) The rights and obligations of the parties arising from such contracts; and</p> <p>c) The international rules and regulations governing the relationship between carriers on one hand and shippers, consignees and passengers on the other.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment, especially in drafting national legislation governing the area;</p> <p>b) Apply the knowledge acquired when representing clients, especially shipowners and operators;</p> <p>c) Identify the court where disputes can be submitted; and</p> <p>d) Apply the knowledge acquired in case of disputes arising from loss of life or goods or personal injury or damage.</p>
	<p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advice on the rules and regulations governing the carriage of goods and passengers by sea;</p> <p>b) Advice on and draft the standard forms of contracts and shipping documents to be used when concluding such contracts;</p> <p>c) Advice on the evidentiary value of transport documents in the hands of third parties; and</p> <p>e) Advise on the methods parties can resort to settle their disputes.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft contracts relating to the carriage of goods and passengers by sea; and</p> <p>b) Represent shipowners, carriers, passengers, shippers and consignees in case of disputes.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>5 ECTS / ECVETs</p>

<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.
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<b>Title of the Module</b>	<b>PROPRIETARY INTERESTS IN SHIPS</b>
<b>Module Description</b>	<p>The module of Proprietary Interests in Ships tackles important aspects of contracts concluded in the shipping industry that relate to the acquisition of ships and their availability as security for maritime claims that arise during their operation. Therefore, the module's delivery is very important as it is closely related to the modules of introduction to shipping law (especially law of contracts and law of property), wet shipping (especially claims arising out of the services of towage, pilotage, salvage etc.), and maritime claims (especially the aspects of marine insurance and enforcement of maritime claims).</p> <p>The first part of this module addresses the acquisition of new and second-hand tonnage. A detailed analysis of the main standard form agreements for such acquisitions in the light of principles of comparative contract law is also undertaken. The second part of the module deals with security interests in ships. The concepts of ship mortgages and hypothecs are discussed on a comparative basis, as are the notions of maritime liens and privileges. The module also offers an in-depth analysis of the prevailing international conventions on these subjects. The module then examines the concepts of nationality, registration and ownership of ships in light of international conventions and State practice.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Acquisition and Transfer of Title and Ownership in Ships</li> <li>• Shipbuilding Contracts</li> <li>• The Shipbuilding Contract (Formation of the Contract, Rights and Obligations of the Parties Involved) <ul style="list-style-type: none"> <li>○ Agreements Ancillary to Shipbuilding Contracts</li> <li>○ Standard Forms of Contracts</li> <li>○ Ship Conversion Contracts</li> <li>○ Commercial Practices</li> </ul> </li> <li>• Sale and Purchase of Second-hand Tonnage <ul style="list-style-type: none"> <li>○ Sale and Purchase of Second-hand Tonnage Contracts (Formation of the Contract, Rights and Obligations of the Parties Involved)</li> <li>○ Standard Forms of Contracts</li> <li>○ Alternative Security Arrangements</li> <li>○ Commercial Practices</li> </ul> </li> <li>• Security Rights in Ships <ul style="list-style-type: none"> <li>○ Ships Mortgages and Hypothecs</li> </ul> </li> <li>• Nature and Characteristics of Ship Mortgages and Hypothecs <ul style="list-style-type: none"> <li>○ Mortgages and Hypothecs Distinguished</li> <li>○ Formation of Ship Mortgages and Hypothecs</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Registration of Ship Mortgages and Hypothecs</li> <li>○ Rights and Duties of the Parties Involved</li> <li>○ Priority and Ranking of Ship Mortgages and Hypothecs</li> <li>○ Extinction of Ship Mortgages and Hypothecs</li> <li>○ Conflict of Laws in Relation to Ship Mortgages and Hypothecs</li> <li>● Maritime Liens and Privileges <ul style="list-style-type: none"> <li>○ Historical Development of Maritime Liens and Privileges</li> <li>○ Sources of Maritime Liens and Privileges</li> <li>○ Nature and Characteristics of Maritime Liens and Privileges</li> <li>○ Distinction between Liens / Privileges and Mortgages / Hypothecs</li> <li>○ Types of Maritime Liens and Privileges</li> <li>○ Priority and Ranking of Maritime Liens and Privileges</li> <li>○ Enforcement of Maritime Liens and Privileges</li> <li>○ Extinction of Maritime Liens and Privileges</li> <li>○ Conflict of Laws in Relation to Maritime Liens and Privileges</li> </ul> </li> <li>● International Conventions on Maritime Liens and Mortgages: 1926, 1967 and 1993</li> <li>● Nationality, Registration and Ownership of Ships <ul style="list-style-type: none"> <li>○ Nationality of Ships</li> <li>○ Ship Registration <ul style="list-style-type: none"> <li>- Registration and Ownership of Ships <ul style="list-style-type: none"> <li>▪ The Concept of 'Genuine Link'</li> </ul> </li> <li>- Types of Ship Registries <ul style="list-style-type: none"> <li>▪ Closed Registries</li> <li>▪ Open Registries</li> <li>▪ International Registries</li> </ul> </li> <li>- Types of Ship Registration <ul style="list-style-type: none"> <li>▪ Regular Registration</li> <li>▪ Bareboat Registration</li> </ul> </li> <li>- Provisions on Ship Registration in the Convention on the High Seas, 1958</li> <li>- 5.1.2.5 Provisions on Ship Registration in UNCLOS</li> <li>- 5.1.2.6 United Nations Convention on Conditions for Registration of Ships, 1986</li> </ul> </li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <ul style="list-style-type: none"> <li>a) Understand the principles of nationality, registration and ownership of ships;</li> <li>b) Understand the rules and regulations that govern acquisitions of ships and how ships can be made available as security interests; and</li> <li>c) Understand the legal basis for actions in relation to various claims.</li> </ul>

<b>Learning Outcomes</b>	Knowledge – at the end of the module the learner will have been exposed to the following:
	<ul style="list-style-type: none"> <li>a) Acquisition of new and second-hand tonnage and would have become familiar with the main standard form agreements for such acquisitions;</li> <li>b) Ship mortgages and hypothecs;</li> <li>c) Maritime liens and privileges;</li> <li>d) The nature, importance and legal consequences of the attribution of nationality to ships;</li> <li>e) The regimes for the registration of vessels on a comparative basis;</li> <li>f) Recent trends in the registration of vessels, such as bareboat charter registration; and</li> <li>g) The prevailing international conventions on both ship mortgages and hypothecs and maritime liens and privileges.</li> </ul>
	Skills – at the end of the module the learner will have acquired the following skills:
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Apply the knowledge acquired in their respective areas of employment, especially in their maritime administrations;</li> <li>b) Apply the knowledge acquired when representing clients, especially sellers, buyers, brokers, shipowners and creditors;</li> <li>c) Identify the court where disputes can be submitted; and</li> <li>d) Apply the knowledge acquired in case of disputes arising from claims against ships.</li> </ul>
	<p><b><i>Judgment Skills and Critical Abilities</i></b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advice on the rules and regulations governing the areas addressed in this module;</li> <li>b) Advise on the procedures to be followed for the registration of ships;</li> <li>c) Advice on the standard forms of contracts and documents to be used when concluding such contracts; and</li> <li>e) Advise on the methods parties can resort to settle their disputes.</li> </ul>

	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft contracts for acquisition of ships; b) Draft ship mortgage agreements; c) Liaise with the relevant authorities for the registration of ships; and d) Represent clients in case of disputes.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>WET SHIPPING</b>
<b>Module Description</b>	<p>Considering that wet shipping covers the areas of towage and maritime pilotage as well as all aspects of shipping law that may arise from maritime casualties such as collisions, general average, salvage and wreck removal, this module is particularly important, especially when one considers how closely it is connected to the modules of introduction to shipping law, carriage of goods and passengers by sea, proprietary interests in ships, law of maritime safety and security and maritime claims.</p> <p>The module explores the legal intricacies of maritime pilotage. It examines issues as: who is a pilot? what is compulsory pilotage? The relationship between the pilot and the master of the vessel, as well as the respective liabilities of the pilot, master and shipowner for damage caused during a pilotage operation. The module studies the law of pilotage from a comparative law standpoint taking into consideration different jurisdictions.</p> <p>The module also covers the law of towage. In so doing, it defines maritime towage and its relation to salvage. It dwells on the making and construction of towage contracts and discusses in detail the obligations between tug and tow. Consideration is given to navigation issues such as collisions between tug and tow and the distribution of any liabilities arising therefrom.</p> <p>The module then addresses the law of salvage and wreck, both of which are studied from international and national law perspectives. A detailed discussion is undertaken on the 1989 International Convention on Salvage and recent initiatives on the subject. The Lloyd's Open Form of Salvage Agreement, which is</p>

	<p>a commonly used standard contract form, is also analyzed. This module also includes a discussion on the duties and liabilities regarding the identification, marking and removal of wrecks in light of the Nairobi International Convention on the Removal of Wrecks, 2007.</p> <p>The law of general average is also discussed in detail taking into account the different versions of the York-Antwerp Rules and practice.</p> <p>Finally, the module focuses on the law of marine collisions and other casualties relating to hull and machinery. This component of the module focuses on the international application of navigational rules, particularly those for the prevention of collisions at sea. The principles of tortious liability in collisions at sea are discussed from a comparative viewpoint and in the light of decided cases. A discussion of Vessel Traffic Separation Schemes is also undertaken.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Law of Towage <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ Relationship between Towage and Salvage</li> <li>○ Towage Contracts</li> <li>○ Implied Obligations of Tug and Tow</li> <li>○ Collisions Occurring During a Towage Service</li> </ul> </li> <li>• Law of Pilotage <ul style="list-style-type: none"> <li>○ Legal Status of a Pilot</li> <li>○ Compulsory Pilotage</li> <li>○ Duties of the Master and Pilot during the Pilotage Service</li> <li>○ Illegal Interference during the Pilotage Service</li> <li>○ Liability <ul style="list-style-type: none"> <li>- Liability of a Pilot</li> <li>- Liability of the Master</li> <li>- Liability of Harbour Authorities</li> </ul> </li> <li>○ Pilot's Right to Limit Liability</li> <li>○ International Pilotage Associations</li> </ul> </li> <li>• Law of Marine Collisions <ul style="list-style-type: none"> <li>○ Basis of Liability in Collision Cases <ul style="list-style-type: none"> <li>- International Convention for the Unification of Certain Rules of Law Relating to Collision between Vessels, 1910</li> </ul> </li> <li>○ Jurisdiction in Collision Cases <ul style="list-style-type: none"> <li>- International Convention on Certain Rules Concerning Civil Jurisdiction in Matters of Collision, 1952</li> <li>- The Draft International Convention for the Unification of Certain Rules Concerning Civil Jurisdiction, Choice of Law, and Recognition and Enforcement of Judgments in Matters of Collision, 1977 (Rio Rules 1977)</li> <li>- International Convention for the Unification of Certain Rules of Law Relating to Penal Jurisdiction</li> </ul> </li> </ul> </li> </ul>

	<p style="text-align: center;">in Matters of Collisions or Other Incidents of Navigation, 1952</p> <ul style="list-style-type: none"> <li>○ Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) as amended</li> <li>○ Casualty Investigation Code</li> <li>○ Case Law on Collisions</li> <li>○ Apportionment of Fault in Collision Cases</li> <li>● Law of General Average <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ York-Antwerp Rules</li> <li>○ CMI Guidelines Relating to General Average</li> <li>○ Cases on General Average</li> <li>○ Inter-Relationship between General Average, Marine Insurance and Salvage</li> </ul> </li> <li>● Law of Salvage and Wreck <ul style="list-style-type: none"> <li>○ Principles of the Law of Salvage</li> <li>○ International Convention on Salvage, 1989</li> <li>○ Draft (Brice) Protocol to the International Convention on Salvage, 1989</li> <li>○ Salvage under Standard Contract Terms - Lloyds Open Form of Salvage Agreement</li> <li>○ Salvage and the Environment</li> <li>○ Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention)</li> </ul> </li> </ul>
<b>Learning Outcomes</b>	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p>
	<p>a) Understand the rules and regulations that govern the topics addressed in this module; and</p> <p>b) Understand the legal basis for actions in relation to various claims.</p>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<p>a) All areas of wet shipping including maritime pilotage, towage, salvage, general average, wreck removal, collisions and other casualties relating to hull and machinery;</p> <p>b) The 1989 International Convention on Salvage and the Lloyd’s Open Form of Salvage Agreement;</p> <p>c) The Nairobi International Convention on the Removal of Wrecks, 2007</p> <p>d) The Convention for the Unification of Certain Rules of Law with respect to Collisions between Vessels, 1910;</p> <p>e) The York-Antwerp Rules; and</p> <p>f) The International Regulations for Preventing Collisions at Sea (COLREGS).</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p>

	<p>a) Apply the knowledge acquired in their respective areas of employment, especially in their maritime administrations and port authorities;</p> <p>b) Apply the knowledge acquired when representing clients, especially shipowners, pilots, tug owners and salvors;</p> <p>c) Identify the court where disputes can be submitted; and</p> <p>d) Apply the knowledge acquired in case of disputes arising from claims against ships.</p> <p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the rules and regulations governing the areas covered by this module;</p> <p>b) Advise on the procedures to be followed for any action against ships;</p> <p>c) Advise on the standard forms of contracts and documents to be used when concluding such contracts; and</p> <p>e) Advise on the methods parties can resort to settle their disputes.</p> <p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft contracts in the areas covered in this module including pilotage, towage, wreck removal, and salvage agreements; and</p> <p>b) Represent clients in case of disputes.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Presentations: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>LAW OF MARITIME SAFETY AND SECURITY</b>
<b>Module Description</b>	<p>The delivery of this module is paramount to ensure safe and secure oceans. The module is closely connected to the modules of introduction to shipping law, carriage of goods and passengers by sea, proprietary interests in ships, wet shipping, and maritime claims.</p> <p>The first component of this module deals with maritime safety and</p>

	<p>examines the wide array of rules designed to achieve higher standards of safety in shipping. This component discusses the main international instruments in the field, particularly those of the International Maritime Organization. In considering the implementation of safety standards, this component discusses the role of classification societies, as well as States and other actors.</p> <p>The second component of this module deals with a comprehensive study on the international law relating to maritime security. A general historical overview of the development of this part of the law is provided. This component examines the main international instruments on international maritime security law including the United Nations Convention on the Law of the Sea as well as other more detailed international instruments on the subject. The legal framework to combat the crimes of piracy, hijacking and armed robbery at sea is discussed in detail, as is that to combat other security threats such as maritime terrorism, trafficking of persons, illicit drugs and arms. This component studies the rules prescribed by the United Nations Convention on the Law of the Sea on the prohibition of the transport of slaves, unauthorized broadcasting from the high seas, the right of visit and the right of hot pursuit. The international instruments adopted to suppress unlawful acts against the safety of maritime navigation and to provide security in the ship-port interface are given particular emphasis.</p>
<p><b>Lectures</b></p>	<ul style="list-style-type: none"> <li>• Law of Maritime Safety <ul style="list-style-type: none"> <li>○ Ship Safety <ul style="list-style-type: none"> <li>- International Convention for the Safety of Life at Sea, 1974 (SOLAS) and the 1978 and 1988 Protocols thereto as amended</li> <li>- Cape Town Agreement on the Implementation of the Provisions of the 1993 Torremolinos Protocol of Relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977</li> <li>- International Convention on Load Lines, 1966 and the 1988 Protocol thereto</li> <li>- International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)</li> <li>- Classification Societies</li> </ul> </li> <li>○ Cargo Safety <ul style="list-style-type: none"> <li>- SOLAS Chapters VI and VII</li> <li>- Code of Safe Practice for Cargo Stowage and Securing (CSS Code)</li> <li>- International Maritime Solid Bulk Cargoes Code (IMSBC Code)</li> <li>- International Code for the Safe Carriage of Grain in Bulk (International Grain Code)</li> <li>- Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code)</li> </ul> </li> </ul> </li> </ul>

- International Convention for Safe Containers, 1972 (CSC Convention) as amended
- International Maritime Dangerous Goods Code (IMDG Code)
- International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
- International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
- International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code)
- Occupational Safety
  - The Human Element and Safety Management
    - SOLAS Chapter VIII
    - International Safety Management Code (ISM Code)
  - Ship Operation, Manning Standards and Certification of Seafarers
    - Principles of Safe Manning
    - International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 (STCW Convention), as amended
    - International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995)
    - International Labour Organization (ILO) Conventions
- Navigational Safety
  - SOLAS Chapter V
  - Aids to Navigation
    - Maritime Signals and Beacons
    - Radio Aids
    - Meteorological Aids
    - Hydrographic Aids
  - Navigational Aids
  - International Convention on Maritime Search and Rescue, 1979 (SAR) as amended
  - Convention on the International Maritime Satellite Organization, 1976 (INMARSAT), as amended
  - International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, 2004
- The Control of Ship Safety
  - Flag State Control
  - Substandard Ships and Actions against Substandard Shipping
  - Port State Control
- Maritime Safety in Polar Regions
  - International Code of Safety for Ships Operating in Polar Waters (Polar Code)
- Introduction to International Maritime Security Law
- Piracy, Hijacking and Armed Robbery Against Ships
  - UNCLOS
  - United Nations Measures to Combat Piracy

- IMO Measures to Combat Piracy
  - Djibouti Code of Conduct
  - Code of Conduct Concerning the Repression of Piracy, Armed Robbery against Ships, and Illicit Maritime Activity in West and Central Africa, 2013
  - Recommendations to Governments for Preventing and Suppressing Piracy and Armed Robbery against Ships
  - Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships
  - Maritime Criminal Acts – Draft Guidelines for National Legislation
- Regional Cooperation among States to Combat Piracy and Armed Robbery against Ships
  - Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)
- The Trafficking of Illicit Drugs
  - United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, 1988
- The Trafficking of Illicit Arms
  - Protocol against the Illicit Manufacturing of and Trafficking in Firearms, their Parts and Components and Ammunition, supplementing the United Nations Convention against Transnational Organized Crime, 2001
- Maritime Terrorism and Unlawful Acts Against the Safety of Maritime Navigation
  - Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA Convention) and the 2005 Protocol thereto
  - Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, 1988 (SUA Protocol 1988) and the 2005 Protocol thereto
- Cyber Terrorism
  - Introduction to Cyber Terrorism
  - The Anti-Terrorism Treaties and Cyber Terrorism
    - International Convention for the Suppression of Terrorist Bombings, 1997
    - International Convention for the Suppression of the Financing of Terrorism, 1999
    - International Convention for the Suppression of Acts of Nuclear Terrorism, 2005
  - Counter-Terrorism Activities Mandated by the UN Security Council
- Ship and Port Facility Security
  - International Ship and Port Facility Security Code (ISPS Code)
- Other Maritime Security Issues
  - Prohibition of the Transport of Slaves
  - Unauthorized Broadcasting from the High Seas
  - The Right of Visit
  - The Right of Hot Pursuit

<b>Learning Outcomes</b>	Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:
	<ul style="list-style-type: none"> <li>a) Understand and implement the rules and regulations that govern the area of maritime safety;</li> <li>b) Understand and implement the rules and regulations that govern the area of maritime security.</li> </ul>
	Knowledge – at the end of the module the learner will have been exposed to the following:
	Students will have an in-depth knowledge of the wide array of maritime safety and security rules which have been put in place in order to attain a higher standard of safety and security in shipping. In this regard, students will also be familiar with safety rules promulgated by International Maritime Organization, the main international instruments on international maritime security law including the United Nations Convention on the Law of the Sea and other more detailed international instruments.
	Skills – at the end of the module the learner will have acquired the following skills:
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Understand the difference between maritime safety and security;</li> <li>b) Apply the knowledge acquired in their respective areas of employment, especially in their maritime administrations and port authorities; and</li> <li>c) Apply the knowledge acquired in drafting of legislation which implements international instruments in the areas of maritime safety and security.</li> </ul>
	<p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advise on the rules and regulations governing the areas of maritime safety and security;</li> <li>b) Advise on the actions to be taken against substandard ships; and</li> <li>c) Advise on the actions to be taken against persons who are engaged in activities which pose a threat to maritime security.</li> </ul>

	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft national legislation implementing international rules and regulations in the areas of maritime safety and security; b) Represent government agencies in cases of prosecutions; and c) Represent governments in regional and international fora developing rules and regulations in the areas of maritime safety and security.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	5 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>MARITIME CLAIMS</b>
<b>Module Description</b>	<p>This module is closely connected to the modules of introduction to shipping law, carriage of goods and passengers by sea, proprietary interest in ships, and wet shipping.</p> <p>This module focuses on three main areas of shipping law, which are intimately linked to maritime claims, namely limitation of liability for maritime claims, enforcement of maritime claims and the law of marine insurance.</p> <p>The component on limitation of liability discusses the right to limit liability for maritime claims, including the historical basis of the right since the early codification of the subject in the different legal systems and early international conventions. Particular emphasis is placed on the provisions of the 1976 Convention on Limitation of Liability for Maritime Claims (LLMC Convention) as well as on the 1996 Protocol thereto and recent developments on the subject. The interrelation of the global limitation conventions with particular liability regimes is addressed in detail.</p> <p>The second component of this module covers ship arrest and other means of enforcement of maritime claims. It is particularly oriented towards a discussion of the provisions of the 1952 and 1999 International Conventions on the Arrest of Ships. A discussion of the grounds for the arrest of ships and of the manner of procedure in such cases is carried out in the light of the aforesaid conventions and on a comparative basis taking into consideration different jurisdictions.</p> <p>The third component of this module deals with the law of marine insurance. This component offers an in-depth and comprehensive</p>

	study and discussion of all the aspects of the law of marine insurance including hull and machinery insurance, cargo insurance, and the role played by protection and indemnity clubs and re-insurers.
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Limitation of Liability for Maritime Claims <ul style="list-style-type: none"> <li>○ Concept of Global Limitation of Liability in Maritime Law</li> <li>○ Historical Development of International Regulation (1924 Convention and 1957 Convention)</li> <li>○ Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Convention)</li> <li>○ Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims of 19 November 1976 (1996 LLMC Protocol), as amended by the 2012 limits of liability</li> <li>○ Relationship between Global Limitation of Liability Conventions and Particular Liability Regimes</li> </ul> </li> <li>• Enforcement of Maritime Claims <ul style="list-style-type: none"> <li>○ <i>In Rem</i> and <i>In Personam</i> Proceedings</li> <li>○ Arrest of Ships <ul style="list-style-type: none"> <li>- Historical Development of International Regulations</li> <li>- International Convention Relating to the Arrest of Sea-Going Ships, 1952</li> <li>- International Convention on the Arrest of Ships, 1999</li> <li>- Arrest of Ships (Comparative Law)</li> </ul> </li> <li>○ Mareva Injunction and Attachment</li> <li>○ Establishing Jurisdiction for the Enforcement of Maritime Claims</li> </ul> </li> <li>• Law of Marine Insurance <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ The Nature and Extent of Marine Insurance <ul style="list-style-type: none"> <li>- Subject Matter Insured</li> <li>- Insurable Interest</li> </ul> </li> <li>○ Formation and Form of the Marine Insurance Contract <ul style="list-style-type: none"> <li>- Preliminaries to the Issue of a Policy</li> <li>- When is the Contract Deemed to be Concluded?</li> </ul> </li> <li>○ The Doctrine of Utmost Good Faith</li> <li>○ The Role of Marine Insurance Brokers</li> <li>○ Payment of Premium and Duration of Cover</li> <li>○ Classification of Marine Policies <ul style="list-style-type: none"> <li>- Voyage Policies</li> <li>- Time Policies</li> </ul> </li> <li>○ Conditions and Warranties in Marine Insurance</li> <li>○ Change of Voyage, Deviation and Delay</li> <li>○ Marine Perils <ul style="list-style-type: none"> <li>- Insured Perils</li> <li>- Excluded Perils</li> </ul> </li> <li>○ Types of Losses <ul style="list-style-type: none"> <li>- Actual Total Loss</li> <li>- Constructive Total Loss</li> <li>- Loss of Freight</li> <li>- Partial Losses</li> </ul> </li> <li>○ Measure of Indemnity</li> <li>○ Standard Insurance Clauses <ul style="list-style-type: none"> <li>- Hull and Machinery Insurance</li> <li>- Cargo Insurance</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Liability Insurance (P&amp;I Insurance)</li> </ul>
<b>Learning Outcomes</b>	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p>
	<ul style="list-style-type: none"> <li>a) Understand and implement the rules and regulations that govern the areas of limitation of liability for maritime claim, enforcement of maritime claims and marine insurance; and</li> <li>b) Understand the interrelation of the abovementioned areas with other areas of international maritime law.</li> </ul>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<ul style="list-style-type: none"> <li>a) The nature of limitation of liability, circumstances in which the right to limit liability is available, and the process of limiting liability;</li> <li>b) The nature of arrest of ships and their importance as a precautionary measure to secure maritime claims; and</li> <li>c) The nature of, and effect that, marine insurance has in the shipping industry in all its aspects including hull and machinery, cargo, and liability insurance.</li> </ul>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Calculate limitation of liability funds and know the basis for their distribution;</li> <li>b) Understand which ships may be arrested and in respect of which claims; and</li> <li>c) Explain the role of marine insurance and the different steps that need to be taken to obtain marine insurance cover.</li> </ul> <p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advise on the rules and regulations governing the right to limit liability;</li> <li>b) Advise on the actions to be taken against a ship to enforce a maritime claim;</li> <li>c) Advise on the actions to be taken in case of a maritime peril pursuant to a marine insurance contract;</li> <li>d) Advise on the instances where an action against the ship or insurer is not allowed; and</li> </ul>

	e) Advise on the role of State Parties to international conventions to ensure the correct application of compulsory insurance provisions.
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft national legislation implementing international rules and regulations in the areas covered by this module; and b) Represent clients in case of disputes.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Presentations: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>MARINE ENVIRONMENTAL LAW</b>
<b>Module</b>	The delivery of this module is of paramount importance considering the IMO's mission of safe and secure shipping on clean oceans. The lectures deal in-depth with the issues of most fundamental importance in the contemporary world, namely how to protect the marine environment from pollution from ships, pollution from dumping, pollution from land-based sources, pollution from seabed activities and pollution from or through air. In explaining these types of pollution various conventions concluded under the auspices of the IMO (such as MARPOL and the 1972 London Convention) and soft law documents are analyzed. The module also includes discussions on the conventions relating to pollution incident preparedness, response and cooperation, placing emphasis on the relevance of regional cooperation. The module then concludes with a detailed analysis of issues of liability and compensation for pollution damage.
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Introduction to Marine Environmental Law <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ Development of Principles for the Sustainable Development of the Environment under the United Nations Conferences</li> <li>○ UNEP and its Regional Seas Programme</li> <li>○ Basis of Liability for Marine Pollution <ul style="list-style-type: none"> <li>- Law of Negligence in Relation to Marine Pollution</li> <li>- Doctrine of Strict Liability / Polluter Pays Principle</li> <li>- Criminal Law Relating to Marine Pollution: Application of Mens Rea</li> </ul> </li> <li>○ State Responsibility</li> </ul> </li> </ul>

- Inter-Relationship between Prevention of Pollution of the Marine Environment and Protection and Conservation of the Living Resources of the Sea
- **Prevention of Pollution**
  - UNCLOS and the Protection and Preservation of the Marine Environment (Part XII)
  - International Convention for the Prevention of Pollution from Ships, 1973; the 1978 and 1997 Protocols thereto (MARPOL), as amended
  - International Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and the 1996 Protocol thereto, as amended
  - Helsinki Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992
  - Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposals, 1989 as amended
  - International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001
  - International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
  - Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009
  - Prevention of Pollution in Polar Regions
    - International Code of Safety for Ships Operating in Polar Waters (Polar Code)
- Preparedness, Response and Co-operation
  - International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969
  - Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973 as amended
  - International Convention on Oil Pollution, Preparedness, Response and Co-operation, 1990
  - Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)
- Liability and Compensation
  - International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) and the 1992 Protocol thereto (1992 CLC), as amended
  - International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (1992 Fund Convention) as amended
  - Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (Supplementary Fund Protocol)
  - International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (HNS Convention 2010)
  - Basel Protocol on Liability and Compensation for Damage resulting from Transboundary Movements of Hazardous Wastes and their Disposal, 1999

	<ul style="list-style-type: none"> <li>○ International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention)</li> <li>○ United States Oil Pollution Act, 1990</li> </ul>
<b>Learning Outcomes</b>	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p>
	<ul style="list-style-type: none"> <li>a) Understand and implement the rules and regulations that govern the areas of the protection of the marine environment in all its aspects including prevention of marine pollution, preparedness, response and cooperation in cases of pollution incidents, as well as liability and compensation for pollution damage;</li> <li>b) Understand the interrelation of marine environmental law with other areas of international maritime law.</li> </ul>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<ul style="list-style-type: none"> <li>a) Measures necessary to prevent marine pollution from various sources;</li> <li>b) Measures necessary to respond to pollution incidents at a national and regional level; and</li> <li>c) The various tiers of liability and compensation in case of pollution incidents.</li> </ul>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Apply the knowledge acquired when drafting national legislation implementing the international instruments applicable in the area;</li> <li>b) Apply the knowledge acquired in coordinating national and regional efforts to respond and cooperate in cases of pollution incidents;</li> <li>c) Apply the knowledge acquired in cases of disputes relating to pollution incidents; and</li> <li>d) Apply the knowledge acquired when submitting a claim to the International Oil Pollution and Compensation Funds in case the liability of the shipowner does not meet the losses and damage suffered.</li> </ul> <p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advise on the rules and regulations governing the area of marine environmental law;</li> </ul>

	<p>b) Advise on the actions to be taken against ships which pose a threat to the marine environment;</p> <p>c) Advise on the actions to be taken against shipowners or operators who fail to comply with standards imposed by national legislation implementing international instruments in the area; and</p> <p>d) Advise on the instances where an action can be initiated directly against the insurer.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft national policies which aim to achieve a sustainable marine environment;</p> <p>b) Draft national legislation implementing international rules and regulations in the area;</p> <p>c) Represent governments in international and regional fora; and</p> <p>d) Represent shipowners and other parties to a marine adventure when facing claims for marine pollution damage.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	5 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>MARITIME LEGISLATION DRAFTING</b>
<b>Module Description</b>	This module consists primarily of the preparation of a maritime legislation drafting project which incorporates and implements an international instrument to domestic legislation. The preparation of this draft law is a supervised work and, throughout the entire academic year, students receive a number of lectures on maritime legislation drafting, hold numerous meetings with the assigned academic supervisor, and conduct independent research on the international instrument they are incorporating and implementing, the needs of the country for the draft law being prepared and the preparation of the draft law in accordance with the techniques employed in the respective countries.
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Maritime Legislation Drafting Questionnaire</li> <li>• Academic Writing</li> <li>• Maritime Legislation Drafting: General <ul style="list-style-type: none"> <li>○ Forms of Legislation</li> <li>○ Types of Statutes</li> <li>○ Anatomy of a Statute</li> <li>○ Use of Language in Legislation Drafting</li> <li>○ The Drafting Process</li> <li>○ The Legislative Process</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Relationship between International Law and Municipal Law</li> <li>○ Rules of Statutory Interpretation</li> <li>● Maritime <ul style="list-style-type: none"> <li>○ Types of Maritime Legislation</li> <li>○ Subject Matter of Maritime Legislation</li> <li>○ Options for Developing Maritime Legislation</li> <li>○ The Role of Governments in the Negotiation, Development and Drafting of International Maritime Conventions</li> <li>○ of Maritime Conventions into Municipal Law</li> <li>○ Drafting Techniques for the Adequate Implementation of International Maritime Conventions in Municipal Law</li> <li>○ Maritime Legislation Drafting: Development, Entry into force and Amendment of IMO Conventions</li> <li>○ Maritime Legislation Drafting: IMO Treaty-making Process</li> <li>○ Maritime Legislation Drafting: Tacit Amendment Procedure</li> <li>○ Maritime Legislation Drafting: Implementing IMO Instruments- Turning International Convention into National Law</li> <li>○ Maritime Legislation Drafting: The Preparation of a Merchant Shipping Act</li> <li>○ Drafting Exercises</li> </ul> </li> </ul>
<b>Learning Outcomes</b>	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p>
	<p>Draft national legislation which duly incorporates and implements international maritime instruments into domestic legislation.</p>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<ul style="list-style-type: none"> <li>a) The development of international instruments and the methods of their adoption, entry into force, and amendment;</li> <li>b) The anatomy of a national legislation and the drafting process and various forms of legislation, such as primary legislation and subsidiary legislation; and</li> <li>c) The techniques necessary to ensure the correct implementation of an international instrument into domestic legislation.</li> </ul>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Apply the knowledge acquired when drafting national policies in the field of maritime law;</li> <li>b) Apply the knowledge acquired when drafting national legislation implementing international instruments; and</li> <li>c) Apply the knowledge acquired when interpreting statutes and enforcing the provisions stipulated therein.</li> </ul>	

	<p><b><i>Judgment Skills and Critical Abilities</i></b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advise on the various international instruments developed by international organizations, such as IMO, ILO, etc;</li> <li>b) Advise on the needs of the country to incorporate such instruments into domestic legislation;</li> <li>c) Advise on the way such national legislation should be drafted; and</li> <li>d) Advise on any amendments to national legislation which are necessary to fully implement and enforce international instruments to which the country is a party.</li> </ul>
	<p><b><i>Module-Specific Communication Skills</i></b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Draft national policies in the field of international maritime law;</li> <li>b) Draft national legislation implementing international rules and regulations; and</li> <li>c) Represent governments in international and regional fora.</li> </ul>
<b>Total Number of ECTS / ECVET of this Module</b>	20 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through the preparation of a maritime legislation drafting questionnaire and maritime legislation drafting project, as well as practical exercises, and tutorials.

<b>Title of the Module</b>	<b>Dissertation</b>
<b>Module Description</b>	<p>This module consists primarily of the preparation of a 10,000 to 15,000-word dissertation which is an original written work submitted by the candidate on a subject of his or her choice within the syllabus of the Institute. The preparation of this dissertation is a supervised work and, throughout the entire academic year, students hold numerous meetings with the assigned academic supervisor, and conduct independent research on the topic of their research. As mentioned above, lectures on Academic Writing guide students on writing techniques and develop their research skills. In addition, attendance in the lectures on maritime legislation drafting assists the students in understanding the process of adoption of international maritime law instruments and the challenges that may be created from their inadequate</p>

	implementation in national law.
<b>Learning Outcomes</b>	Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:
	Conduct independent research for the purpose of analysing any challenges faced by the country, region, or international community and be able to offer sound solutions on overcoming such challenges.
	Knowledge – at the end of the module the learner will have been exposed to the following:
	a) The techniques of academic writing; b) The structure of a good research work; and c) The benefits that may be drawn from research and appropriate study of various areas of international maritime law.
	Skills – at the end of the module the learner will have acquired the following skills:
	<b>Applying knowledge and understanding</b> The learner will be able to:
	d) Carry out research on specific areas of international maritime law; e) Apply the knowledge acquired when drafting national policies and proposals for legislative reform; and f) Apply the knowledge acquired when interpreting international maritime law and enforcing the provisions stipulated therein.
	<b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.  The learner will be able to: a) Advise on the needs to carry out more research in a particular area etc; b) Advise on the challenges the country may face which may demand legislative reforms; c) Encourage research and appropriate studies in maritime law and legislation in international maritime law; and d) Contributes to on-going studies and discussions on international maritime law.

	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Carry out independent research; b) Advocate for any changes that may be necessary which will be based on the conclusions drawn from the research; and c) Make original contributions to on-going studies on international maritime law.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>20 ECTS / ECVETs</p>
<p><b>Assessment of the module</b></p>	<p>The module will be assessed through the preparation of a dissertation.</p>

## ANNEX 2

### Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations

#### Citation and interpretation

1. (1) These regulations may be cited as the IMLI LL.M. Assessment and Examination Regulations.

(2) In these regulations, unless the context otherwise requires:

“the Programme” means the programme leading to the Degree of Master of Laws – LL.M – in International Maritime Law;

“the Degree” means the Degree of Master of Laws – LL.M – in International Maritime Law;

“the Diploma” means the Diploma in International Maritime Law;

“the Director” means the Director of the IMO International Maritime Law Institute; and

“the Institute” means the IMO International Maritime Law Institute.

#### Assessment and Examination

2. Candidates pursuing the Programme at the Institute will be assessed and examined (in accordance with the method of assessment specified in the LL.M. programme structure) in the following modules:

- Introduction to Public International Law
- Introduction to Shipping Law
- Introduction to Law of the Sea and Humanitarian Law
- Law of the Sea Specific Regimes I
- Law of the Sea Specific Regimes II
- Carriage of Goods and Passengers by Sea
- Proprietary Interests in Ships
- Wet Shipping
- Law of Maritime Safety and Security
- Maritime Claims
- Marine Environmental Law
- Maritime Legislation Drafting
- Dissertation

#### Dissertation

3. As part of their assessment and examination, candidates are required to submit a dissertation which will be a supervised original written work of not less than ten thousand (10,000) words and not more than fifteen thousand (15,000) words. Said dissertation shall be on a subject of the candidate's choice within the programme structure of the Institute.

#### Maritime Legislation Drafting Project

4. As part of their assessment and examination, candidates are required to submit a maritime legislation drafting project which will be an original written work in the form of a project of law dealing with a subject within the programme structure and which relates to the specific needs of the candidate's country.

### Copyright

5. Upon submission, candidates assign copyright and all other rights of a like nature in any work, including dissertations and maritime legislation drafting projects produced by them during the Programme to the Institute.

### Disclaimer

6. Upon submission of the dissertation referred to in regulation 3 hereof and the maritime legislation drafting project referred to in regulation 4 hereof candidates shall sign a written declaration that the work in question is their own personal work and that they have not previously submitted such work and that they are not concurrently submitting such work in candidature for any other degree or diploma.

### Attendance

7. (1) During any Academic Year attendance at every lecture and other academic activity organized by the Institute is compulsory unless an exception is made in the event of illness of the candidate or for any other valid reason, in which case prior permission must be granted by the Director.

(2) Candidates are required to register their attendance for every lecture and academic activity referred to in the above paragraph in the manner prescribed by the Institute.

### Award of Degree

8. Subject to regulation 9 hereof candidates will be awarded the Degree if they obtain a total number of marks equivalent to at least forty-five *per centum* (45%) of the aggregate marks in all assessed modules, provided, however, that failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the Degree.

9. Without prejudice to regulation 8 hereof candidates must also obtain a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of written examinations to be held for each module.

10. Without prejudice to the generality of regulation 8 hereof candidates who obtain at least seventy-five *per centum* (75%) of the aggregate marks in all assessed modules referred to in regulation 2 hereof will be awarded the Degree with Distinction.

### Award of Diploma

11. A candidate who fails to satisfy the provisions of regulations 8 and 9 hereof will not be awarded the Degree but shall be eligible, upon applying to the Director, to receive the Diploma.

### Re-sits of Examinations

12. (1) A candidate who is not awarded the Degree in terms of regulations 8 and 9 hereof may apply to the Director for permission to re-sit, at his or her expense before the commencement of the following Academic Year, such examination or examinations as would enable him or her to obtain the required marks for the conferment of the Degree.

(2) These regulations will apply *mutatis mutandis* to re-sits of examinations referred to in paragraph (1) hereof.

**Prizes**

13. At the end of the Academic Year the Institute shall award a number of Prizes. The list of Prizes and the criteria for the award thereof shall be published by the Institute from time to time.

## ANNEX 3

### ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS

**Students who have not studied or made active use of the English language in recent years are STRONGLY advised to refresh their English knowledge PRIOR to their arrival in Malta.**

Please note that the study of international maritime law in the English language demands a sophisticated knowledge of the language, and particularly of written English.

Prospective students whose mother tongue is not English or who have not undertaken their studies in English are urged to take one of the following internationally recognized English language proficiency tests, and to assess their needs by consulting the following:

(\*) **1. INTERNATIONAL ENGLISH LANGUAGE TESTING SYSTEM (IELTS)**

- Administered on demand at local British Council offices/British Embassies.

A pass above band 6 means the student can participate fully in the programme.

(\*) **2. CAMBRIDGE CERTIFICATE OF PROFICIENCY**

A pass level means that the student can participate fully in the programme.

(\*\*) **3. TEST OF ENGLISH AS A FOREIGN LANGUAGE (TOEFL)**

A pass above 600 or above 227 CBT or above 87 IBT means that the student can participate fully in the programme.

If the test taken is not one of the above, the score, together with reference material on the system used, may be sent to the Institute for evaluation and advice. A certified copy of the test results should be sent to the Institute along with the application.

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(\*) Further information on the tests mentioned in 1. and 2. may be obtained by contacting British Embassies/Consulates or the British Council, or the Institute.

(\*\*) Further information on the test mentioned in 3. above may be obtained through American Embassies/Consulates or the U.S. Information Agency, or the Institute.

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**ANNEX 4**

**PROGRAMME FEE AND STARTING DATE**

The programme fee for the academic year 2021-2022 is €34,500.

The academic year 2021-2022 programme will start in October 2021.

## ANNEX 5

### IMLI Guidelines on Student Conduct

#### PART I GENERAL

##### Citation and Interpretation

1. (1) These Guidelines may be cited as the IMLI Guidelines on Student Conduct.

(2) In these Guidelines, unless the context otherwise requires:

**“Administration”** means the Faculty and Members of Staff with administrative and secretarial duties at the Institute;

**“Delegated Official”** means the Member of Faculty or Staff so designated by the Director;

**“Director”** means the Director of the Institute;

**“Flat”** means a residential unit designated as accommodation;

**“IMLI”** or **“the Institute”** means the IMO International Maritime Law Institute;

**“Nominated Student”** means a student who has been accepted to the Institute’s programmes in such capacity;

**“Premises”** means the premises of the Institute including all residential accommodation as well as parking areas;

**“Resident”** means a student to whom a flat has been allocated by the Institute;

**“Student”** means an individual registered as an IMLI student in any of the Institute’s programmes and courses.

##### Applicability

2. These Guidelines shall apply to students admitted to any and all of the Institute’s programmes and courses.

##### General Student Conduct

3. By joining the Institute, students undertake to rigorously honour and abide by all its policies, regulations, and guidelines and undertake to constantly act in a manner which is consistent with and respectful of the international standing and repute of the Institute.

#### **Health and Medical Insurance**

4. All students shall be required to obtain appropriate medical insurance cover for the whole duration of their stay in Malta as a precondition for admission to the Institute's programmes and courses. Evidence of this insurance (all the documents must be issued in the English language or officially translated in the English language) may be required by the relevant Embassy when the student applies for an entry visa and will be required by the Expatriates Office to be able to issue a study residence permit that allows students to remain in Malta for the whole duration of the programme in which they are admitted. Should students find difficulty in obtaining insurance which cover extends to Malta, the Institute can assist in obtaining locally the required health insurance. The cost of the insurance is to be borne by the student.

5. (1) All students may be required to undergo a medical examination upon arrival at IMLI. The Director is entitled to see the report of such and any other examination.

(2) If a student is found to have a medical condition which is incompatible with his/her status as an IMLI student, the student may, at the sole discretion of the Director, be required to return to his/her home country.

## **PART II**

### **ACADEMIC MATTERS**

#### **Duration of the Programme**

6. The Director, in consultation with the Members of the Institute's Faculty, has the right to determine the date of commencement and termination of the programme.

#### **Attendance to Lectures and other Academic Activities**

7. (1) Attendance at every lecture or other academic activity is compulsory unless an exception is made in the event of illness of the student or other valid reason in which case prior express written permission shall be granted by the Director or Delegated Official.

(2) Students are required to sign the attendance book for every lecture and academic activity. Failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the relevant Degree, Diploma or other Certificate.

(3) No tape or electronic recording of the lectures shall be allowed.

(4) Failure to abide by paragraph 7 (3) above is liable to attract disciplinary action, including dismissal from the Institute.

(5) No computers and/or electronic devices shall be used during lectures or other academic activities without the prior express written approval of the Director. Any approval granted by the Director will be subject to the following conditions:

- (a) students shall apply for the Director's approval at the commencement of each semester of the programme;
- (b) authorized electronic equipment shall be used exclusively for the purpose of taking lecture notes; and
- (c) failure to abide by sub-paragraphs (a) and (b) above shall attract disciplinary action including, but not restricted to, fines to be determined by the Director or Delegated Official and the withdrawal of the Director's approval.

#### **Books and other Study Materials**

8. (1) Personal copies of selected text books will be provided to eligible students.

(2) Other study materials shall be provided to all students as deemed necessary by the Member of Faculty concerned.

(3) Students are advised to bring with them copies of the United Nations Convention on the Law of the Sea, 1982 and copies of their national maritime legislation.

#### **Stipend**

9. (1) Each nominated student while in residence at IMLI shall receive a stipend of €315 per month or pro-rata. The stipend is intended to cover a student's personal expenses including board and other day-to-day needs.

(2) No stipend shall be paid after the students leave the Institute at the end of the programme provided that a subsistence allowance shall be paid if the field trip, referred to in paragraph 20, takes place.

#### **Photocopying Allowance**

10. (1) Each nominated student shall receive a photocopying allowance of €50 at the beginning of the programme to cover costs of photocopying study and research materials. An additional amount may be provided in the second semester at the Director's discretion and upon written application made to him by the student representative on behalf of the class.

(2) The rate for photocopying at IMLI shall be 10 Euro cents per page payable to the Administration.

(3) Students shall not be permitted to approach any member of the Administration for doing any printing or photocopying other than in conformity with set procedures.

#### **Word-Processing Allowance and Facilities**

11. (1) Each nominated student shall receive a one-time allowance of €50 as a subsidy for defraying the costs incurred in the preparation of the dissertation / research project and maritime legislation drafting project. The allowance will be granted at the appropriate time during the programme.

(2) Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Guidelines for the Use of the Student ICT Facilities.

#### **Lecture Hall and Common Room**

12. (1) Students shall keep the Lecture Hall and Common Room in a clean and tidy condition.

(2) No furniture or appliances shall be removed from the Lecture Hall or Common Room.

(3) Students shall ensure that the Common Room is securely locked whenever not in use.

(4) No food shall be consumed in the Lecture Hall unless provided by the Institute.

(5) No smoking shall be allowed in the Lecture Hall and Common Room.

(6) The use of mobile phones in the Lecture Hall shall be strictly prohibited.

(7) The use of computers and/or electronic devices in the Lecture Hall shall be strictly prohibited, except as provided in paragraph 7(5) hereof.

#### **Library**

13. (1) The IMLI Library shall be available for use by students at designated times.

(2) No books or materials shall be removed from the library, whether for reading or photocopying, other than in conformity with the IMLI Guidelines for the Use of the Institute's Library.

(3) No smoking shall be allowed in the Library.

(4) The use of mobile phones in the Library shall be strictly prohibited.

**Assessment**

14. Student assessment shall be governed by the relevant regulations adopted by the Institute for individual programmes and courses.

**Copyright**

15. Students hereby waive any rights they may have in any work including dissertations / research projects and maritime legislation drafting projects produced by them at the Institute, if the Institute decides to publish such works in any form whatsoever.

**Examinations**

16. No electronic devices or dictionaries shall be allowed in the Examination Hall.

**Important Visitors**

17. Throughout the academic year, the Institute hosts a number of important visitors and it is customary to greet them in an appropriate manner. Students shall therefore greet the visitors in accordance with the procedures established by the Institute.

**Posting of Books and other Study Material**

18. Books and other study materials of nominated students shall be sent by parcel post to the respective home countries of the students at the end of the programme. Each nominated student shall be permitted a maximum of 20 kilograms of such books and other study materials. Details regarding packaging shall be provided by the Administration at the relevant time before students leave Malta.

**Travelling**

19. (1) No travelling abroad is allowed during the academic year except on weekends and public holidays.

(2) Students travelling abroad are required to obtain prior express written permission from the Director.

(3) In applying for such permission, students are required to provide the Director with information on the country of destination, date of departure, date of arrival, accommodation abroad and contact details accessible at all times.

**Field Trip**

20. (1) Subject to availability of sufficient funds and approval by the IMLI Governing Board, an educational field trip may be organized as part of the Institute's programmes and courses.

(2) The Institute shall be under no obligation to hold a field trip. However, if a field trip is held, participation at such trip and attendance at all events thereof are compulsory if so required by the relevant programme or course.

### **PART III RESIDENTIAL MATTERS**

#### **Allocation and Vacation of Flats**

21. (1) Allocation of flats to residents will be made by the Administration.

(2) A resident shall occupy the same flat for the whole duration of the programme unless a different flat is allocated by the Institute on a temporary or permanent basis.

(3) Flats shall be vacated at the end of the programme. All personal property shall be removed and the flat left in a clean condition.

#### **Electricity Consumption**

22. (1) Residents are allowed 600 units of electricity consumption free of charge per month.

(2) Any units in excess of the amount set out in the preceding paragraph shall be payable by the student and shall be deducted from the stipend payable to the student.

#### **Laundry Facilities**

23. (1) Residents may avail themselves of the Institute's laundry facilities designated for student personal use, according to the schedule set by the Administration.

(2) Male and female residents shall be allocated different washing days and times which shall be strictly adhered to.

(3) Residents shall not be permitted to dry their clothes in the courtyards, except on weekends and public holidays.

#### **Cleaning and Maintenance**

24. (1) IMLI reserves the right to enter all flats for cleaning and maintenance. Whenever possible, residents will be notified of any visits to be made other than routine cleaning visits.

(2) If it becomes necessary for IMLI to carry out extra cleaning of any flat, a charge may be levied on the resident.

(3) Residents are responsible for making their beds every day and cleaning their own dishes and kitchen utensils.

(4) Residents shall remove garbage and other refuse from their flats on a daily basis and place the same in the designated area from where the Institute's garbage is collected.

**Safety, Security, Care and Maintenance of Premises**

25. (1) No heating or cooking appliances other than those provided or approved by IMLI may be used in any flat.

(2) Damage caused by any resident to property owned or possessed by IMLI will be charged to that resident.

(3) Property owned or possessed by IMLI shall not be removed from the flat.

(4) Residents shall report to the Administration any damage or defects occurring in any flat or in any property or fixtures therein so that they may be repaired as necessary and responsibility for such damage or defect be determined.

(5) Residents shall not make any alterations or repairs whatsoever to the property, furniture, appliances or fittings provided by or through IMLI without the express approval of the Director or Delegated Official.

(6) No potentially dangerous substance or weapon shall be brought into the premises.

(7) No smoking is allowed on the premises except in the flats and in areas designated for smoking.

(8) Residents shall ensure that when lights or appliances are not in use they are disconnected or switched off.

(9) Residents shall ensure that their flats are securely locked at all times. IMLI shall not accept any responsibility whatsoever for the private possessions of residents that are lost in their rooms/flats.

(10) Residents shall ensure that the keys to their flats are in their possession at all times. Residents who are locked outside their flats may contact Mr. Joseph Mifsud (Driver/Maintenance Man) on telephone (+356) 79 310816 to assist them to gain access to their flats. Provided that on the first three occasions when assistance is rendered outside office hours, the resident requesting assistance will be liable for the dues for extra-time payable to the relevant member of staff giving assistance. Provided further that, after the third request for assistance, the resident requesting assistance will be liable for

the dues for extra-time payable as aforesaid, together with an administrative charge of €25 payable to the Institute.

### **Orderliness on the Premises**

26. (1) Only persons identified by the Administration shall be admitted to the premises.

(2) Residents may use their own radios, stereos, musical instruments and similar entertainment equipment in their respective flats provided such use does not cause undue noise, nuisance or inconvenience to others, in which case, such privileges shall be withdrawn.

(3) Residents shall not be permitted to bring any animal or household pet to the premises at any time.

(4) No private business or trade or the practice of any profession may be carried out on or from the premises.

(5) No resident shall be permitted to sublet any flat.

(6) Residents shall not be permitted to bring motorcycles, scooters or bicycles or parts thereof into the Institute's premises without the prior express written permission from the Director or Delegated Official. Students shall not park any vehicles or other means of transportation anywhere on the premises except in designated parking areas.

(7) A resident shall not be permitted to visit or remain in the flat of another resident between 10 p.m. and 8 a.m.

(8) No parties or assemblies of more than four persons shall be held by residents on the premises without the prior express written permission from the Director and the presence of a Member of Staff.

(9) A resident may not take up accommodation in any place outside the premises or otherwise absent himself/herself from the Institute without prior authorization from the Director. When requesting such authorization from the Director, the student shall provide details of where he/she may be contacted during his/her absence from the Institute.

(10) Should a student be in breach of the provisions of paragraph 26 (9), there shall be deducted from the stipend payable to him/her in terms of paragraph 9 hereof, a sum proportionate to the duration of his/her absence.

### **Courtyards**

27. (1) Courtyards shall be kept clean and tidy. No garbage or refuse shall be left out in the courtyards. No cigarette butts are to be discarded in the courtyards.

(2) Any furniture placed in the courtyards shall not be removed without permission from the Administration.

(3) No noise, nuisance or playing of loud music is permitted in the courtyards.

#### **Visitors and Guests of Residents**

28. (1) Only bona fide guests or visitors, identifiable as such to the satisfaction of the Administration, shall be permitted to enter the premises to visit a resident.

(2) Visitors or guests of residents are not permitted to enter flats. Residents may meet with their visitors or guests in the common room or any of the courtyards.

(3) No visitors or guests of residents are permitted to enter or remain on the premises between the hours of 10 p.m. and 8 a.m. without prior express written permission from the Director or Delegated Official.

(4) Residents are personally responsible for their visitors and guests and are accountable for the conduct of such visitors and guests.

(5) IMLI shall not accept any responsibility whatsoever for the private possessions of visitors or guests or residents.

### **PART IV MISCELLANEOUS**

#### **Violations**

29. Any violation of these Guidelines is liable to attract disciplinary action, including dismissal from the Institute.

#### **Final Provisions**

30. In exceptional circumstances, and when the best interests of the Institute so require, the Director may override, at his discretion, the provisions of these Guidelines.

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I hereby agree to abide by the IMLI Guidelines on Student Conduct.

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**IMO INTERNATIONAL MARITIME LAW INSTITUTE**  
**SUMMARY FORM**

**INSTRUCTIONS**

One copy of Nomination, Application, Medical Report, Motivation and Reference Forms to be completed and air mailed along with documents relating to university qualifications and proficiency in English language, together with a bank draft or evidence of transfer of the application and processing fee to:

The Director  
IMO International Maritime Law Institute  
Msida MSD 2080  
Malta

Where needed, also include a duly completed Fellowship Application Form and an evidence of bank transfer of the fellowship application fee (see below).

Please use the following **checklist** to ensure that all necessary documents are completed and attached.

- Nomination Form**  
To be completed by a senior official of the nominating authority. Please ensure that details of the candidate's present and future job functions are indicated. To be signed and stamped.
- Application Form**  
To be completed and signed by the applicant. A recent photograph of the applicant is to be attached.
- Documents relating to university qualifications**  
Duly certified true copies of documents in evidence of all university qualifications are to be attached.
- Documents relating to English language and computer proficiency**  
Duly authenticated certificates or other documents in evidence of English language proficiency (see Annex 3 of the application package) are to be attached.
- Medical Report Form**  
To be completed and stamped by a registered Government medical practitioner.
- Motivation Form**  
To be completed by the student. Where needed, additional sheets may be attached.
- Reference Forms**  
Two references are required. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications.
- Application and Processing Fee**  
An evidence of bank transfer of the non-refundable application and processing fee of €150 referred to in paragraph 7(i) of the applications package
- Fellowship Application Form (where applicable)**  
Where the candidate is requesting IMLI's assistance to seek fellowship funding. To be completed and signed by the applicant and a senior official of the nominating authority.
- Fellowship Application Fee (where applicable)**  
Where the candidate is requesting IMLI's assistance to seek fellowship funding, the application must be accompanied by an evidence of bank transfer of the non-refundable fellowship application fee of €200 referred to in paragraph 6 of the application package.

**IMO INTERNATIONAL MARITIME LAW INSTITUTE**  
**NOMINATION FORM**

THIS NOMINATION FORM IS TO BE COMPLETED BY A SENIOR OFFICIAL OF THE NOMINATING AUTHORITY.<sup>(\*)</sup> **AN APPLICATION WHICH DOES NOT INCLUDE THIS FORM WILL NOT BE CONSIDERED AS VALID.**

**NAME OF CANDIDATE BEING NOMINATED:** \_\_\_\_\_  
\_\_\_\_\_

**STARTING DATE OF PROGRAMME:** \_\_\_\_\_

**Name of responsible official:** \_\_\_\_\_

**Exact designation/title:** \_\_\_\_\_

**Nominating authority:** \_\_\_\_\_

**Address:** \_\_\_\_\_  
\_\_\_\_\_

**Office stamp below:**

**Telephone:** \_\_\_\_\_ **Signed:** \_\_\_\_\_

**Facsimile:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**COMMENTS & RECOMMENDATIONS OF NOMINATING AUTHORITY**

Please provide brief details of the nominee's present job functions and any future plans (**in particular please indicate what position is the nominee expected to occupy upon completion of studies at the Institute.**)

This information will provide useful guidance in assessing the candidate's qualifications:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PROPOSED SOURCE OF FUNDING OF PROGRAMME FEE (€34,500):** \_\_\_\_\_

It is necessary for a candidate to indicate the proposed source of funding. Where the candidate is requesting IMLI's assistance to seek fellowship funding, the space above should read "requesting fellowship funding" and the application must be accompanied by the non-refundable fellowship application fee of €200 (as per paragraph 6 of the application package), together with the attached Fellowship Application Form. **Should this information not be provided, the application will not be considered as valid.**

\* By submitting an application and nominating a person for studies at the Institute, both the applicant and the nominating authority are confirming that they are aware of the national legislative and/or administrative requirements which have to be met by selected applicants, prior to travelling to the Institute and commencing their studies; that the aforesaid requirements are met for the duration of their studies; and that they will promptly take the actions required to comply with these requirements.

**IMO INTERNATIONAL MARITIME LAW INSTITUTE**

**APPLICATION FORM**

**ACADEMIC YEAR 2021-2022**

**INSTRUCTIONS:**  
Please answer each question clearly. Type or print in ink. If you need more space, attach additional pages.

Please affix photo here

**1. FULL NAME (please underline family name)**  
.....  
.....

**2. Mailing address:** ..... **Telephone (with country & area code):**  
 ..... (Office) .....  
 ..... (Residence) .....  
 ..... (Mobile) .....  
**Facsimile:** ..... **E-mail:** .....

**3. (a) Date of birth:**..... **(b) Nationality:**..... **(c) Sex:**.....  
**(d) Marital status:**..... **(e) Mother tongue:**.....  
**(f) Passport details:** **(i) Passport no:**.....  
**(ii) Date & place of issue :**.....  
**(iii) Valid until:**.....

4. LANGUAGES	READING			WRITING			SPEECH		
	Excellent	Good	Fair	Excellent	Good	Fair	Excellent	Good	Fair

**PLEASE ATTACH CERTIFIED COPIES OF AVAILABLE CERTIFICATES/TEST REPORTS; OR DETAILS OF TYPE AND DURATION OF ENGLISH LANGUAGE STUDIES/EXPERIENCE (SEE ANNEX 3).**

**5. EDUCATION: Give full details, using the following space insofar as possible.**

**(A) University or equivalent.**

Name of institution and Address	Years attended		Degrees and academic distinctions	Main subjects
	From	To		

**PLEASE ATTACH CERTIFIED COPIES OF DOCUMENTS SUPPORTING UNIVERSITY QUALIFICATIONS**

**(B) Schools or other formal education or training from age 14 (e.g. high school, technical school, or apprenticeship).**

Name of institution	Type	Years attended		Certificates, diplomas obtained
		From	To	

**6. PROFESSIONAL QUALIFICATIONS:**

Name/Country of institution	Qualifications obtained	Study period	Subjects

**7. MEMBERSHIP OF PROFESSIONAL SOCIETIES, PUBLICATIONS, ETC :**


**8. EMPLOYMENT RECORD: Starting with your present or most recent post, list in reverse order every employment during the last ten years and any significant experience not included in that period which you believe will be helpful in evaluating your record. Use a separate block for each post. Use additional sheets of paper as required.**

**Dates :** \_\_\_\_\_ **Exact title of your post :** \_\_\_\_\_

**From :** \_\_\_\_\_ **To :** \_\_\_\_\_ **Type of business :** \_\_\_\_\_

**Name of Supervisor:**..... **Name of Employer:**.....  
.....  
.....

**Address of Employer :** .....  
.....

**Description of work you do:**

**8. EMPLOYMENT RECORD (Continued):**

**Dates :** \_\_\_\_\_ **Exact title of your post :** \_\_\_\_\_

**From :** \_\_\_\_\_ **To :** \_\_\_\_\_ **Type of business :** \_\_\_\_\_

**Name of Supervisor:**..... **Name of Employer:**.....  
.....  
.....

**Address of Employer :** .....  
.....

**Description of work you do:**

<b>8. EMPLOYMENT RECORD (Continued):</b>		
<b>Dates</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:..... Name of Employer:.....</b> ..... .....		
<b>Address of Employer :</b> .....		
<b>Description of work you do:</b>		
<b>8. EMPLOYMENT RECORD (Continued):</b>		
<b>Dates :</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:..... Name of Employer:.....</b> ..... .....		
<b>Address of Employer :</b> .....		
<b>Description of work you do:</b>		
<b>8. EMPLOYMENT RECORD (Continued):</b>		
<b>Dates</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:..... Name of Employer:.....</b> ..... .....		
<b>Address of Employer :</b> .....		
<b>Description of work you do:</b>		

**9. State any other relevant facts and information which will assist in assessing your application:**

**I certify that the statements made by me in answer to the foregoing questions are true, complete and correct to the best of my knowledge and belief. I understand that any false statements or any required information withheld from this form may provide grounds for the withdrawal of any offer of participation from the Institute. If selected, I undertake to:**

- (1) conduct myself at all times in a manner compatible with my status as a student of the IMO International Maritime Law Institute;**
- (2) remain in Malta during the period of the programme and dedicate myself full time to the study programme, as directed by the Institute;**
- (3) refrain from engaging in political, commercial, or any other activities other than those covered by the study programme;**
- (4) comply with the IMLI Guidelines on Student Conduct and any amendments thereto which may be adopted from time to time by the Institute; and**
- (5) return to my home country at the end of the programme.**

**I understand and agree that the Institute may, at its sole discretion, terminate a candidate's participation in the programme. I also understand and agree that the Institute need not justify its decision.**

**Date:** \_\_\_\_\_

**Signature of Applicant:** \_\_\_\_\_

IMO INTERNATIONAL MARITIME LAW INSTITUTE

MEDICAL REPORT FORM

**INSTRUCTIONS**

To be completed by a registered Government medical practitioner after thorough clinical and laboratory examination including X-ray of chest. The IMO International Maritime Law Institute reserves the right to require the candidate to undergo a further medical examination before he/she commences his/her studies.

Name of candidate: \_\_\_\_\_ Age: \_\_\_\_\_ Sex: \_\_\_\_\_

Is the person examined at present in good health and enjoying full working capacity?

Is the person examined able physically and mentally to carry on an intensive study away from his/her home?

Is the person examined free from communicable diseases (for example, tuberculosis and trachoma) which could present risks for both the candidate and his/her contacts during his/her studentship?

Does the person examined have any condition or defect which may require treatment during his/her studentship? If yes, please specify.

Full name and address of  
examining physician  
(print clearly)

\_\_\_\_\_  
  
\_\_\_\_\_  
  
\_\_\_\_\_

Signature of examining physician:

\_\_\_\_\_

Stamp:

Date: \_\_\_\_\_

To be completed by a registered Government medical practitioner.









**PLEASE ATTACH CERTIFIED COPIES OF AVAILABLE CERTIFICATES/TEST REPORTS; OR DETAILS OF TYPE AND DURATION OF ENGLISH LANGUAGE STUDIES/EXPERIENCE (SEE ANNEX 3).**

**5. EDUCATION: Give full details, using the following space insofar as possible.**

**(A) University or equivalent.**

Name of institution and address	Years attended		Degrees and academic distinctions	Main subjects	Academic papers (including theses) submitted
	From	To			

**PLEASE ATTACH CERTIFIED COPIES OF DOCUMENTS SUPPORTING UNIVERSITY QUALIFICATIONS INCLUDING TRANSCRIPTS OF GRADES**

**(B) Schools or other formal education or training from age 14 (e.g. high school, technical school, or apprenticeship).**

Name of institution	Type	Years attended		Certificates, diplomas obtained
		From	To	

**6. PROFESSIONAL QUALIFICATIONS:**

Name/Country of institution	Qualifications obtained	Study period	Subjects

--	--	--	--

**7. MEMBERSHIP OF PROFESSIONAL SOCIETIES, RESEARCH UNDERTAKEN, PUBLICATIONS, ETC :**


**8. EMPLOYMENT RECORD:** Starting with your present or most recent post, list in reverse order every employment during the last ten years and any significant experience not included in that period which you believe will be helpful in evaluating your record. Use a separate block for each post. Use additional sheets of paper as required.

<b>Dates :</b>	<b>Exact title of your post :</b>
<b>From :</b>	<b>To :</b>
<b>Type of business :</b>	
<b>Name of Supervisor:</b> .....	<b>Name of Employer:</b> .....
.....	.....
.....	.....
<b>Address of Employer :</b> .....	
.....	
<b>Description of work you do:</b>	

**8. EMPLOYMENT RECORD (Continued):**

<b>Dates :</b>	<b>Exact title of your post :</b>
<b>From :</b>	<b>To :</b>
<b>Type of business :</b>	
<b>Name of Supervisor:</b> .....	<b>Name of Employer:</b> .....
.....	.....
.....	.....
<b>Address of Employer :</b> .....	
.....	
<b>Description of work you do:</b>	

--

<b>8. EMPLOYMENT RECORD (Continued):</b>
--

<b>Dates</b>	<b>Exact title of your post :</b>
--------------	-----------------------------------

<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
---------------	-------------	---------------------------

<b>Name of Supervisor:</b> .....	<b>Name of Employer:</b> .....
.....	.....
.....	.....

<b>Address of Employer :</b> .....
.....

<b>Description of work you do:</b>

<b>8. EMPLOYMENT RECORD (Continued):</b>
--

<b>Dates :</b>	<b>Exact title of your post :</b>
----------------	-----------------------------------

<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
---------------	-------------	---------------------------

<b>Name of Supervisor:</b> .....	<b>Name of Employer:</b> .....
.....	.....
.....	.....

<b>Address of Employer :</b> .....
.....

<b>Description of work you do:</b>

<b>8. EMPLOYMENT RECORD (Continued):</b>
--

<b>Dates</b>	<b>Exact title of your post :</b>
--------------	-----------------------------------

<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
---------------	-------------	---------------------------

<b>Name of Supervisor:</b> .....	<b>Name of Employer:</b> .....
.....	.....
.....	.....

Address of Employer : .....

Description of work you do:

**9. Please state your reasons for applying to the LL.M. programme at IMLI. Please also state the specific subjects/issues you are most interested in and would like to study at the Institute.**

**10. Please indicate the position you are expected to occupy upon completion of studies at the Institute. Please state your career objectives and how will you apply what you have learned at IMLI. Please be as specific as possible.**

**11. With regard to ocean-related issues, please describe the current situation in your country and the efforts being made in relation to events and circumstances which are critical challenges for your country and region. Furthermore, if possible, please also describe the actions which must be taken such as governmental cooperation, etc., when initiatives are implemented.**

**12. Donors would like to know why they should grant you fellowship funding. For this purpose, please indicate the main reasons that make your application stand out from the rest.**

**13. THIS QUESTION SHOULD BE ANSWERED BY APPLICANTS WHO WISH TO APPLY FOR A NIPPON FOUNDATION FELLOWSHIP.**

The Nippon Foundation feels that, in order to pass on the oceans to future generations, we need collaboration and cooperation which goes beyond existing frameworks and perspectives, and therefore believes that an alumni network which transcends organizations and nationalities is of great importance. (In fact, The Nippon Foundation has other fellowship programs besides IMLI for capacity-building in various fields, through the following institutes: IAMU, WMU, SIRC, POGO, GEBCO, ITLOS, the Nereus Program, IHO, and DOALOS). After you complete the course at IMLI, in what aspect do you think you will be able to go beyond the boundaries of the legal sphere to work cooperatively with alumni in other fields and contribute to the NF Alumni Network?

**14. State how you would be able to influence your country's adherence to international maritime conventions and their effective implementation:**

--

**15. State your computer competence and the programmes and/or computing skills you are effectively conversant with:**

--

**PLEASE ATTACH COPIES OF COMPUTING TRAINING AND COMPETENCY CERTIFICATES**

**16. State any other relevant facts and information which will assist in assessing your application:**

--

**I certify that the statements made by me in answer to the foregoing questions are true, complete and correct to the best of my knowledge and belief. I understand that any false statements or any required information withheld from this form may provide grounds for the withdrawal of any offer of fellowship or participation from the Institute. If selected, I undertake to:**

- (1) conduct myself at all times in a manner compatible with my status as a student of the IMO International Maritime Law Institute;**
- (2) remain in Malta during the period of the programme and dedicate myself full time to the study programme, as directed by the Institute;**
- (3) refrain from engaging in political, commercial, or any other activities other than those covered by the study programme;**
- (4) comply with the IMLI Guidelines on Student Conduct and any amendments thereto which may be adopted from time to time by the Institute;**
- (5) honour any conditions that may be imposed by the sponsor; and**
- (6) return to my home country at the end of the programme.**

**Date:** \_\_\_\_\_

**Signature of Applicant:** \_\_\_\_\_

**I have read and taken note of the statements made by the applicant in this form. I certify that the statements made by the applicant are true, complete and correct to the best of my knowledge and belief.**

**Date:** \_\_\_\_\_

**Signature of the Nominating Authority's Responsible Official:** \_\_\_\_\_

**IMO INTERNATIONAL MARITIME LAW INSTITUTE**

**(IMLI)**

**MALTA**

\*\*\*

**MASTER OF LAWS (LL.M.)**

**in**

**INTERNATIONAL MARITIME LAW**

\*\*\*

**APPLICATION PACKAGE**

**for**

**SELF-FINANCED CANDIDATES**

**ACADEMIC YEAR 2021-2022**

\*\*\*

International Maritime Organization  
4 Albert Embankment  
London SE1 7SR  
UNITED KINGDOM  
Tel: +44 (0) 20 7735 7611  
Fax: +44 (0) 20 7587 3210  
**Website: <http://www.imo.org>**

IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
MALTA  
Tel: +356 21 319343 / 21 310816  
Fax: +356 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)  
**Website: <https://imli.org/>**

## TABLE OF CONTENTS

	PAGE
<b>A. <u>THE PROGRAMME</u></b>	
1. PROGRAMME OBJECTIVES	1
2. ACADEMIC CONTENT	1
<b><u>ADMISSION REQUIREMENTS AND PROGRAMME FEE</u></b>	
3. ACADEMIC REQUIREMENTS	2
4. PROGRAMME FEE	2
5. FINANCIAL AID	2
<b><u>C.APPLICATION PROCEDURE</u></b>	
6. HOW TO APPLY	2
7. ACADEMIC AND MEDICAL CLEARANCE	3
8. PAYMENT OF PROGRAMME FEE	3
9. ADMISSION	3
<b><u>D.JOINING THE INSTITUTE</u></b>	
10. TRAVEL	3
11. VISA	4
12. HEALTH CARE	4
13. BOOKS AND OTHER INSTRUCTIONAL MATERIAL	4
14. IMLI GUIDELINES ON STUDENT CONDUCT	5
15. LOCATION	5
<b>E. <u>FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE</u></b>	
16. LIBRARY	5
17. IT FACILITIES	5
18. ACCOMMODATION	5
19. CAFETERIA	5
20. LAUNDRY	5
21. TELECOMMUNICATIONS	5
22. RECREATIONAL FACILITIES	5
<b>F. <u>INFORMATION ABOUT MALTA</u></b>	
23. GEOGRAPHICAL LOCATION AND CLIMATE	6
24. LIVING COSTS	6
<b><u>ANNEXES</u></b>	
ANNEX 1:	LL.M. PROGRAMME STRUCTURE
ANNEX 2:	MASTER OF LAWS – LL.M. – IN INTERNATIONAL MARITIME LAW PROGRAMME ASSESSMENT AND EXAMINATION REGULATIONS
ANNEX 3:	ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS
ANNEX 4:	PROGRAMME FEE AND STARTING DATE
ANNEX 5:	IMLI GUIDELINES ON STUDENT CONDUCT
<b><u>FORMS</u></b>	
	SUMMARY FORM
	APPLICATION FORM
	MEDICAL REPORT FORM
	MOTIVATION FORM
	REFERENCE FORMS

## **A. THE PROGRAMME**

### **1. Programme Objectives**

The IMO International Maritime Law Institute (IMLI) offers a specialized post-graduate programme leading to the Degree of Master of Laws (LL.M.) in International Maritime Law. The purpose of the programme is to train lawyers to become specialists in international maritime law. The programme is therefore most suitable for law graduates already working in the maritime field such as a relevant government department, a shipping company, port authority, or other organization concerned with shipping and maritime affairs. However, the programme is also open to any law graduates who intend to pursue their legal careers in the field of maritime law whether in the public or private sectors, whether in practice, administration or in academia. Fifty percent of the places available are reserved for suitably qualified women candidates.

### **2. Academic Content**

The duration of the programme is one academic year, beginning in October and ending in June of the following year. The programme is intensive and student achievement is highly competitive. In brief, the programme structure, which is designed to cover all aspects of international maritime law at an advanced post-graduate level, comprises the following:

- Introduction to Public International Law
- Introduction to Shipping Law
- Introduction to Law of the Sea and Humanitarian Law
- Law of the Sea Specific Regimes I
- Law of the Sea Specific Regimes II
- Carriage of Goods and Passengers by Sea
- Proprietary Interests in Ships
- Wet Shipping
- Law of Maritime Safety and Security
- Maritime Claims
- Marine Environmental Law
- Maritime Legislation Drafting
- Dissertation

The programme structure is contained in Annex 1.

Students attending the LL.M. programme are assessed in accordance with the mode of assessment specified in the LL.M. programme structure (see Annex 1). Within each module of the LL.M. programme structure, students will be required to sit for written examinations and submit assignments or make presentations. In addition, each student is required to submit a 10,000 to 15,000-word dissertation, independently researched and supervised by a member of the Institute's Faculty. Each student is also required to submit a maritime legislation drafting project under the supervision of a designated member of the Faculty. Finally, students are expected to attend lectures, seminars, conferences, field trips and other activities organized by the Institute. The Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations are contained in Annex 2.

The LL.M. is exclusively a taught programme. Therefore, attendance at lectures and other academic activities organized by the Institute is compulsory as provided for in the Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations (Annex 2) as well as in the IMLI Guidelines on Student Conduct (Annex 5).

The teaching programme is delivered by the Institute's Faculty that includes professors and lecturers as well as by visiting fellows who are judges, practitioners and academics of international repute in various fields of maritime law.

The entire programme, including teaching as well as the writing of examinations, dissertations and other academic projects, is in the English language.

## B. ADMISSION REQUIREMENTS AND PROGRAMME FEE

### 3. *Academic Requirements*

The basic requirements are:

- (a) a degree in law with a high standing from a recognised university; and
- (b) proficiency in the English language: all candidates must be fully proficient in the English language. They should be fully acquainted with the fundamentals of that language; i.e. in reading, writing, listening, comprehension and speaking skills. candidates who have not studied or made active use of the English language in recent years are STRONGLY advised to refresh their English knowledge PRIOR to their arrival in Malta. They should bear in mind that the study of international maritime law demands a sophisticated knowledge of the English language. **Production of evidence of English language proficiency is required. Therefore, as a pre-requisite for admission, the Institute may require candidates to undertake one of the tests for language referred to in Annex 3.** Further, the Institute reserves the right to conduct Skype interviews with candidates applying to the programme to assess their level of English in order to ensure that they have the command necessary to undertake and successfully complete the LL.M. programme.
- (c) computer competence (at least the ability to use Microsoft Office). Computer competence is essential as students are required to use computers to carry out research and to complete their assignments and academic projects.

### 4. *Programme Fee*

Please refer to Annex 4 to find out the programme fee for the forthcoming academic year. The programme fee covers tuition and provision of selected standard textbooks only. **The programme fee does not cover any other costs, such as travel, accommodation, and living expenses. Candidates are to make their own arrangements for finding accommodation and paying for the same during their stay at IMLI.** An estimate of such costs is provided for in paragraph 24 below.

### 5. *Financial Aid*

Candidates requiring financing are encouraged to seek sponsors.

## C. APPLICATION PROCEDURE

### 6. *How to Apply*

The attached Application Form should be completed by the candidate and must be accompanied by:

- (a) copies of the candidate's University degrees officially authenticated by the University concerned;
- (b) a copy of the certificate of proficiency in English held by the candidate (see paragraph 3(b) above and Annex 3 for further information) or a statement by the candidate explaining the reasons why he/she deems that he/she should be exempt from presenting such certificate;
- (c) proof of computer competence;
- (d) the attached Medical Report Form duly completed by a registered Government Medical Practitioner;
- (e) a letter of intent written by the candidate and stating the candidate's reasons for applying to the LL.M. programme and his/her career objective. Candidates may use the attached Motivation Form;
- (f) two letters of reference covering the candidate's ability to undertake the LL.M. programme. Referees are persons who are not related to the candidate and who are familiar with the

candidate's character and qualifications. Referees should use, where possible, the attached Reference Form;

- (g) proof of payment of the application and processing fee of €150.

Applications should be sent to:

The Director  
IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
MALTA

Telephone: (+356) 21 319343 / 21 310816  
Facsimile: (+356) 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)

### **7. Academic and Medical Clearance**

Application forms will be reviewed by the Institute to assess the academic and medical eligibility of the candidates. Candidates will be advised of their academic and medical clearance in writing.

Advice of academic and medical clearance provides an indication only that the Institute has found the candidate to hold the necessary academic qualifications and medical eligibility to pursue the programme. **IT DOES NOT INDICATE ACCEPTANCE FOR ENROLMENT.**

### **8. Payment of Programme Fee**

Payment of the programme fee is a condition precedent for admission to the programme. The programme fee should be remitted to the Institute's bank account, details of which are as follows:

Bank in Malta: Bank of Valletta plc, L-Ibrag Branch  
Triq tal-Ibrag, Swieqi  
SWQ2030 MALTA  
Account Name: IMO International Maritime Law Institute  
Account no. 4001 3713 797  
SWIFT Transfer Code – VALLMTMT  
I.B.A.N.: MT58 VALL 2201 3000 0000 4001 3713 797

### **9. Admission**

When all the criteria for admission, including clearance and confirmation of financing, have been met, the candidate will be notified, in writing, of his/her admission.

The Institute must receive from the candidate a confirmation in writing as to whether he/she is ready to join the programme, whereupon the candidate will be admitted to the programme.

## **D. JOINING THE INSTITUTE**

### **10. Travel**

**Whatever the source of funding for the programme fee, candidates are reminded that the programme fee does not cover travel expenses.** Travel arrangements will have to be arranged and settled by the participants.

Selected candidates should arrive in Malta ahead of the programme starting date. Information on the starting date of the forthcoming programme can be found in Annex 4.

In view of the fact that a three-day field trip to London may be organized at the end of the academic year, participants are asked to arrange for their return ticket with Air Malta via London Heathrow Airport, leaving departure dates and the exact stop-over period in London open pending final booking, which may be effected in Malta. This would avoid the candidate incurring unnecessary expenses. Should the candidate need an entry visa for the United Kingdom, the Institute will assist in order to

obtain it from the British High Commission in Malta. **However, the cost of the visa is to be paid by the student.**

Candidates admitted to the programme are requested to communicate their confirmed travel details to the Institute as soon as possible so that arrangements can be made prior to their arrival, including arrangements for pick-up from the airport. If taking a taxi, students should give the following address:

IMO International Maritime Law Institute  
University of Malta Campus  
Tal-Qroqq  
Msida

#### **11. *Visa***

Candidates admitted to the programme are requested to arrange for a visa, if this is required, for their entry to Malta. Malta is a member of the European Schengen Agreement. Therefore, the Institute cannot procure visas on behalf of students. For more information relating to visa requirements and where to apply please visit the website of the Malta Ministry for Home Affairs and National Security at <https://identitymalta.com/visas/>. The Institute may assist in providing the students with the relevant information relating to the Embassy they need to approach.

#### **12. *Health Care***

Candidates admitted to the programme are required to have a health insurance for the whole duration of their stay in Malta with cover for hospital care. Evidence of this insurance may be required by the relevant Embassy when the Candidates applies for an entry visa. However, health insurance is mandatory when students apply in Malta for a study residence permit. Should candidates find difficulty in obtaining insurance which cover extends for the whole duration of their stay in Malta, the Institute can assist in obtaining locally the required health insurance when the student arrives in Malta. **The cost of the insurance is to be borne by the student. All documentation relating to the insurance needs to be either issued in the English language or translated in the English language.**

#### **13. *Books and Other Instructional Material***

Students shall be provided with a selected number of textbooks, and other instructional material as determined by the Institute.

As part of the programme, each student is required to write a dissertation of 10,000 to 15,000 words on a topic of their choice, approved by the Faculty. The topic selected by each student should relate to some aspect of the programme, but it is expected that it will also be relevant to the student's own country or region. Students are therefore encouraged to bring with them any materials that would be useful for such purpose, in particular any domestic textbook concerning public or private maritime law.

Students are also required to undertake a drafting project related to maritime legislation. It would be useful if students brought with them copies of ALL NATIONAL LEGISLATION RELATING TO MARITIME LAW covering topics such as marine pollution, ports and harbours, commercial maritime law, as well as the Constitution of their country. Furthermore, students are advised to bring with them a copy of any law relating to the incorporation of international legal instruments regarding maritime law into their domestic law, as well as any law or material governing legislative drafting within their jurisdiction, such as an Interpretation Act. It would be much appreciated if such materials are then donated to the IMLI Library for consultation and use by future students. In this way, the Library can build up a comprehensive collection of maritime legislation.

It would also be useful for the student to have a contact person within his/her jurisdiction who would be willing to supply him/her with any material as required during his/her stay at the Institute.

#### **14. IMLI Guidelines on Student Conduct**

Student life at the Institute is governed by the IMLI *Guidelines on Student Conduct*, copy of which is attached hereto as Annex 5. **BY APPLYING TO THE INSTITUTE, CANDIDATES UNDERTAKE TO COMPLY STRICTLY WITH THE GUIDELINES ON STUDENT CONDUCT SHOULD THEY BE ADMITTED TO THE PROGRAMME.**

#### **15. Location**

The Institute is located within the campus of the University of Malta in Tal-Qroqq, Msida. Local buses are available on the main road outside the University gates. There are a number of shops, cafes, convenience stores, bookstores, and other establishments within walking distance of the University.

### **E. FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE**

#### **16. Library**

The Institute has a well-equipped international maritime law library. Students also have access to the Library of the University of Malta.

#### **17. ICT Facilities**

Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Regulatory Framework on ICT matters.

#### **18. Accommodation**

Although the student is not entitled to accommodation on the Institute's premises, accommodation may be rented from the Institute, depending on availability. A cable and/or wireless network is available at the Institute's flats where students are accommodated. Students may access this network from their own notebooks or word processing equipment.

#### **19. Cafeteria**

Cafeteria facilities are available at lunchtime at the University of Malta where a relatively inexpensive meal can be obtained. For other meals, students are expected to cater for themselves or eat out.

#### **20. Laundry**

The Institute is equipped with washing machines and tumble dryers, which are available for use by students who live in the IMLI accommodation (see paragraph 18 above). For dry cleaning services, students may, at their own expense, avail themselves of commercial laundry facilities outside the University.

#### **21. Telecommunications**

Few international telephone call boxes are still installed around Malta. The call box can be operated with phone cards, which can be purchased from stores inside and outside the university. To dial abroad from Malta students have to add 00 before the country code and the telephone number required.

#### **22. Recreational Facilities**

There is a students' Common Room on the Institute's premises equipped with television, video player, recreational reading material, and personal computers with internet connection. Students may be assigned certain duties relating to their academic and residential life at the Institute. Students can also use the available facilities of the University of Malta, which include some sports facilities (some facilities may be used at a cost).

## F. INFORMATION ABOUT MALTA

### **23. *Geographical Location and Climate***

Malta is a small island (27km x 14.4km) located in a strategic position in the centre of the Mediterranean, between Italy (Sicily) and Tunisia. It has much of historical and cultural interest for visitors and has long maintained an interest in maritime affairs.

The climate is generally warm. Temperatures are as follows:

35°C highest summer temperature  
14°C average November to April temperature  
7°C lowest winter temperature

In the winter, the weather may become cold and stormy from time to time. Students are advised to bring appropriate warm and waterproof clothing for winter, as no clothing allowance is available.

### **24. *Living Costs***

The currency of Malta is the Euro (€). For the latest exchange rates visit [www.centralbankmalta.com](http://www.centralbankmalta.com).

Rental accommodation is available in residential areas, in the vicinity of the University. The monthly rent of a modest furnished apartment is approximately between €600 and €800, depending on the number of bedrooms. The monthly expenses of food and other living costs could amount to €400 per person depending on one's lifestyle.

For more detailed information about Malta please refer to [www.visitmalta.com](http://www.visitmalta.com).

**ANNEX 1  
LL.M. PROGRAMME STRUCTURE**

**Overview of the LL.M. Programme Structure**

<b>Module Title</b>	<b>ECTS/ ECVETS</b>	<b>Mode of Assessment</b>
<b>Introduction to Public International Law</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Introduction to Shipping law</b>	<b>4</b>	<b>Presentations and written exams</b>
<b>Introduction to Law of the Sea and Humanitarian Law</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Law of the Sea Specific Regimes I</b>	<b>4</b>	<b>Assignments and written exams</b>
<b>Law of the Sea Specific Regimes II</b>	<b>5</b>	<b>Presentations and written exams</b>
<b>Carriage of Goods and Passengers by Sea</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Proprietary Interests in Ships</b>	<b>4</b>	<b>Assignments and written exams</b>
<b>Wet Shipping</b>	<b>4</b>	<b>Presentations and written exams</b>
<b>Law of Maritime Safety and Security</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Maritime Claims</b>	<b>4</b>	<b>Presentations and written exams</b>
<b>Marine Environmental Law</b>	<b>5</b>	<b>Assignments and written exams</b>
<b>Maritime Legislation Drafting</b>	<b>20</b>	<b>Submission of Maritime Legislation Drafting Project</b>
<b>Dissertation</b>	<b>20</b>	<b>Submission of Dissertation</b>
<b>Total ECTS/ECVETS for Course Completion</b>		<b>90 ECTS/ECVETS</b>
<b>Exit Awards/Qualifications</b>		<b>Master of Laws (LL.M.) in International Maritime Law</b>

## Detailed LL.M. Programme Structure

<b>Title of the Module</b>	<b>INTRODUCTION TO PUBLIC INTERNATIONAL LAW</b>
<b>Module Description</b>	<p>The delivery of this module is necessary as it relates to all other modules of the programme area and gives an advanced insight into topics which will be dealt with subsequently during the academic year. It serves as a general introduction to international maritime law in its public law components and from both a domestic as well as an international perspective.</p> <p>The module of public international law examines its nature in today's global society and focuses on the sources of international law. Other branches of public international law which are examined in this part of the module are: the relationship between international law and municipal law; the subjects of public international law and international legal personality; the basis of the exercise of jurisdiction; elements of State responsibility; immunities; extradition; and the law of treaties.</p> <p>The part of the module dealing with international organizations traces their origins and development, and looks at their classification, role and functions in the international community, their constituent instruments and applicable law, their powers, privileges and immunities, as well as their responsibilities. The discussion is taken primarily based on the United Nations and its specialized agencies, with emphasis being placed on the International Maritime Organization. The module also provides an introduction to global ocean governance which is a topic of great importance that is addressed in detail in other modules of the programme.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Nature and Origin of Public International Law</li> <li>• Subjects of Public International Law and International Personality</li> <li>• Sources of Public International Law             <ul style="list-style-type: none"> <li>○ International Conventions</li> <li>○ Customary International Law</li> <li>○ General Principles of International Law</li> <li>○ Judicial Decisions and the Teachings of Publicists</li> <li>○ Codification of International Law through Conventions</li> <li>○ Relationship between International Conventions and Customary International Law, with special reference to the Law of the Sea</li> </ul> </li> <li>• The Law of Treaties             <ul style="list-style-type: none"> <li>○ The Vienna Convention on the Law of Treaties, 1969</li> <li>○ The Vienna Convention on the Law of Treaties between States and International Organizations or between International Organizations, 1986</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Role of “Soft Law” in International Law</li> <li>● International Law and Municipal Law</li> <li>● Jurisdiction</li> <li>● Extradition</li> <li>● Immunities</li> <li>○ State Immunity</li> <li>○ Diplomatic Immunity</li> <li>● State Responsibility</li> <li>● International Organizations</li> <li>○ Historical Development of International Organizations</li> <li>○ International Organizations as Subjects of International Law</li> <li>○ Institutional Law of International Organizations</li> <li>○ Classification of International Organizations</li> <li>○ The United Nations System <ul style="list-style-type: none"> <li>- The United Nations</li> <li>- The United Nations General Assembly</li> <li>- The United Nations Security Council</li> <li>- United Nations Division for Ocean Affairs and the Law of the Sea (DOALOS)</li> <li>- Commission on the Limits of the Continental Shelf (CLCS)</li> <li>- International Law Commission (ILC)</li> <li>- International Seabed Authority (ISA)</li> <li>- UN-Oceans</li> <li>- International Court of Justice (ICJ)</li> <li>- International Tribunal for the Law of the Sea (ITLOS)</li> </ul> </li> <li>○ Specialized Agencies <ul style="list-style-type: none"> <li>- The International Maritime Organization (IMO) <ul style="list-style-type: none"> <li>▪ History, Aims and Functions</li> <li>▪ Structure of IMO</li> <li>▪ Committees of IMO</li> <li>▪ IMO as a Law-Making Body</li> <li>▪ The Process of Development and Amendment of an IMO Convention</li> </ul> </li> <li>- Other Agencies and Bodies <ul style="list-style-type: none"> <li>▪ UNEP, UNESCO (IOC), UNCTAD, FAO, ILO, UNCITRAL</li> </ul> </li> </ul> </li> <li>● Role of Non-Governmental Organizations <ul style="list-style-type: none"> <li>○ Comité Maritime International (CMI)</li> </ul> </li> <li>● Introduction to Global Ocean Governance</li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Apply the knowledge acquired when undertaking studies in other modules of the programme, e.g. law of the sea and settlement of disputes.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p> <p>a) The intricacies of international law;  b) The functions, constitution and role of international organizations; etc.</p>

<b>Learning Outcomes</b>	Skills – at the end of the module the learner will have acquired the following skills:
	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment; b) Apply the knowledge acquired when negotiating international instruments; c) Apply the knowledge acquired when representing clients; and d) Apply the knowledge acquired when working at, or representing their countries in, international fora.</p>
	<p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the binding nature of the sources of international law; b) Advise on the various methods to express consent to be bound by international treaties; c) Advise on the importance of implementation of international instruments into domestic law; d) Advise on the application of the principles of jurisdiction, immunity, and extradition; and e) Advise on the role of non-State actors in international fora.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Make presentations to different audiences, including domestic and international fora; and b) Liaise effectively with international organizations in the field of international maritime law.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	5 ECTS / ECVETs
<b>Assessment of module</b>	The module will be assessed through written assignments and written tests. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>INTRODUCTION TO SHIPPING LAW</b>
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<p><b>Module Description</b></p>	<p>The delivery of this module is necessary as it relates to all other modules of the programme and gives an advanced insight into topics which will be dealt with subsequently during the academic year. It serves as a general introduction to international maritime law in its private law components, both from a domestic as well as an international perspective. For this purpose, the module includes lectures on introductory subjects such as the law of contracts, the law of torts, property law and private international law.</p> <p>Following the introductory subjects, the module addresses shipping generally and highlights the main features of this area of law. It includes a general historical overview of maritime law and identifies the main features of this branch of law, including but not limited to an introduction to ships and shipping, technical aspects of shipping, economic aspects of shipping, shipping and international trade, liner and tramp trade, and liner trade conferences.</p> <p>Looking at the sources of maritime law, this module identifies and discusses key directions in the regional development of maritime law, particularly within the European Union; an overview of the main international maritime conventions is provided and emphasis is also given to the domestic statutory or legislative sources of maritime law. This part of the module also looks at the main shipping institutions on the international plane, which may have an impact on maritime law and analyses the main aspects of international trade law and its importance in the shipping industry. The module also gives an overview on the role of ethics in shipping law.</p>
<p><b>Lectures</b></p>	<ul style="list-style-type: none"> <li>• Historical Development of Maritime Law</li> <li>• Introduction to ships and shipping <ul style="list-style-type: none"> <li>○ Major Categories of Ships</li> <li>○ Shipping and International Trade</li> <li>○ Types of Shipping</li> <li>○ Operation and Management of Ships</li> </ul> </li> <li>• Technical aspects of shipping <ul style="list-style-type: none"> <li>○ Physical Attributes of a Ship</li> <li>○ Basics of Navigation and Ship Handling</li> <li>○ Types of Cargo and Cargo Handling</li> </ul> </li> <li>• The Economic Aspects of Shipping <ul style="list-style-type: none"> <li>○ The Role of Shipping in International Trade</li> <li>○ Liner and Tramp Trade</li> <li>○ The Liner Conference System</li> <li>○ The United Nations Convention on the Code of Conduct for Liner Conferences</li> <li>○ The Economic Impact of Open Ship Registry Systems</li> <li>○ Regional Approaches to Shipping Law</li> </ul> </li> <li>• Characteristics of Maritime Law and Main Differences</li> </ul>

	<p>between the Major Legal Systems</p> <ul style="list-style-type: none"> <li>• Regional Maritime Law, including EU Shipping Law</li> <li>• Regulatory Maritime Law: International Conventions</li> <li>• Admiralty and Shipping Practice</li> <li>• Statutory Law on Shipping</li> <li>• Judicial Remedies in Maritime Law</li> <li>• Shipping Institutions</li> <li>• Law of Contracts</li> <li>• Law of Torts/Delict</li> <li>• Law of Property</li> <li>• International Trade Law <ul style="list-style-type: none"> <li>○ International Sale of Goods</li> <li>○ Sale of Goods Legislation (Comparative Law)</li> <li>○ International Commercial Terms (INCOTERMS)</li> <li>○ The United Nations Convention on Contracts for the International Sale of Goods, 1980</li> </ul> </li> <li>• Private International Law <ul style="list-style-type: none"> <li>○ General Conflict of Laws Theory <ul style="list-style-type: none"> <li>- Competent Jurisdiction</li> <li>- Applicable Law (Choice of Law)</li> <li>- Recognition and Enforcement of Foreign Judgments</li> </ul> </li> <li>○ Conflict of Laws Conventions <ul style="list-style-type: none"> <li>- Convention of 27 September 1968 on Jurisdiction and the Enforcement of Judgments in Civil and Commercial Matters (Brussels Convention)</li> <li>- Convention on Jurisdiction and the Recognition and Enforcement of Judgments in Civil and Commercial Matters, 2007 (Lugano Convention 2007)</li> <li>- Regulation (EU) No 1215/2012 of the European Parliament and of the Council of 12 December 2012 on Jurisdiction and the Recognition and Enforcement of Judgments in Civil and Commercial Matters (RECAST), as amended</li> <li>- Convention on the Law Applicable to Contractual Obligations, 1980 (Rome Convention)</li> <li>- Council Regulation (EC) No 593/2008 of the European Parliament and of the Council of 17 June 2008 on the Law Applicable to Contractual Obligations (Rome I Regulation)</li> <li>- Council Regulation (EC) No 864/2007 of the European Parliament and of the Council of 11 July 2007 on the Law Applicable to Non-contractual Obligations (Rome II Regulation)</li> </ul> </li> </ul> </li> <li>• Role of Ethics in Shipping Law</li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Apply the knowledge acquired when undertaking studies in other modules of the programme, e.g. proprietary interests in ships, wet shipping, carriage of goods and passengers, maritime claims, etc.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>

<b>Learning Outcomes</b>	<p>a) The general principles governing the law of contracts, torts, property and private international law as may be applied to shipping matters;</p> <p>b) The intricacies of shipping law;</p> <p>c) The functions, constitution and role of various shipping institutions, especially in the development of rules and regulations.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment;</p> <p>b) Apply the knowledge acquired when representing clients;</p> <p>c) Apply the knowledge acquired when representing their countries in international fora; etc</p>
	<p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the development of shipping law;</p> <p>b) Advise on the various actors who are involved international trade;</p> <p>c) Advise on the shipping documents used in international trade;</p> <p>d) Advise on the role of international organizations in the development of shipping law.</p>
	<p><b>Module-Specific Communication Skills</b></p> <p>(Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Make presentations to different audiences, including domestic and international fora;</p> <p>b) Liaise effectively with international organizations in the field of international maritime law;</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written tests. Presentations: 30 % and Written Exams: 70%.
<b>Title of the Module</b>	<b>INTRODUCTION TO LAW OF THE SEA AND HUMANITARIAN LAW</b>

**Module Description**

The delivery of this module is important as it is closely connected to the modules of public international law and the law of maritime safety and security.

The module introduces participants to the intricacies of the law of the sea. It commences by analysing the genesis and historic development of the law of the sea and explores its basic elements. The module encompasses a review of the international regimes regulating State activities in the following maritime zones: internal waters, territorial sea, contiguous zone, continental shelf, and the exclusive economic zone.

The module then provides an introduction to humanitarian law and the protection of human rights at sea taking as a starting point the Universal Declaration on Human Rights and other Declarations on this area.

Regarding seafarers it has been said that seafarers have always had rights but rarely have been treated fairly. In fact, the fair treatment of seafarers has been for some time subject to debate in international fora. A Joint IMO/ILO Ad Hoc Expert Working Group on the Fair Treatment of Seafarers has been working hard to develop rules in this field. Seafarers have been often subject to abuse and it is therefore imperative to understand maritime labour law to draw a line between decent employment conditions and abuse to human rights. A discussion therefore is undertaken on the different maritime labour standards and the Maritime Labour Convention. Similarly, bearing in mind that crew fatigue is considered as a key factor that may lead to maritime casualties, watchkeeping of seafarers is paramount and therefore an understanding of the relevant international rules comes to the fore. The module thus addresses the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers and other international instruments that may prevent seafarers being overworked.

Another area of importance in this field is the protection of human rights of persons other than seafarers. These persons may include stowaways, persons rescued at sea as well as those who have been subject to modern day slavery. Furthermore, the module takes also into account the need to respect the human rights of those who in one way or another are involved in maritime crimes. Whilst there are rules governing maritime piracy there is no legal regime regulating the treatment of capture child pirates. This unfortunate phenomenon continues to grow particularly due to the lack of such legal framework. Migrant smuggling by sea also receives particular attention as does the legal status and the protection of the human rights of refugees.

**Lectures**

- General Introduction and Elements of the Law of the Sea
  - First United Nations Conference on the Law of the Sea (UNCLOS I)
  - Second United Nations Conference on the Law of the Sea (UNCLOS II)
  - Third United Nations Conference on the Law of the Sea (UNCLOS III)
  - 1958 Geneva Conventions on the Law of the Sea
    - Convention on the Territorial Sea and the Contiguous Zone, 1958
    - Convention on the Continental Shelf, 1958
    - Convention on the High Seas, 1958
    - Convention on Fishing and Conservation of the Living Resources of the High Seas, 1958
  - United Nations Convention on the Law of the Sea, 1982 (UNCLOS)
  - Post-UNCLOS Developments
  - Customary Law
- Baselines
  - Convention on the Territorial Sea and the Contiguous Zone, 1958
  - Part II of UNCLOS
- Internal Waters and Territorial Sea
  - Convention on the Territorial Sea and the Contiguous Zone, 1958
  - Part II of UNCLOS
  - Customary Law
- Contiguous Zone
  - Convention on the Territorial Sea and the Contiguous Zone, 1958
  - Part II of UNCLOS
  - Customary Law
- Continental Shelf
  - Convention on the Continental Shelf, 1958
  - Part VI of UNCLOS
  - Customary Law
- Exclusive Economic Zone
  - Pre-UNCLOS position
  - Part V of UNCLOS
  - Customary Law
- Introduction to Humanitarian Law
- Human Rights and the Law of the Sea
  - Introduction to Human Rights
  - Sources of Human Rights
  - The Scope of Human Rights
  - The Content of Human Rights
  - The Relationship between Human Rights and the Law of the Sea

	<ul style="list-style-type: none"> <li>• Maritime Labour Law <ul style="list-style-type: none"> <li>○ Status of the Captain and the Crew</li> <li>○ International Labour Organization (ILO) and Maritime Labour Conventions</li> <li>○ International Maritime Organization (IMO) and the Maritime Labour Convention, 2006 (MLC 2006)</li> <li>○ Seafarers' Rights: The MLC 2006 and Amendments thereto</li> <li>○ MLC 2006: Preamble and Articles</li> <li>○ Explanatory note to the Regulations and Code of the MLC 2006</li> <li>○ Minimum requirements for seafarers to work on a ship</li> <li>○ Conditions of employment</li> <li>○ Accommodation, recreational facilities, food and catering</li> <li>○ Health protection, medical care, welfare and social security protection</li> <li>○ Compliance and enforcement</li> <li>○ Duties of consuls to protect seafarers including obligations of flag States to care for their crews</li> <li>○ Immigration/shore leave/maritime security</li> </ul> </li> <li>• The Human Dimension <ul style="list-style-type: none"> <li>○ Stowaways <ul style="list-style-type: none"> <li>- International Convention Relating to Stowaways, 1957</li> <li>- Convention on Facilitation of International Maritime Traffic, 1965, as amended (The FAL Convention)</li> <li>- IMO Resolution FAL.11(37) in "Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases"</li> </ul> </li> <li>○ Human Smuggling and Human Trafficking <ul style="list-style-type: none"> <li>- United Nations Convention against Transnational Organized Crime, 2000</li> <li>- Protocol against the Smuggling of Migrants by Land, Sea and Air, supplementing the United Nations Convention against Transnational Organized Crime</li> <li>- Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime</li> </ul> </li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>To understand issues related to the law of the sea and appreciate how the law of the sea, its instruments and institutions have not only a direct contribution to the development of human rights law but in some instances are sufficient to protect individual human rights.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>

<b>Learning Outcomes</b>	<p>a) The intricacies of law of the sea and humanitarian law;  b) The legal implications of human rights laws;  c) The current challenges in protecting human rights at sea;  d) The various international instruments regulating rights and obligations of States in various maritime zones; and  e) The various international instruments safeguarding human rights at sea.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b>  The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment;  b) Apply the knowledge acquired when negotiating international instruments;  c) Apply the knowledge acquired when representing clients, especially seafarers; and  d) Apply the knowledge acquired when representing their countries in international fora.</p>
	<p><b>Judgment Skills and Critical Abilities</b>  This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the developments of law of the sea;  b) Advise on the developments of human rights law;  c) Advise on the developments of humanitarian law; and  d) Advise on the interdependency of these subjects and how they contribute to safeguarding those who labour on ships and other individuals who may be subject to abuse.</p>
	<p><b>Module-Specific Communication Skills</b>  (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) make presentations to different audiences, including domestic and international fora;  b) liaise effectively with international organizations in the field, especially DOALOS, ILO, UNODC; etc.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>5 ECTS / ECVETs</p>

<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.
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<b>Title of the Module</b>	<b>LAW OF THE SEA SPECIFIC REGIMES I</b>
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<b>Module Description</b>	<p>The delivery of this module is important as it is closely connected to the module of introduction to the law of the sea and humanitarian law.</p> <p>The module examines special regimes of the law of the sea. Further to the study of the maritime zones, this module discusses the regime applicable to access to ports, as well as flag, coastal and ports State jurisdiction over foreign vessels (including civil and criminal jurisdiction). The focus is then placed on the regimes regulating enclosed and semi-enclosed seas, international straits, islands, and archipelagic States. Students are also introduced to the regulations governing the Arctic and Antarctic regions. A discussion is also held regarding the rights of land-locked States and geographically disadvantaged States and the protection of underwater cultural heritage. An important part of the module deals with the common heritage of mankind regime under international law which governs all activities connected with the exploration and exploitation of mineral resources found beyond the limits of national jurisdiction. The module concludes with a study of other areas such as marine scientific research and transfer of marine technology.</p>
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<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Flag, Coastal and Port State Jurisdiction</li> <li>• Enclosed and Semi-Enclosed Seas <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part IX of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Straits Used for International Navigation <ul style="list-style-type: none"> <li>○ Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>○ Part III of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Archipelagic States <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part IV of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• Regime of Islands <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part VIII of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>• The Legal Regime of the Arctic <ul style="list-style-type: none"> <li>○ Defining the Arctic Region</li> <li>○ Implications of the Opening of the Northwest and Northeast Passages</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>○ Overview of the Application of UNCLOS and other International Treaties to the Arctic</li> <li>○ Maritime Zones in the Arctic and their Delimitation</li> <li>○ The Arctic Council</li> <li>○ Development of National Policies regulating the Arctic Region</li> <li>● The Legal Regime of the Antarctic <ul style="list-style-type: none"> <li>○ Defining the Antarctic Region</li> <li>○ The Antarctic Treaty System</li> <li>○ Overview of the Application of UNCLOS to the Antarctic Ocean</li> <li>○ Maritime Zones in the Antarctic Ocean and their Delimitation</li> <li>○ Recent Trends and Challenges: Shipping in the Antarctic Ocean</li> </ul> </li> <li>● Land-Locked States and Geographically Disadvantaged States <ul style="list-style-type: none"> <li>○ Pre-UNCLOS position</li> <li>○ Part X of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>● Protection of Underwater Cultural Heritage <ul style="list-style-type: none"> <li>○ Articles 149 and 303(2) of UNCLOS</li> <li>○ Convention on the Protection of Underwater Cultural Heritage, 2001</li> </ul> </li> <li>● International Seabed Area <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ Customary Law: Declaration of Principles Governing the Deep Seabed</li> <li>○ The UNCLOS Regime <ul style="list-style-type: none"> <li>- The International Seabed Authority</li> </ul> </li> <li>○ 1994 Agreement relating to the Implementation of Part XI of the United Nations Convention on the Law of the Sea, 1982</li> <li>○ The System of Exploitation of Deep Seabed Resources</li> </ul> </li> <li>● Marine Scientific Research <ul style="list-style-type: none"> <li>○ Convention on the Territorial Sea and the Contiguous Zone, 1958</li> <li>○ Convention on the Continental Shelf, 1958</li> <li>○ Convention on the High Seas, 1958</li> <li>○ Part XIII of UNCLOS</li> <li>○ Customary Law</li> </ul> </li> <li>● Development and Transfer of Marine Technology <ul style="list-style-type: none"> <li>○ Part XIV of UNCLOS</li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Have a good understanding of international law of the sea and be prepared to apply it when undertaking studies in other modules of the programme.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>

<b>Learning Outcomes</b>	<p>a) The intricacies of specific regimes in law of the sea;  b) The rights and obligations coastal States have in these areas;  c) The rights and obligations of other States in these areas;  d) Jurisdictional issues over foreign ships.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b>  The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment, especially in public administrations and ports;  b) Apply the knowledge acquired when negotiating international instruments;  c) Apply the knowledge acquired when representing clients, especially shipowners and operators;  d) Apply the knowledge acquired when representing their countries in international fora; etc</p>
	<p><b>Judgment Skills and Critical Abilities</b>  This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advice on the developments of these specific regimes of the law of the sea;  b) Advice on the interdependency of these zones and how they contribute to sustainable ocean governance.</p>
	<p><b>Module-Specific Communication Skills</b>  (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Make presentations to different audiences, including domestic and international fora;  b) Liaise effectively with international organizations in the field, especially IMO, DOALOS, UNESCO, and various regional organizations; etc.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>4 ECTS / ECVETs</p>
<p><b>Assessment of the module</b></p>	<p>The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.</p>

<b>Title of the Module</b>	<b>LAW OF THE SEA SPECIFIC REGIMES II</b>
<b>Module Description</b>	<p>The delivery of this module is important as it is closely connected to the module of introduction to the law of the sea and humanitarian law.</p> <p>This is the second module that examines the special regimes of the law of the sea. This module studies the peaceful uses of the sea, the legal status of the high seas and the rules regulating the exercise of the freedoms of the sea. In this respect the rights of navigation and overflight are discussed as is the exclusive jurisdiction of the flag State over its ships on the high seas and the exceptions to this rule. The module will then address the protection and preservation of the marine environment, as well as the conservation and management of the living resources of the sea. The module also includes a course on maritime boundary delimitation. The module concludes with a series of lectures on settlement of disputes.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• The High Seas <ul style="list-style-type: none"> <li>○ Legal Status of the High Seas</li> <li>○ High Seas Freedoms</li> <li>○ Nationality of Ships</li> <li>○ Status of Ships on the High Seas</li> <li>○ Prohibition of Transport of Slaves</li> <li>○ Piracy</li> <li>○ Illicit Traffic in Narcotic Drugs or Psychotropic Substances</li> <li>○ Unauthorized Broadcasting</li> <li>○ Right of Visit</li> <li>○ Right of Hot Pursuit</li> <li>○ Submarine Cables and Pipelines</li> </ul> </li> <li>• Fisheries <ul style="list-style-type: none"> <li>○ 1958 Geneva Convention on Fishing and the Conservation of the Living Resources of the High Seas</li> <li>○ Parts V and VII of UNCLOS</li> <li>○ 1993 Food and Agriculture Organization (FAO) Compliance Agreement</li> <li>○ 1995 Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks</li> <li>○ 1995 Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries</li> <li>○ Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2009</li> </ul> </li> <li>• Genetic Resources of the Sea</li> <li>• Settlement of Disputes <ul style="list-style-type: none"> <li>○ The International Tribunal for the Law of the Sea (ITLOS)</li> <li>○ The International Court of Justice (ICJ)</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Arbitration and Other Forms of Alternative Dispute Resolutions (ADR)</li> <li>● Maritime Boundary Delimitation</li> </ul>
<b>Learning Outcomes</b>	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p>
	<p>Have a complete understanding of law of the sea matters and how they interrelate with other areas of international maritime law. Understand the competencies of the International Tribunal for the Law of the Sea and the International Court of Justice and the role they play in the settlement of international disputes and their contribution to the progressive development of international maritime law.</p>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<ul style="list-style-type: none"> <li>a) The intricacies of specific regimes in law of the sea;</li> <li>b) The rights and obligations coastal States have in these areas;</li> <li>c) The rights and obligations of other States in these areas;</li> <li>d) Jurisdictional issues over ships on the high seas;</li> <li>e) The constitution, functions and role of international judicial bodies.</li> </ul>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Apply the knowledge acquired in their respective areas of employment, especially in public administrations and Ministry for Foreign Affairs;</li> <li>b) Apply the knowledge acquired when negotiating international instruments;</li> <li>c) Apply the knowledge acquired when negotiating delimitation of maritime boundaries;</li> <li>d) Apply the knowledge acquired when representing clients, especially shipowners and operators;</li> <li>e) Apply the knowledge acquired in ensuring prompt release of vessels and crews;</li> <li>f) Apply the knowledge acquired when representing their countries in international fora.</li> </ul>
<p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advice on the developments of these specific regimes of the law of the sea;</li> </ul>	

	<p>b) Advice on the interdependency of these zones and how they contribute to sustainable ocean governance;</p> <p>c) Advice on the role of regional organizations in sustainable exploration of living resources;</p> <p>d) Advise on the various methods developed in international law for the delimitation of maritime boundaries;</p> <p>e) Advise on the methods States can resort to resolve their disputes.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Make presentations to different audiences, including domestic and international fora;</p> <p>b) Liaise effectively with international organizations in the field, especially IMO, DOALOS, UNEP, FAO, RFMOs, International Courts and Tribunals; etc.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>5 ECTS / ECVETs</p>
<p><b>Assessment of the module</b></p>	<p>The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.</p>

<p><b>Title of the Module</b></p>	<p><b>CARRIAGE OF GOODS AND PASSENGERS BY SEA</b></p>
<p><b>Module Description</b></p>	<p>The module of carriage of goods and passengers by sea is one of the core modules of shipping law and relates closely to the modules of introduction to shipping law, wet shipping, and maritime claims.</p> <p>This module explains the rules pertaining to the various contracts concluded for the transport of goods by sea and for the hire of ships. The main transport documents are studied, including bills of lading, waybills and ship's delivery orders. Multimodal transport contracts involving a sea leg are also considered. The module looks at developments with respect to electronic transport documents. Charterparties in their various types (demise, time or voyage charters) are also analysed.</p> <p>The module then focuses on the rights and liabilities of all the parties involved in the carriage of passengers and their luggage by sea, including rights of compensation for death or personal injury, loss of or damage to luggage and delay in transport. Relevant international conventions, EU Regulations and the latest</p>

	legal developments on the subjects are studied.
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Carriage of Goods by Sea <ul style="list-style-type: none"> <li>○ Carriage of Goods by Sea under Bill of Lading Terms <ul style="list-style-type: none"> <li>- Bills of Lading and Other Transport Documents (Negotiable Bills of Lading, Straight Bills of Lading, Sea Waybills, Delivery Orders, Through Bills of Lading)</li> <li>- Conventions Relating to International Carriage of Goods by Sea <ul style="list-style-type: none"> <li>▪ International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, 1924 (Hague Rules)</li> <li>▪ Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading, 1968 (Hague-Visby Rules)</li> <li>▪ United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules)</li> <li>▪ United Nations Convention on Carriage of Goods (Wholly or Partly) by Sea, 2008 (Rotterdam Rules)</li> </ul> </li> <li>- Electronic Commerce and Electronic Transport Documents for the Carriage of Goods by Sea</li> </ul> </li> <li>○ Charterparties <ul style="list-style-type: none"> <li>- Different Types of Charterparties</li> <li>- Rights and Obligations of the Parties Involved</li> <li>- Bills of Lading Issued under Charterparties</li> </ul> </li> <li>○ Multimodal Transport <ul style="list-style-type: none"> <li>- Multimodal Transport Documents</li> <li>- United Nations Convention on International Multimodal Transport of Goods, 1980</li> <li>- Impact of the Rotterdam Rules on Multimodal Transport</li> </ul> </li> </ul> </li> <li>• Carriage of Passengers and their Luggage <ul style="list-style-type: none"> <li>○ Historical Development of International Regulation (1961 Convention and 1967 Convention)</li> <li>○ Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 (Athens Convention)</li> <li>○ Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (Athens Convention 2002)</li> <li>○ Guidelines for the Implementation of the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (IMO Reservation and Guidelines 2006)</li> <li>○ Relationship between the Athens Conventions and Other Conventions on Limitation of Liability</li> <li>○ Regulation (EC) No. 392/2009 on the Liability of Carriers of Passengers by Sea in the Event of Accidents of 23 April 2009</li> </ul> </li> </ul>
	Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:

<b>Learning Outcomes</b>	<p>a) Understand the rules that govern the carriage of goods and passengers by sea.</p> <p>b) Understand the legal basis for actions in relation to claims for compensation in cases of loss of or damage to cargo or claims in relation to death or personal injury, as well as loss of or damage to luggage and delay in transport.</p>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<p>a) The various contracts concluded for the carriage of goods and passengers;</p> <p>b) The rights and obligations of the parties arising from such contracts; and</p> <p>c) The international rules and regulations governing the relationship between carriers on one hand and shippers, consignees and passengers on the other.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <p>a) Apply the knowledge acquired in their respective areas of employment, especially in drafting national legislation governing the area;</p> <p>b) Apply the knowledge acquired when representing clients, especially shipowners and operators;</p> <p>c) Identify the court where disputes can be submitted; and</p> <p>d) Apply the knowledge acquired in case of disputes arising from loss of life or goods or personal injury or damage.</p>
	<p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advice on the rules and regulations governing the carriage of goods and passengers by sea;</p> <p>b) Advice on and draft the standard forms of contracts and shipping documents to be used when concluding such contracts;</p> <p>c) Advice on the evidentiary value of transport documents in the hands of third parties; and</p> <p>e) Advise on the methods parties can resort to settle their disputes.</p>
	<p><b>Module-Specific Communication Skills</b></p> <p>(Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p>

	<p>a) Draft contracts relating to the carriage of goods and passengers by sea; and</p> <p>b) Represent shipowners, carriers, passengers, shippers and consignees in case of disputes.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	5 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>PROPRIETARY INTERESTS IN SHIPS</b>
<b>Module Description</b>	<p>The module of Proprietary Interests in Ships tackles important aspects of contracts concluded in the shipping industry that relate to the acquisition of ships and their availability as security for maritime claims that arise during their operation. Therefore, the module's delivery is very important as it is closely related to the modules of introduction to shipping law (especially law of contracts and law of property), wet shipping (especially claims arising out of the services of towage, pilotage, salvage etc.), and maritime claims (especially the aspects of marine insurance and enforcement of maritime claims).</p> <p>The first part of this module addresses the acquisition of new and second-hand tonnage. A detailed analysis of the main standard form agreements for such acquisitions in the light of principles of comparative contract law is also undertaken. The second part of the module deals with security interests in ships. The concepts of ship mortgages and hypothecs are discussed on a comparative basis, as are the notions of maritime liens and privileges. The module also offers an in-depth analysis of the prevailing international conventions on these subjects. The module then examines the concepts of nationality, registration and ownership of ships in light of international conventions and State practice.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Acquisition and Transfer of Title and Ownership in Ships</li> <li>• Shipbuilding Contracts</li> <li>• The Shipbuilding Contract (Formation of the Contract, Rights and Obligations of the Parties Involved) <ul style="list-style-type: none"> <li>○ Agreements Ancillary to Shipbuilding Contracts</li> <li>○ Standard Forms of Contracts</li> <li>○ Ship Conversion Contracts</li> <li>○ Commercial Practices</li> </ul> </li> <li>• Sale and Purchase of Second-hand Tonnage <ul style="list-style-type: none"> <li>○ Sale and Purchase of Second-hand Tonnage Contracts (Formation of the Contract, Rights and Obligations of the Parties Involved)</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Standard Forms of Contracts</li> <li>○ Alternative Security Arrangements</li> <li>○ Commercial Practices</li> <li>● Security Rights in Ships <ul style="list-style-type: none"> <li>○ Ships Mortgages and Hypothecs</li> </ul> </li> <li>● Nature and Characteristics of Ship Mortgages and Hypothecs <ul style="list-style-type: none"> <li>○ Mortgages and Hypothecs Distinguished</li> <li>○ Formation of Ship Mortgages and Hypothecs</li> <li>○ Registration of Ship Mortgages and Hypothecs</li> <li>○ Rights and Duties of the Parties Involved</li> <li>○ Priority and Ranking of Ship Mortgages and Hypothecs</li> <li>○ Extinction of Ship Mortgages and Hypothecs</li> <li>○ Conflict of Laws in Relation to Ship Mortgages and Hypothecs</li> </ul> </li> <li>● Maritime Liens and Privileges <ul style="list-style-type: none"> <li>○ Historical Development of Maritime Liens and Privileges</li> <li>○ Sources of Maritime Liens and Privileges</li> <li>○ Nature and Characteristics of Maritime Liens and Privileges</li> <li>○ Distinction between Liens / Privileges and Mortgages / Hypothecs</li> <li>○ Types of Maritime Liens and Privileges</li> <li>○ Priority and Ranking of Maritime Liens and Privileges</li> <li>○ Enforcement of Maritime Liens and Privileges</li> <li>○ Extinction of Maritime Liens and Privileges</li> <li>○ Conflict of Laws in Relation to Maritime Liens and Privileges</li> </ul> </li> <li>● International Conventions on Maritime Liens and Mortgages: 1926, 1967 and 1993</li> <li>● Nationality, Registration and Ownership of Ships <ul style="list-style-type: none"> <li>○ Nationality of Ships</li> <li>○ Ship Registration <ul style="list-style-type: none"> <li>- Registration and Ownership of Ships <ul style="list-style-type: none"> <li>▪ The Concept of 'Genuine Link'</li> </ul> </li> <li>- Types of Ship Registries <ul style="list-style-type: none"> <li>▪ Closed Registries</li> <li>▪ Open Registries</li> <li>▪ International Registries</li> </ul> </li> <li>- Types of Ship Registration <ul style="list-style-type: none"> <li>▪ Regular Registration</li> <li>▪ Bareboat Registration</li> </ul> </li> <li>- Provisions on Ship Registration in the Convention on the High Seas, 1958</li> <li>- 5.1.2.5 Provisions on Ship Registration in UNCLOS</li> <li>- 5.1.2.6 United Nations Convention on Conditions for Registration of Ships, 1986</li> </ul> </li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p>

**Learning Outcomes**

- a) Understand the principles of nationality, registration and ownership of ships;
- b) Understand the rules and regulations that govern acquisitions of ships and how ships can be made available as security interests; and
- c) Understand the legal basis for actions in relation to various claims.

Knowledge – at the end of the module the learner will have been exposed to the following:

- a) Acquisition of new and second-hand tonnage and would have become familiar with the main standard form agreements for such acquisitions;
- b) Ship mortgages and hypothecs;
- c) Maritime liens and privileges;
- d) The nature, importance and legal consequences of the attribution of nationality to ships;
- e) The regimes for the registration of vessels on a comparative basis;
- f) Recent trends in the registration of vessels, such as bareboat charter registration; and
- g) The prevailing international conventions on both ship mortgages and hypothecs and maritime liens and privileges.

Skills – at the end of the module the learner will have acquired the following skills:

**Applying knowledge and understanding**

The learner will be able to:

- a) Apply the knowledge acquired in their respective areas of employment, especially in their maritime administrations;
- b) Apply the knowledge acquired when representing clients, especially sellers, buyers, brokers, shipowners and creditors;
- c) Identify the court where disputes can be submitted; and
- d) Apply the knowledge acquired in case of disputes arising from claims against ships.

**Judgment Skills and Critical Abilities**

This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.

The learner will be able to:

- a) Advice on the rules and regulations governing the areas addressed in this module;
- b) Advise on the procedures to be followed for the registration of ships;
- c) Advice on the standard forms of contracts and documents to be used when concluding such contracts; and
- e) Advise on the methods parties can resort to settle their disputes.

	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft contracts for acquisition of ships; b) Draft ship mortgage agreements; c) Liaise with the relevant authorities for the registration of ships; and d) Represent clients in case of disputes.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>WET SHIPPING</b>
<b>Module Description</b>	<p>Considering that wet shipping covers the areas of towage and maritime pilotage as well as all aspects of shipping law that may arise from maritime casualties such as collisions, general average, salvage and wreck removal, this module is particularly important, especially when one considers how closely it is connected to the modules of introduction to shipping law, carriage of goods and passengers by sea, proprietary interests in ships, law of maritime safety and security and maritime claims.</p> <p>The module explores the legal intricacies of maritime pilotage. It examines issues as: who is a pilot? what is compulsory pilotage? The relationship between the pilot and the master of the vessel, as well as the respective liabilities of the pilot, master and shipowner for damage caused during a pilotage operation. The module studies the law of pilotage from a comparative law standpoint taking into consideration different jurisdictions.</p> <p>The module also covers the law of towage. In so doing, it defines maritime towage and its relation to salvage. It dwells on the making and construction of towage contracts and discusses in detail the obligations between tug and tow. Consideration is given to navigation issues such as collisions between tug and tow and the distribution of any liabilities arising therefrom.</p> <p>The module then addresses the law of salvage and wreck, both of which are studied from international and national law perspectives. A detailed discussion is undertaken on the 1989 International Convention on Salvage and recent initiatives on the subject. The Lloyd's Open Form of Salvage Agreement, which is a commonly</p>

	<p>used standard contract form, is also analyzed. This module also includes a discussion on the duties and liabilities regarding the identification, marking and removal of wrecks in light of the Nairobi International Convention on the Removal of Wrecks, 2007.</p> <p>The law of general average is also discussed in detail taking into account the different versions of the York-Antwerp Rules and practice.</p> <p>Finally, the module focuses on the law of marine collisions and other casualties relating to hull and machinery. This component of the module focuses on the international application of navigational rules, particularly those for the prevention of collisions at sea. The principles of tortious liability in collisions at sea are discussed from a comparative viewpoint and in the light of decided cases. A discussion of Vessel Traffic Separation Schemes is also undertaken.</p>
<p><b>Lectures</b></p>	<ul style="list-style-type: none"> <li>• Law of Towage <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ Relationship between Towage and Salvage</li> <li>○ Towage Contracts</li> <li>○ Implied Obligations of Tug and Tow</li> <li>○ Collisions Occurring During a Towage Service</li> </ul> </li> <li>• Law of Pilotage <ul style="list-style-type: none"> <li>○ Legal Status of a Pilot</li> <li>○ Compulsory Pilotage</li> <li>○ Duties of the Master and Pilot during the Pilotage Service</li> <li>○ Illegal Interference during the Pilotage Service</li> <li>○ Liability <ul style="list-style-type: none"> <li>- Liability of a Pilot</li> <li>- Liability of the Master</li> <li>- Liability of Harbour Authorities</li> </ul> </li> <li>○ Pilot's Right to Limit Liability</li> <li>○ International Pilotage Associations</li> </ul> </li> <li>• Law of Marine Collisions <ul style="list-style-type: none"> <li>○ Basis of Liability in Collision Cases <ul style="list-style-type: none"> <li>- International Convention for the Unification of Certain Rules of Law Relating to Collision between Vessels, 1910</li> </ul> </li> <li>○ Jurisdiction in Collision Cases <ul style="list-style-type: none"> <li>- International Convention on Certain Rules Concerning Civil Jurisdiction in Matters of Collision, 1952</li> <li>- The Draft International Convention for the Unification of Certain Rules Concerning Civil Jurisdiction, Choice of Law, and Recognition and Enforcement of Judgments in Matters of Collision, 1977 (Rio Rules 1977)</li> <li>- International Convention for the Unification of Certain Rules of Law Relating to Penal Jurisdiction in Matters of Collisions or Other Incidents of Navigation, 1952</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) as amended</li> <li>○ Casualty Investigation Code</li> <li>○ Case Law on Collisions</li> <li>○ Apportionment of Fault in Collision Cases</li> <li>● Law of General Average <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ York-Antwerp Rules</li> <li>○ CMI Guidelines Relating to General Average</li> <li>○ Cases on General Average</li> <li>○ Inter-Relationship between General Average, Marine Insurance and Salvage</li> </ul> </li> <li>● Law of Salvage and Wreck <ul style="list-style-type: none"> <li>○ Principles of the Law of Salvage</li> <li>○ International Convention on Salvage, 1989</li> <li>○ Draft (Brice) Protocol to the International Convention on Salvage, 1989</li> <li>○ Salvage under Standard Contract Terms - Lloyds Open Form of Salvage Agreement</li> <li>○ Salvage and the Environment</li> <li>○ Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention)</li> </ul> </li> </ul>
<b>Learning Outcomes</b>	Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:
	<ul style="list-style-type: none"> <li>a) Understand the rules and regulations that govern the topics addressed in this module; and</li> <li>b) Understand the legal basis for actions in relation to various claims.</li> </ul>
	Knowledge – at the end of the module the learner will have been exposed to the following:
	<ul style="list-style-type: none"> <li>a) All areas of wet shipping including maritime pilotage, towage, salvage, general average, wreck removal, collisions and other casualties relating to hull and machinery;</li> <li>b) The 1989 International Convention on Salvage and the Lloyd’s Open Form of Salvage Agreement;</li> <li>c) The Nairobi International Convention on the Removal of Wrecks, 2007</li> <li>d) The Convention for the Unification of Certain Rules of Law with respect to Collisions between Vessels, 1910;</li> <li>e) The York-Antwerp Rules; and</li> <li>f) The International Regulations for Preventing Collisions at Sea (COLREGS).</li> </ul>
	Skills – at the end of the module the learner will have acquired the following skills:
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Apply the knowledge acquired in their respective areas of employment, especially in their maritime administrations and port</li> </ul>

	<p>authorities;</p> <p>b) Apply the knowledge acquired when representing clients, especially shipowners, pilots, tug owners and salvors;</p> <p>c) Identify the court where disputes can be submitted; and</p> <p>d) Apply the knowledge acquired in case of disputes arising from claims against ships.</p>
	<p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the rules and regulations governing the areas covered by this module;</p> <p>b) Advise on the procedures to be followed for any action against ships;</p> <p>c) Advise on the standard forms of contracts and documents to be used when concluding such contracts; and</p> <p>e) Advise on the methods parties can resort to settle their disputes.</p>
	<p><b>Module-Specific Communication Skills</b></p> <p>(Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft contracts in the areas covered in this module including pilotage, towage, wreck removal, and salvage agreements; and</p> <p>b) Represent clients in case of disputes.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Presentations: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>LAW OF MARITIME SAFETY AND SECURITY</b>
<b>Module Description</b>	<p>The delivery of this module is paramount to ensure safe and secure oceans. The module is closely connected to the modules of introduction to shipping law, carriage of goods and passengers by sea, proprietary interests in ships, wet shipping, and maritime claims.</p> <p>The first component of this module deals with maritime safety and examines the wide array of rules designed to achieve higher standards of safety in shipping. This component discusses the</p>

	<p>main international instruments in the field, particularly those of the International Maritime Organization. In considering the implementation of safety standards, this component discusses the role of classification societies, as well as States and other actors.</p> <p>The second component of this module deals with a comprehensive study on the international law relating to maritime security. A general historical overview of the development of this part of the law is provided. This component examines the main international instruments on international maritime security law including the United Nations Convention on the Law of the Sea as well as other more detailed international instruments on the subject. The legal framework to combat the crimes of piracy, hijacking and armed robbery at sea is discussed in detail, as is that to combat other security threats such as maritime terrorism, trafficking of persons, illicit drugs and arms. This component studies the rules prescribed by the United Nations Convention on the Law of the Sea on the prohibition of the transport of slaves, unauthorized broadcasting from the high seas, the right of visit and the right of hot pursuit. The international instruments adopted to suppress unlawful acts against the safety of maritime navigation and to provide security in the ship-port interface are given particular emphasis.</p>
<p><b>Lectures</b></p>	<ul style="list-style-type: none"> <li>• Law of Maritime Safety <ul style="list-style-type: none"> <li>○ Ship Safety <ul style="list-style-type: none"> <li>- International Convention for the Safety of Life at Sea, 1974 (SOLAS) and the 1978 and 1988 Protocols thereto as amended</li> <li>- Cape Town Agreement on the Implementation of the Provisions of the 1993 Torremolinos Protocol of Relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977</li> <li>- International Convention on Load Lines, 1966 and the 1988 Protocol thereto</li> <li>- International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)</li> <li>- Classification Societies</li> </ul> </li> <li>○ Cargo Safety <ul style="list-style-type: none"> <li>- SOLAS Chapters VI and VII</li> <li>- Code of Safe Practice for Cargo Stowage and Securing (CSS Code)</li> <li>- International Maritime Solid Bulk Cargoes Code (IMSBC Code)</li> <li>- International Code for the Safe Carriage of Grain in Bulk (International Grain Code)</li> <li>- Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code)</li> <li>- International Convention for Safe Containers, 1972 (CSC Convention) as amended</li> <li>- International Maritime Dangerous Goods Code (IMDG Code)</li> <li>- International Code for the Construction and Equipment</li> </ul> </li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)</li> <li>- International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)</li> <li>- International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code)</li> <li>○ Occupational Safety       <ul style="list-style-type: none"> <li>- The Human Element and Safety Management           <ul style="list-style-type: none"> <li>▪ SOLAS Chapter VIII</li> <li>▪ International Safety Management Code (ISM Code)</li> </ul> </li> <li>- Ship Operation, Manning Standards and Certification of Seafarers           <ul style="list-style-type: none"> <li>▪ Principles of Safe Manning</li> <li>▪ International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 (STCW Convention), as amended</li> <li>▪ International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995)</li> <li>▪ International Labour Organization (ILO) Conventions</li> </ul> </li> </ul> </li> <li>○ Navigational Safety       <ul style="list-style-type: none"> <li>- SOLAS Chapter V</li> <li>- Aids to Navigation           <ul style="list-style-type: none"> <li>▪ Maritime Signals and Beacons</li> <li>▪ Radio Aids</li> <li>▪ Meteorological Aids</li> <li>▪ Hydrographic Aids</li> </ul> </li> <li>- Navigational Aids</li> <li>- International Convention on Maritime Search and Rescue, 1979 (SAR) as amended</li> <li>- Convention on the International Maritime Satellite Organization, 1976 (INMARSAT), as amended</li> <li>- International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, 2004</li> </ul> </li> <li>○ The Control of Ship Safety       <ul style="list-style-type: none"> <li>- Flag State Control</li> <li>- Substandard Ships and Actions against Substandard Shipping</li> <li>- Port State Control</li> </ul> </li> <li>○ Maritime Safety in Polar Regions       <ul style="list-style-type: none"> <li>- International Code of Safety for Ships Operating in Polar Waters (Polar Code)</li> </ul> </li> <li>● Introduction to International Maritime Security Law</li> <li>● Piracy, Hijacking and Armed Robbery Against Ships       <ul style="list-style-type: none"> <li>○ UNCLOS</li> <li>○ United Nations Measures to Combat Piracy</li> <li>○ IMO Measures to Combat Piracy           <ul style="list-style-type: none"> <li>- Djibouti Code of Conduct</li> <li>- Code of Conduct Concerning the Repression of Piracy, Armed Robbery against Ships, and Illicit Maritime Activity in West and Central Africa, 2013</li> <li>- Recommendations to Governments for Preventing and Suppressing Piracy and Armed Robbery against Ships</li> </ul> </li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>- Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships</li> <li>- Maritime Criminal Acts – Draft Guidelines for National Legislation</li> <li>○ Regional Cooperation among States to Combat Piracy and Armed Robbery against Ships <ul style="list-style-type: none"> <li>- Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)</li> </ul> </li> <li>• The Trafficking of Illicit Drugs <ul style="list-style-type: none"> <li>○ United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, 1988</li> </ul> </li> <li>• The Trafficking of Illicit Arms <ul style="list-style-type: none"> <li>○ Protocol against the Illicit Manufacturing of and Trafficking in Firearms, their Parts and Components and Ammunition, supplementing the United Nations Convention against Transnational Organized Crime, 2001</li> </ul> </li> <li>• Maritime Terrorism and Unlawful Acts Against the Safety of Maritime Navigation <ul style="list-style-type: none"> <li>○ Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA Convention) and the 2005 Protocol thereto</li> <li>○ Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, 1988 (SUA Protocol 1988) and the 2005 Protocol thereto</li> </ul> </li> <li>• Cyber Terrorism <ul style="list-style-type: none"> <li>○ Introduction to Cyber Terrorism</li> <li>○ The Anti-Terrorism Treaties and Cyber Terrorism <ul style="list-style-type: none"> <li>- International Convention for the Suppression of Terrorist Bombings, 1997</li> <li>- International Convention for the Suppression of the Financing of Terrorism, 1999</li> <li>- International Convention for the Suppression of Acts of Nuclear Terrorism, 2005</li> </ul> </li> <li>○ Counter-Terrorism Activities Mandated by the UN Security Council</li> </ul> </li> <li>• Ship and Port Facility Security <ul style="list-style-type: none"> <li>○ International Ship and Port Facility Security Code (ISPS Code)</li> </ul> </li> <li>• Other Maritime Security Issues <ul style="list-style-type: none"> <li>○ Prohibition of the Transport of Slaves</li> <li>○ Unauthorized Broadcasting from the High Seas</li> <li>○ The Right of Visit</li> <li>○ The Right of Hot Pursuit</li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <ul style="list-style-type: none"> <li>a) Understand and implement the rules and regulations that govern the area of maritime safety;</li> <li>b) Understand and implement the rules and regulations that govern the area of maritime security.</li> </ul> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>

<b>Learning Outcomes</b>	<p>Students will have an in-depth knowledge of the wide array of maritime safety and security rules which have been put in place in order to attain a higher standard of safety and security in shipping. In this regard, students will also be familiar with safety rules promulgated by International Maritime Organization, the main international instruments on international maritime security law including the United Nations Convention on the Law of the Sea and other more detailed international instruments.</p>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <p>a) Understand the difference between maritime safety and security; b) Apply the knowledge acquired in their respective areas of employment, especially in their maritime administrations and port authorities; and c) Apply the knowledge acquired in drafting of legislation which implements international instruments in the areas of maritime safety and security.</p>
	<p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the rules and regulations governing the areas of maritime safety and security; b) Advise on the actions to be taken against substandard ships; and c) Advise on the actions to be taken against persons who are engaged in activities which pose a threat to maritime security.</p>
	<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Draft national legislation implementing international rules and regulations in the areas of maritime safety and security; b) Represent government agencies in cases of prosecutions; and c) Represent governments in regional and international fora developing rules and regulations in the areas of maritime safety and security.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>5 ECTS / ECVETs</p>

<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.
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<b>Title of the Module</b>	<b>MARITIME CLAIMS</b>
<b>Module Description</b>	<p>This module is closely connected to the modules of introduction to shipping law, carriage of goods and passengers by sea, proprietary interest in ships, and wet shipping.</p> <p>This module focuses on three main areas of shipping law, which are intimately linked to maritime claims, namely limitation of liability for maritime claims, enforcement of maritime claims and the law of marine insurance.</p> <p>The component on limitation of liability discusses the right to limit liability for maritime claims, including the historical basis of the right since the early codification of the subject in the different legal systems and early international conventions. Particular emphasis is placed on the provisions of the 1976 Convention on Limitation of Liability for Maritime Claims (LLMC Convention) as well as on the 1996 Protocol thereto and recent developments on the subject. The interrelation of the global limitation conventions with particular liability regimes is addressed in detail.</p> <p>The second component of this module covers ship arrest and other means of enforcement of maritime claims. It is particularly oriented towards a discussion of the provisions of the 1952 and 1999 International Conventions on the Arrest of Ships. A discussion of the grounds for the arrest of ships and of the manner of procedure in such cases is carried out in the light of the aforesaid conventions and on a comparative basis taking into consideration different jurisdictions.</p> <p>The third component of this module deals with the law of marine insurance. This component offers an in-depth and comprehensive study and discussion of all the aspects of the law of marine insurance including hull and machinery insurance, cargo insurance, and the role played by protection and indemnity clubs and re-insurers.</p>
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Limitation of Liability for Maritime Claims <ul style="list-style-type: none"> <li>○ Concept of Global Limitation of Liability in Maritime Law</li> <li>○ Historical Development of International Regulation (1924 Convention and 1957 Convention)</li> <li>○ Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Convention)</li> <li>○ Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims of 19 November 1976 (1996 LLMC Protocol), as amended by the 2012 limits of liability</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Relationship between Global Limitation of Liability Conventions and Particular Liability Regimes</li> <li>● Enforcement of Maritime Claims <ul style="list-style-type: none"> <li>○ <i>In Rem</i> and <i>In Personam</i> Proceedings</li> <li>○ Arrest of Ships <ul style="list-style-type: none"> <li>- Historical Development of International Regulations</li> <li>- International Convention Relating to the Arrest of Sea-Going Ships, 1952</li> <li>- International Convention on the Arrest of Ships, 1999</li> <li>- Arrest of Ships (Comparative Law)</li> </ul> </li> <li>○ Mareva Injunction and Attachment</li> <li>○ Establishing Jurisdiction for the Enforcement of Maritime Claims</li> </ul> </li> <li>● Law of Marine Insurance <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ The Nature and Extent of Marine Insurance <ul style="list-style-type: none"> <li>- Subject Matter Insured</li> <li>- Insurable Interest</li> </ul> </li> <li>○ Formation and Form of the Marine Insurance Contract <ul style="list-style-type: none"> <li>- Preliminaries to the Issue of a Policy</li> <li>- When is the Contract Deemed to be Concluded?</li> </ul> </li> <li>○ The Doctrine of Utmost Good Faith</li> <li>○ The Role of Marine Insurance Brokers</li> <li>○ Payment of Premium and Duration of Cover</li> <li>○ Classification of Marine Policies <ul style="list-style-type: none"> <li>- Voyage Policies</li> <li>- Time Policies</li> </ul> </li> <li>○ Conditions and Warranties in Marine Insurance</li> <li>○ Change of Voyage, Deviation and Delay</li> <li>○ Marine Perils <ul style="list-style-type: none"> <li>- Insured Perils</li> <li>- Excluded Perils</li> </ul> </li> <li>○ Types of Losses <ul style="list-style-type: none"> <li>- Actual Total Loss</li> <li>- Constructive Total Loss</li> <li>- Loss of Freight</li> <li>- Partial Losses</li> </ul> </li> <li>○ Measure of Indemnity</li> <li>○ Standard Insurance Clauses <ul style="list-style-type: none"> <li>- Hull and Machinery Insurance</li> <li>- Cargo Insurance</li> </ul> </li> <li>○ Liability Insurance (P&amp;I Insurance)</li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>a) Understand and implement the rules and regulations that govern the areas of limitation of liability for maritime claim, enforcement of maritime claims and marine insurance; and</p> <p>b) Understand the interrelation of the abovementioned areas with other areas of international maritime law.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p> <p>a) The nature of limitation of liability, circumstances in which the right to limit liability is available, and the process of limiting</p>

<b>Learning Outcomes</b>	liability; b) The nature of arrest of ships and their importance as a precautionary measure to secure maritime claims; and c) The nature of, and effect that, marine insurance has in the shipping industry in all its aspects including hull and machinery, cargo, and liability insurance.
	Skills – at the end of the module the learner will have acquired the following skills:
	<b>Applying knowledge and understanding</b> The learner will be able to:  a) Calculate limitation of liability funds and know the basis for their distribution; b) Understand which ships may be arrested and in respect of which claims; and c) Explain the role of marine insurance and the different steps that need to be taken to obtain marine insurance cover.
	<b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.  The learner will be able to: a) Advise on the rules and regulations governing the right to limit liability; b) Advise on the actions to be taken against a ship to enforce a maritime claim; c) Advise on the actions to be taken in case of a maritime peril pursuant to a marine insurance contract; d) Advise on the instances where an action against the ship or insurer is not allowed; and e) Advise on the role of State Parties to international conventions to ensure the correct application of compulsory insurance provisions.
	<b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)  The learner will be able to:  a) Draft national legislation implementing international rules and regulations in the areas covered by this module; and b) Represent clients in case of disputes.
<b>Total Number of ECTS / ECVET of this Module</b>	4 ECTS / ECVETs

<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Presentations: 30 % and Written Exams: 70%.
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<b>Title of the Module</b>	<b>MARINE ENVIRONMENTAL LAW</b>
<b>Module</b>	The delivery of this module is of paramount importance considering the IMO's mission of safe and secure shipping on clean oceans. The lectures deal in-depth with the issues of most fundamental importance in the contemporary world, namely how to protect the marine environment from pollution from ships, pollution from dumping, pollution from land-based sources, pollution from seabed activities and pollution from or through air. In explaining these types of pollution various conventions concluded under the auspices of the IMO (such as MARPOL and the 1972 London Convention) and soft law documents are analyzed. The module also includes discussions on the conventions relating to pollution incident preparedness, response and cooperation, placing emphasis on the relevance of regional cooperation. The module then concludes with a detailed analysis of issues of liability and compensation for pollution damage.
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Introduction to Marine Environmental Law <ul style="list-style-type: none"> <li>○ Historical Background</li> <li>○ Development of Principles for the Sustainable Development of the Environment under the United Nations Conferences</li> <li>○ UNEP and its Regional Seas Programme</li> <li>○ Basis of Liability for Marine Pollution <ul style="list-style-type: none"> <li>- Law of Negligence in Relation to Marine Pollution</li> <li>- Doctrine of Strict Liability / Polluter Pays Principle</li> <li>- Criminal Law Relating to Marine Pollution: Application of Mens Rea</li> </ul> </li> <li>○ State Responsibility</li> <li>○ Inter-Relationship between Prevention of Pollution of the Marine Environment and Protection and Conservation of the Living Resources of the Sea</li> </ul> </li> <li>• <b>Prevention of Pollution</b> <ul style="list-style-type: none"> <li>○ UNCLOS and the Protection and Preservation of the Marine Environment (Part XII)</li> <li>○ International Convention for the Prevention of Pollution from Ships, 1973; the 1978 and 1997 Protocols thereto (MARPOL), as amended</li> <li>○ International Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and the 1996 Protocol thereto, as amended</li> <li>○ Helsinki Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992</li> <li>○ Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposals, 1989 as amended</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001</li> <li>○ International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004</li> <li>○ Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009</li> <li>○ Prevention of Pollution in Polar Regions <ul style="list-style-type: none"> <li>- International Code of Safety for Ships Operating in Polar Waters (Polar Code)</li> </ul> </li> <li>● Preparedness, Response and Co-operation <ul style="list-style-type: none"> <li>○ International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969</li> <li>○ Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973 as amended</li> <li>○ International Convention on Oil Pollution, Preparedness, Response and Co-operation, 1990</li> <li>○ Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)</li> </ul> </li> <li>● Liability and Compensation <ul style="list-style-type: none"> <li>○ International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) and the 1992 Protocol thereto (1992 CLC), as amended</li> <li>○ International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (1992 Fund Convention) as amended</li> <li>○ Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (Supplementary Fund Protocol)</li> <li>○ International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (HNS Convention 2010)</li> <li>○ Basel Protocol on Liability and Compensation for Damage resulting from Transboundary Movements of Hazardous Wastes and their Disposal, 1999</li> <li>○ International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention)</li> <li>○ United States Oil Pollution Act, 1990</li> </ul> </li> </ul>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>a) Understand and implement the rules and regulations that govern the areas of the protection of the marine environment in all its aspects including prevention of marine pollution, preparedness, response and cooperation in cases of pollution incidents, as well as liability and compensation for pollution damage;</p> <p>b) Understand the interrelation of marine environmental law with other areas of international maritime law.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>

<b>Learning Outcomes</b>	<ul style="list-style-type: none"> <li>a) Measures necessary to prevent marine pollution from various sources;</li> <li>b) Measures necessary to respond to pollution incidents at a national and regional level; and</li> <li>c) The various tiers of liability and compensation in case of pollution incidents.</li> </ul>
	Skills – at the end of the module the learner will have acquired the following skills:
	<p><b>Applying knowledge and understanding</b></p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Apply the knowledge acquired when drafting national legislation implementing the international instruments applicable in the area;</li> <li>b) Apply the knowledge acquired in coordinating national and regional efforts to respond and cooperate in cases of pollution incidents;</li> <li>c) Apply the knowledge acquired in cases of disputes relating to pollution incidents; and</li> <li>d) Apply the knowledge acquired when submitting a claim to the International Oil Pollution and Compensation Funds in case the liability of the shipowner does not meet the losses and damage suffered.</li> </ul>
	<p><b>Judgment Skills and Critical Abilities</b></p> <p>This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advise on the rules and regulations governing the area of marine environmental law;</li> <li>b) Advise on the actions to be taken against ships which pose a threat to the marine environment;</li> <li>c) Advise on the actions to be taken against shipowners or operators who fail to comply with standards imposed by national legislation implementing international instruments in the area; and</li> <li>d) Advise on the instances where an action can be initiated directly against the insurer.</li> </ul>
	<p><b>Module-Specific Communication Skills</b></p> <p>(Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Draft national policies which aim to achieve a sustainable marine environment;</li> <li>b) Draft national legislation implementing international rules and regulations in the area;</li> </ul>

	c) Represent governments in international and regional fora; and d) Represent shipowners and other parties to a marine adventure when facing claims for marine pollution damage.
<b>Total Number of ECTS / ECVET of this Module</b>	5 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through written assignments and written exams. Assignments: 30 % and Written Exams: 70%.

<b>Title of the Module</b>	<b>MARITIME LEGISLATION DRAFTING</b>
<b>Module Description</b>	This module consists primarily of the preparation of a maritime legislation drafting project which incorporates and implements an international instrument to domestic legislation. The preparation of this draft law is a supervised work and, throughout the entire academic year, students receive a number of lectures on maritime legislation drafting, hold numerous meetings with the assigned academic supervisor, and conduct independent research on the international instrument they are incorporating and implementing, the needs of the country for the draft law being prepared and the preparation of the draft law in accordance with the techniques employed in the respective countries.
<b>Lectures</b>	<ul style="list-style-type: none"> <li>• Maritime Legislation Drafting Questionnaire</li> <li>• Academic Writing</li> <li>• Maritime Legislation Drafting: General <ul style="list-style-type: none"> <li>○ Forms of Legislation</li> <li>○ Types of Statutes</li> <li>○ Anatomy of a Statute</li> <li>○ Use of Language in Legislation Drafting</li> <li>○ The Drafting Process</li> <li>○ The Legislative Process</li> <li>○ Relationship between International Law and Municipal Law</li> <li>○ Rules of Statutory Interpretation</li> </ul> </li> <li>• Maritime <ul style="list-style-type: none"> <li>○ Types of Maritime Legislation</li> <li>○ Subject Matter of Maritime Legislation</li> <li>○ Options for Developing Maritime Legislation</li> <li>○ The Role of Governments in the Negotiation, Development and Drafting of International Maritime Conventions <ul style="list-style-type: none"> <li>○ of Maritime Conventions into Municipal Law</li> <li>○ Drafting Techniques for the Adequate Implementation of International Maritime Conventions in Municipal Law</li> </ul> </li> <li>○ Maritime Legislation Drafting: Development, Entry into force and Amendment of IMO Conventions</li> <li>○ Maritime Legislation Drafting: IMO Treaty-making Process</li> <li>○ Maritime Legislation Drafting: Tacit Amendment Procedure</li> <li>○ Maritime Legislation Drafting: Implementing IMO</li> </ul> </li> </ul>

	<p>Instruments- Turning International Convention into National Law</p> <ul style="list-style-type: none"> <li>○ Maritime Legislation Drafting: The Preparation of a Merchant Shipping Act</li> <li>○ Drafting Exercises</li> </ul>
<b>Learning Outcomes</b>	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p>
	<p>Draft national legislation which duly incorporates and implements international maritime instruments into domestic legislation.</p>
	<p>Knowledge – at the end of the module the learner will have been exposed to the following:</p>
	<ul style="list-style-type: none"> <li>a) The development of international instruments and the methods of their adoption, entry into force, and amendment;</li> <li>b) The anatomy of a national legislation and the drafting process and various forms of legislation, such as primary legislation and subsidiary legislation; and</li> <li>c) The techniques necessary to ensure the correct implementation of an international instrument into domestic legislation.</li> </ul>
	<p>Skills – at the end of the module the learner will have acquired the following skills:</p>
	<p><b>Applying knowledge and understanding</b> The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Apply the knowledge acquired when drafting national policies in the field of maritime law;</li> <li>b) Apply the knowledge acquired when drafting national legislation implementing international instruments; and</li> <li>c) Apply the knowledge acquired when interpreting statutes and enforcing the provisions stipulated therein.</li> </ul>
	<p><b>Judgment Skills and Critical Abilities</b> This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <ul style="list-style-type: none"> <li>a) Advise on the various international instruments developed by international organizations, such as IMO, ILO, etc;</li> <li>b) Advise on the needs of the country to incorporate such instruments into domestic legislation;</li> <li>c) Advise on the way such national legislation should be drafted; and</li> <li>d) Advise on any amendments to national legislation which are necessary to fully implement and enforce international instruments to which the country is a party.</li> </ul>
<p><b>Module-Specific Communication Skills</b> (Over and above those mentioned in Section B)</p>	

	<p>The learner will be able to:</p> <p>a) Draft national policies in the field of international maritime law;  b) Draft national legislation implementing international rules and regulations; and  c) Represent governments in international and regional fora.</p>
<b>Total Number of ECTS / ECVET of this Module</b>	20 ECTS / ECVETs
<b>Assessment of the module</b>	The module will be assessed through the preparation of a maritime legislation drafting questionnaire and maritime legislation drafting project, as well as practical exercises, and tutorials.

<b>Title of the Module</b>	<b>Dissertation</b>
<b>Module Description</b>	<p>This module consists primarily of the preparation of a 10,000 to 15,000-word dissertation which is an original written work submitted by the candidate on a subject of his or her choice within the syllabus of the Institute. The preparation of this dissertation is a supervised work and, throughout the entire academic year, students hold numerous meetings with the assigned academic supervisor, and conduct independent research on the topic of their research. As mentioned above, lectures on Academic Writing guide students on writing techniques and develop their research skills. In addition, attendance in the lectures on maritime legislation drafting assists the students in understanding the process of adoption of international maritime law instruments and the challenges that may be created from their inadequate implementation in national law.</p>
	<p>Competences: – at the end of the module the learner will have acquired the responsibility and autonomy to:</p> <p>Conduct independent research for the purpose of analysing any challenges faced by the country, region, or international community and be able to offer sound solutions on overcoming such challenges.</p> <p>Knowledge – at the end of the module the learner will have been exposed to the following:</p> <p>a) The techniques of academic writing;  b) The structure of a good research work; and  c) The benefits that may be drawn from research and appropriate study of various areas of international maritime law.</p> <p>Skills – at the end of the module the learner will have acquired the following skills:</p> <p><b>Applying knowledge and understanding</b>  The learner will be able to:</p>

<p><b>Learning Outcomes</b></p>	<p>d) Carry out research on specific areas of international maritime law;  e) Apply the knowledge acquired when drafting national policies and proposals for legislative reform; and  f) Apply the knowledge acquired when interpreting international maritime law and enforcing the provisions stipulated therein.</p>
	<p><b><i>Judgment Skills and Critical Abilities</i></b>  This section has been made sufficiently open to accommodate both vocational and academic orientations. Applicants can refer to Judgement Skills, or Critical Abilities (critical skills, dispositions, values and actions), or both.</p> <p>The learner will be able to:</p> <p>a) Advise on the needs to carry out more research in a particular area etc;  b) Advise on the challenges the country may face which may demand legislative reforms;  c) Encourage research and appropriate studies in maritime law and legislation in international maritime law; and  d) Contributes to on-going studies and discussions on international maritime law.</p>
	<p><b><i>Module-Specific Communication Skills</i></b>  (Over and above those mentioned in Section B)</p> <p>The learner will be able to:</p> <p>a) Carry out independent research;  b) Advocate for any changes that may be necessary which will be based on the conclusions drawn from the research; and  c) Make original contributions to on-going studies on international maritime law.</p>
<p><b>Total Number of ECTS / ECVET of this Module</b></p>	<p>20 ECTS / ECVETs</p>
<p><b>Assessment of the module</b></p>	<p>The module will be assessed through the preparation of a dissertation.</p>

## **ANNEX 2**

### **Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations**

(These Regulations were promulgated in consultation with the Academic Committee)

#### **Citation and interpretation**

1. (1) These regulations may be cited as the LL.M. Assessment and Examination Regulations.

(2) In these regulations, unless the context otherwise requires:

“the Programme” means the programme leading to the Degree of Master of Laws – LL.M – in International Maritime Law;

“the Degree” means the Degree of Master of Laws – LL.M – in International Maritime Law;

“the Diploma” means the Diploma in International Maritime Law;

“the Director” means the Director of the IMO International Maritime Law Institute;

“the Institute” means the IMO International Maritime Law Institute.

#### **Assessment and Examination**

2. Candidates pursuing the Programme at the Institute will be assessed and examined (in accordance with the method of assessment specified in the LL.M. programme structure) in the following modules:

- Introduction to Public International Law
- Introduction to Shipping Law
- Introduction to Law of the Sea and Humanitarian Law
- Law of the Sea Specific Regimes I
- Law of the Sea Specific Regimes II
- Carriage of Goods and Passengers by Sea
- Proprietary Interests in Ships
- Wet Shipping
- Law of Maritime Safety and Security
- Maritime Claims
- Marine Environmental Law
- Maritime Legislation Drafting
- Dissertation

#### **Dissertation**

3. As part of their assessment and examination, candidates are required to submit a dissertation which will be a supervised original written work of not less than ten thousand (10,000) words and not more than fifteen thousand (15,000) words. Said dissertation shall be on a subject of the candidate's choice within the programme structure of the Institute.

#### **Maritime Legislation Drafting Project**

4. As part of their assessment and examination, candidates are required to submit a maritime legislation drafting project which will be an original written work in the form of a project of law dealing with a subject within the programme structure and which relates to the specific needs of the candidate's country.

#### **Copyright**

5. Upon submission, candidates assign absolutely copyright and all other rights of a like nature in any work, including dissertations and maritime legislation drafting projects produced by them during the Programme to the Institute.

#### Disclaimer

6. Upon submission of the dissertation referred to in regulation 4 hereof and the maritime legislation drafting project referred to in regulation 5 hereof candidates shall sign a written declaration that the work in question is their own personal work and that they have not previously submitted such work and that they are not concurrently submitting such work in candidature for any other degree or diploma.

#### Attendance

7. (1) During any Academic Year attendance at every lecture and other academic activity organized by the Institute is compulsory unless an exception is made in the event of illness of the candidate or for any other valid reason, in which case prior permission must be granted by the Director.

(2) Candidates are required to register their attendance for every lecture and academic activity referred to in the above paragraph in the manner prescribed by the Institute.

#### Award of Degree

8. Subject to regulation 9 hereof candidates will be awarded the Degree if they obtain a total number of marks equivalent to at least forty-five *per centum* (45%) of the aggregate marks in all assessed modules, provided, however, that failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the Degree.

9. Without prejudice to regulation 8 hereof candidates must also obtain a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of written examinations to be held for each module.

10. Without prejudice to the generality of regulation 8 hereof candidates who obtain at least seventy-five *per centum* (75%) of the aggregate marks in all assessed modules referred to in regulation 2 hereof will be awarded the Degree with Distinction.

#### Award of Diploma

11. A candidate who fails to satisfy the provisions of regulations 8 and 9 hereof will not be awarded the Degree but shall be eligible, upon applying to the Director, to receive the Diploma.

#### Re-sits of Examinations

12. (1) A candidate who is not awarded the Degree in terms of regulations 8 and 9 hereof may apply to the Director for permission to re-sit, at his or her expense before the commencement of the following Academic Year, such examination or examinations as would enable him or her to obtain the required marks for the conferment of the Degree.

(2) These regulations will apply *mutatis mutandis* to re-sits of examinations referred to in paragraph (1) hereof.

#### Prizes

13. At the end of the Academic Year the Institute shall award a number of Prizes. The list of Prizes and the criteria for the award thereof shall be published by the Institute from time to time.

## ANNEX 3

### ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS

**Students who have not studied or made active use of the English language in recent years are STRONGLY advised to refresh their English knowledge PRIOR to their arrival in Malta.**

Please note that the study of international maritime law in the English language demands a sophisticated knowledge of formal, and particularly written English.

Prospective students whose mother tongue is not English or who have not undertaken their studies in English are urged to take one of the following internationally recognized English language proficiency tests, and to assess their needs by consulting the following:

(\*) **1. INTERNATIONAL ENGLISH LANGUAGE TESTING SYSTEM (IELTS)**

- Administered on demand at local British Council offices/British Embassies.

A pass above band 6 means the student can participate fully in the programme.

(\*) **2. CAMBRIDGE CERTIFICATE OF PROFICIENCY**

A pass level means that the student can participate fully in the programme.

(\*) **3. TEST OF ENGLISH AS A FOREIGN LANGUAGE (TOEFL)**

A pass above 600 or above 227 CBT or above 87 IBT means that the student can participate fully in the programme.

If the test taken is not one of the above, the score, together with reference material on the system used, may be sent to the Institute for evaluation and advice. A certified copy of the test results should be sent to the Institute along with the application.

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(\*) Further information on the tests mentioned in 1. and 2. may be obtained by contacting British Embassies/Consulates or the British Council, or the Institute.

(\*\*) Further information on the test mentioned in 3. above may be obtained through American Embassies/Consulates or the U.S. Information Agency, or the Institute.

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**ANNEX 4**

**PROGRAMME FEE AND STARTING DATE**

The programme fee for the academic year 2021-2022 is €25,500.

The academic year 2021-2022 programme will start in October 2021.

## ANNEX 5

### IMLI Guidelines on Student Conduct

#### PART I GENERAL

##### Citation and Interpretation

1. (1) These Guidelines may be cited as the IMLI Guidelines on Student Conduct.

(2) In these Guidelines, unless the context otherwise requires:

“**Administration**” means the Faculty and Members of Staff with administrative and secretarial duties at the Institute;

“**Delegated Official**” means the Member of Faculty or Staff so designated by the Director;

“**Director**” means the Director of the Institute;

“**Flat**” means a residential unit designated as accommodation;

“**IMLI**” or “**the Institute**” means the IMO International Maritime Law Institute;

“**Nominated Student**” means a student who has been accepted to the Institute’s programmes in such capacity;

“**Premises**” means the premises of the Institute including all residential accommodation as well as parking areas;

“**Resident**” means a student to whom a flat has been allocated by the Institute;

“**Student**” means an individual registered as an IMLI student in any of the Institute’s programmes and courses.

##### Applicability

2. These Guidelines shall apply to students admitted to any and all of the Institute’s programmes and courses.

##### General Student Conduct

3. By joining the Institute, students undertake to rigorously honour and abide by all its policies, regulations, and guidelines and undertake to constantly act in a manner which is consistent with and respectful of the international standing and repute of the Institute.

#### **Health and Medical Insurance**

4. All students shall be required to obtain appropriate medical insurance cover for the whole duration of their stay in Malta as a precondition for admission to the Institute's programmes and courses. Evidence of this insurance (all the documents must be issued in the English language or officially translated in the English language) may be required by the relevant Embassy when the student applies for an entry visa and will be required by the Expatriates Office to be able to issue a study residence permit that allows students to remain in Malta for the whole duration of the programme in which they are admitted. Should students find difficulty in obtaining insurance which cover extends to Malta, the Institute can assist in obtaining locally the required health insurance. The cost of the insurance is to be borne by the student.

5. (1) All students may be required to undergo a medical examination upon arrival at IMLI. The Director is entitled to see the report of such and any other examination.

(2) If a student is found to have a medical condition which is incompatible with his/her status as an IMLI student, the student may, at the sole discretion of the Director, be required to return to his/her home country.

## **PART II ACADEMIC MATTERS**

#### **Duration of the Programme**

6. The Director, in consultation with the Members of the Institute's Faculty, has the right to determine the date of commencement and termination of the programme.

#### **Attendance to Lectures and other Academic Activities**

7. (1) Attendance at every lecture or other academic activity is compulsory unless an exception is made in the event of illness of the student or other valid reason in which case prior express written permission shall be granted by the Director or Delegated Official.

(2) Students are required to sign the attendance book for every lecture and academic activity. Failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the relevant Degree, Diploma or other Certificate.

(3) No tape or electronic recording of the lectures shall be allowed.

(4) Failure to abide by paragraph 7 (3) above is liable to attract disciplinary action, including dismissal from the Institute.

(5) No computers and/or electronic devices shall be used during lectures or other academic activities without the prior express written approval of the Director. Any approval granted by the Director will be subject to the following conditions:

- (a) students shall apply for the Director's approval at the commencement of each semester of the programme;
- (b) authorized electronic equipment shall be used exclusively for the purpose of taking lecture notes; and
- (c) failure to abide by sub-paragraphs (a) and (b) above shall attract disciplinary action including, but not restricted to, fines to be determined by the Director or Delegated Official and the withdrawal of the Director's approval.

#### **Books and other Study Materials**

8. (1) Personal copies of selected text books will be provided to eligible students.

(2) Other study materials shall be provided to all students as deemed necessary by the Member of Faculty concerned.

(3) Students are advised to bring with them copies of the United Nations Convention on the Law of the Sea, 1982 and copies of their national maritime legislation.

#### **Stipend**

9. (1) Each nominated student while in residence at IMLI shall receive a stipend of €315 per month or pro-rata. The stipend is intended to cover a student's personal expenses including board and other day-to-day needs.

(2) No stipend shall be paid after the students leave the Institute at the end of the programme provided that a subsistence allowance shall be paid if the field trip, referred to in paragraph 20, takes place.

#### **Photocopying Allowance**

10. (1) Each nominated student shall receive a photocopying allowance of €50 at the beginning of the programme to cover costs of photocopying study and research materials. An additional amount may be provided in the second semester at the Director's discretion and upon written application made to him by the student representative on behalf of the class.

(2) The rate for photocopying at IMLI shall be 10 Euro cents per page payable to the Administration.

(3) Students shall not be permitted to approach any member of the Administration for doing any printing or photocopying other than in conformity with set procedures.

#### **Word-Processing Allowance and Facilities**

11. (1) Each nominated student shall receive a one-time allowance of €50 as a subsidy for defraying the costs incurred in the preparation of the dissertation / research project and maritime legislation drafting project. The allowance will be granted at the appropriate time during the programme.

(2) Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Guidelines for the Use of the Student ICT Facilities.

#### **Lecture Hall and Common Room**

12. (1) Students shall keep the Lecture Hall and Common Room in a clean and tidy condition.

(2) No furniture or appliances shall be removed from the Lecture Hall or Common Room.

(3) Students shall ensure that the Common Room is securely locked whenever not in use.

(4) No food shall be consumed in the Lecture Hall unless provided by the Institute.

(5) No smoking shall be allowed in the Lecture Hall and Common Room.

(6) The use of mobile phones in the Lecture Hall shall be strictly prohibited.

(7) The use of computers and/or electronic devices in the Lecture Hall shall be strictly prohibited, except as provided in paragraph 7(5) hereof.

#### **Library**

13. (1) The IMLI Library shall be available for use by students at designated times.

(2) No books or materials shall be removed from the library, whether for reading or photocopying, other than in conformity with the IMLI Guidelines for the Use of the Institute's Library.

(3) No smoking shall be allowed in the Library.

(4) The use of mobile phones in the Library shall be strictly prohibited.

#### **Assessment**

14. Student assessment shall be governed by the relevant regulations adopted by the Institute for individual programmes and courses.

### **Copyright**

15. Students hereby waive any rights they may have in any work including dissertations / research projects and maritime legislation drafting projects produced by them at the Institute, if the Institute decides to publish such works in any form whatsoever.

### **Examinations**

16. No electronic devices or dictionaries shall be allowed in the Examination Hall.

### **Important Visitors**

17. Throughout the academic year, the Institute hosts a number of important visitors and it is customary to greet them in an appropriate manner. Students shall therefore greet the visitors in accordance with the procedures established by the Institute.

### **Posting of Books and other Study Material**

18. Books and other study materials of nominated students shall be sent by parcel post to the respective home countries of the students at the end of the programme. Each nominated student shall be permitted a maximum of 20 kilograms of such books and other study materials. Details regarding packaging shall be provided by the Administration at the relevant time before students leave Malta.

### **Travelling**

19. (1) No travelling abroad is allowed during the academic year except on weekends and public holidays.

(2) Students travelling abroad are required to obtain prior express written permission from the Director.

(3) In applying for such permission, students are required to provide the Director with information on the country of destination, date of departure, date of arrival, accommodation abroad and contact details accessible at all times.

### **Field Trip**

20. (1) Subject to availability of sufficient funds and approval by the IMLI Governing Board, an educational field trip may be organized as part of the Institute's programmes and courses.

(2) The Institute shall be under no obligation to hold a field trip. However, if a field trip is held, participation at such trip and attendance at all events thereof are compulsory if so required by the relevant programme or course.

**PART III**  
**RESIDENTIAL MATTERS**

**Allocation and Vacation of Flats**

21. (1) Allocation of flats to residents will be made by the Administration.

(2) A resident shall occupy the same flat for the whole duration of the programme unless a different flat is allocated by the Institute on a temporary or permanent basis.

(3) Flats shall be vacated at the end of the programme. All personal property shall be removed and the flat left in a clean condition.

**Electricity Consumption**

22. (1) Residents are allowed 600 units of electricity consumption free of charge per month.

(2) Any units in excess of the amount set out in the preceding paragraph shall be payable by the student and shall be deducted from the stipend payable to the student.

**Laundry Facilities**

23. (1) Residents may avail themselves of the Institute's laundry facilities designated for student personal use, according to the schedule set by the Administration.

(2) Male and female residents shall be allocated different washing days and times which shall be strictly adhered to.

(3) Residents shall not be permitted to dry their clothes in the courtyards, except on weekends and public holidays.

**Cleaning and Maintenance**

24. (1) IMLI reserves the right to enter all flats for cleaning and maintenance. Whenever possible, residents will be notified of any visits to be made other than routine cleaning visits.

(2) If it becomes necessary for IMLI to carry out extra cleaning of any flat, a charge may be levied on the resident.

(3) Residents are responsible for making their beds every day and cleaning their own dishes and kitchen utensils.

(4) Residents shall remove garbage and other refuse from their flats on a daily basis and place the same in the designated area from where the Institute's garbage is collected.

### **Safety, Security, Care and Maintenance of Premises**

25. (1) No heating or cooking appliances other than those provided or approved by IMLI may be used in any flat.

(2) Damage caused by any resident to property owned or possessed by IMLI will be charged to that resident.

(3) Property owned or possessed by IMLI shall not be removed from the flat.

(4) Residents shall report to the Administration any damage or defects occurring in any flat or in any property or fixtures therein so that they may be repaired as necessary and responsibility for such damage or defect be determined.

(5) Residents shall not make any alterations or repairs whatsoever to the property, furniture, appliances or fittings provided by or through IMLI without the express approval of the Director or Delegated Official.

(6) No potentially dangerous substance or weapon shall be brought into the premises.

(7) No smoking is allowed on the premises except in the flats and in areas designated for smoking.

(8) Residents shall ensure that when lights or appliances are not in use they are disconnected or switched off.

(9) Residents shall ensure that their flats are securely locked at all times. IMLI shall not accept any responsibility whatsoever for the private possessions of residents that are lost in their rooms/flats.

(10) Residents shall ensure that the keys to their flats are in their possession at all times. Residents who are locked outside their flats may contact Mr. Joseph Mifsud (Driver/Maintenance Man) on telephone (+356) 79 310816 to assist them to gain access to their flats. Provided that on the first three occasions when assistance is rendered outside office hours, the resident requesting assistance will be liable for the dues for extra-time payable to the relevant member of staff giving assistance. Provided further that, after the third request for assistance, the resident requesting assistance will be liable for the dues for extra-time payable as aforesaid, together with an administrative charge of €25 payable to the Institute.

### **Orderliness on the Premises**

26. (1) Only persons identified by the Administration shall be admitted to the premises.

(2) Residents may use their own radios, stereos, musical instruments and similar entertainment equipment in their respective flats provided such use does not cause undue noise, nuisance or inconvenience to others, in which case, such privileges shall be withdrawn.

(3) Residents shall not be permitted to bring any animal or household pet to the premises at any time.

(4) No private business or trade or the practice of any profession may be carried out on or from the premises.

(5) No resident shall be permitted to sublet any flat.

(6) Residents shall not be permitted to bring motorcycles, scooters or bicycles or parts thereof into the Institute's premises without the prior express written permission from the Director or Delegated Official. Students shall not park any vehicles or other means of transportation anywhere on the premises except in designated parking areas.

(7) A resident shall not be permitted to visit or remain in the flat of another resident between 10 p.m. and 8 a.m.

(8) No parties or assemblies of more than four persons shall be held by residents on the premises without the prior express written permission from the Director and the presence of a Member of Staff.

(9) A resident may not take up accommodation in any place outside the premises or otherwise absent himself/herself from the Institute without prior authorization from the Director. When requesting such authorization from the Director, the student shall provide details of where he/she may be contacted during his/her absence from the Institute.

(10) Should a student be in breach of the provisions of paragraph 26 (9), there shall be deducted from the stipend payable to him/her in terms of paragraph 9 hereof, a sum proportionate to the duration of his/her absence.

### **Courtyards**

27. (1) Courtyards shall be kept clean and tidy. No garbage or refuse shall be left out in the courtyards. No cigarette butts are to be discarded in the courtyards.

(2) Any furniture placed in the courtyards shall not be removed without permission from the Administration.

(3) No noise, nuisance or playing of loud music is permitted in the courtyards.

**Visitors and Guests of Residents**

28. (1) Only bona fide guests or visitors, identifiable as such to the satisfaction of the Administration, shall be permitted to enter the premises to visit a resident.

(2) Visitors or guests of residents are not permitted to enter flats. Residents may meet with their visitors or guests in the common room or any of the courtyards.

(3) No visitors or guests of residents are permitted to enter or remain on the premises between the hours of 10 p.m. and 8 a.m. without prior express written permission from the Director or Delegated Official.

(4) Residents are personally responsible for their visitors and guests and are accountable for the conduct of such visitors and guests.

(5) IMLI shall not accept any responsibility whatsoever for the private possessions of visitors or guests or residents.

**PART IV  
MISCELLANEOUS**

**Violations**

29. Any violation of these Guidelines is liable to attract disciplinary action, including dismissal from the Institute.

**Final Provisions**

30. In exceptional circumstances, and when the best interests of the Institute so require, the Director may override, at his discretion, the provisions of these Guidelines.

\*\*\*\*\*

I hereby agree to abide by the IMLI Guidelines on Student Conduct.

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# IMO INTERNATIONAL MARITIME LAW INSTITUTE

## SUMMARY FORM

### **INSTRUCTIONS**

One copy of Application, Medical Report, Motivation and Reference Forms to be completed and air mailed along with documents relating to university qualifications and proficiency in English language, together with a bank draft or evidence of transfer of the application and processing fee to:

The Director  
IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
Malta

Please use the following **checklist** to ensure that all necessary documents are completed and attached.

#### **Application Form**

To be completed and signed by the applicant. A recent photograph of the applicant is to be attached.

#### **Documents relating to university qualifications**

Duly certified true copies of documents in evidence of all university qualifications are to be attached.

#### **Documents relating to English language proficiency**

Duly authenticated certificate or other document in evidence of English language proficiency is to be attached (see Annex 3 of application package).

#### **Medical Report Form**

To be completed and stamped by a registered Government medical practitioner.

#### **Motivation Form**

To be completed by the student. Where needed, additional sheets may be attached.

#### **Reference Forms**

Two references are required. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications.

#### **Application and Processing Fee**

A bank transfer to the Institute's bank account of the non-refundable application and processing fee of €150 referred to in paragraph 6 (f) of the application package.



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**PLEASE ATTACH CERTIFIED COPIES OF AVAILABLE CERTIFICATES/TEST REPORTS; OR DETAILS OF TYPE AND DURATION OF ENGLISH LANGUAGE STUDIES/EXPERIENCE (SEE ANNEX 3).**

**5. EDUCATION: Give full details, using the following space insofar as possible.**

**(A) University or equivalent.**

Name of institution and address	Years attended		Degrees and academic distinctions	Main subjects
	From	To		

**PLEASE ATTACH CERTIFIED COPIES OF DOCUMENTS SUPPORTING UNIVERSITY QUALIFICATIONS**

**(B) Schools or other formal education or training from age 14 (e.g. high school, technical school, or apprenticeship).**

Name of institution	Type	Years attended		Certificates, diplomas obtained
		From	To	

**6. PROFESSIONAL QUALIFICATIONS:**

Name/Country of institution	Qualifications obtained	Study period	Subjects



Description of work you do:

**8. EMPLOYMENT RECORD (Continued):**

Dates Exact title of your post :

From : To : Type of business :

Name of Supervisor:..... Name of Employer:.....  
.....  
.....

Address of Employer : .....  
.....

Description of work you do:

**8. EMPLOYMENT RECORD (Continued):**

Dates : Exact title of your post :

From : To : Type of business :

Name of Supervisor:..... Name of Employer:.....  
.....  
.....

Address of Employer : .....  
.....

Description of work you do:

**8. EMPLOYMENT RECORD (Continued):**

Dates Exact title of your post :

From : To : Type of business :

Name of Supervisor:..... Name of Employer:.....

.....  
.....

Address of Employer : .....  
.....

Description of work you do:

9. State your computer competence and the programmes and/or computing skills you are effectively conversant with:

10. State any other relevant facts and information which will assist in assessing your application:

I certify that the statements made by me in answer to the foregoing questions are true, complete and correct to the best of my knowledge and belief. I understand that any false statements or any required information withheld from this form may provide grounds for the withdrawal of any offer of participation from the Institute. If selected, I undertake to:

- (1) conduct myself at all times in a manner compatible with my status as a student of the IMO International Maritime Law Institute;
- (2) remain in Malta during the period of the programme and dedicate myself full time to the study programme, as directed by the Institute;
- (3) refrain from engaging in political, commercial, or any other activities other than those covered by the study programme;
- (4) comply with the IMLI Guidelines on Student Conduct and any amendments thereto which may be adopted from time to time by the Institute; and
- (5) return to my home country at the end of the programme.

I understand and agree that the Institute may, at its sole discretion, terminate a candidate's participation in the programme. I also understand and agree that the Institute need not justify its decision.

Date: \_\_\_\_\_ Signature of Applicant: \_\_\_\_\_

**IMO INTERNATIONAL MARITIME LAW INSTITUTE**

**MEDICAL REPORT FORM**

**INSTRUCTIONS**

To be completed by a registered Government medical practitioner after thorough clinical and laboratory examination including X-ray of chest. The IMO International Maritime Law Institute reserves the right to require the candidate to undergo a further medical examination before he/she commences his/her studies.

Name of candidate: \_\_\_\_\_ Age: \_\_\_\_\_ Sex: \_\_\_\_\_

Is the person examined at present in good health and enjoying full working capacity?

Is the person examined able physically and mentally to carry on an intensive study away from his/her home?

Is the person examined free from communicable diseases (for example, tuberculosis and trachoma) which could present risks for both the candidate and his/her contacts during his/her studentship?

Does the person examined have any condition or defect which may require treatment during his/her studentship? If yes, please specify.

Full name and address of  
examining physician  
(print clearly)

Signature of examining physician:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Stamp:

\_\_\_\_\_

Date: \_\_\_\_\_

To be completed by a registered Government medical practitioner.







**IMO INTERNATIONAL MARITIME LAW INSTITUTE  
(IMLI)  
MALTA**

\*\*\*

**MASTER OF HUMANITIES (M.HUM.)  
in  
INTERNATIONAL MARITIME LEGISLATION**

\*\*\*

**APPLICATION PACKAGE**

**for**

**NOMINATED CANDIDATES**

**ACADEMIC YEAR 2021-2022**

\*\*\*

**International Maritime Organization  
4 Albert Embankment  
London SE1 7SR  
UNITED KINGDOM  
Tel: +44 (0) 20 7735 7611  
Fax: +44 (0) 20 7587 3210  
Website: <http://www.imo.org>**

**IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
MALTA  
Tel: +356 21 319343 / 21 310816  
Fax: +356 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)  
Website: <http://www.imli.org>**

## TABLE OF CONTENTS

	<b>PAGE</b>
<b>A. <u>THE PROGRAMME</u></b>	
1. PROGRAMME OBJECTIVES	1
2. ACADEMIC CONTENT	1
<b>B. <u>ADMISSION REQUIREMENTS AND PROGRAMME FEE</u></b>	
3. OFFICIAL NOMINATION	2
4. ACADEMIC REQUIREMENTS	2
5. PROGRAMME FEE	2
6. FINANCIAL AID	3
<b>C. <u>APPLICATION PROCEDURE</u></b>	
7. HOW TO APPLY	4
8. ACADEMIC AND MEDICAL CLEARANCE	5
9. PAYMENT OF PROGRAMME FEE	5
10. ADMISSION	5
<b>D. <u>JOINING THE INSTITUTE</u></b>	
11. TRAVEL	5
12. VISA	6
13. FAMILIES AND DEPENDANTS	6
14. BOOKS AND OTHER INSTRUCTIONAL MATERIAL	6
15. IMLI GUIDELINES ON THE STUDENT CONDUCT	6
16. LOCATION	7
<b>E. <u>FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE</u></b>	
17. LIBRARY	7
18. ICT FACILITIES	7
19. MONTHLY STIPEND	7
20. ACCOMMODATION	7
21. HEALTH CARE	7
22. CAFETERIA	8
23. LAUNDRY	8
24. TELECOMMUNICATIONS	8
25. RECREATIONAL FACILITIES	8
<b>F. <u>INFORMATION ABOUT MALTA</u></b>	
26. GEOGRAPHICAL LOCATION AND CLIMATE	8
27. LIVING COSTS	8
<b><u>ANNEXES</u></b>	
ANNEX 1: DETAILED M.HUM. PROGRAMME STRUCTURE	
ANNEX 2: MASTER OF HUMANITIES –M.HUM, – IN INTERNATIONAL MARITIME LEGISLATION PROGRAMME ASSESSMENT AND EXAMINATION REGULATIONS	
ANNEX 3: ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS	
ANNEX 4: PROGRAMME FEE AND STARTING DATE	
ANNEX 5: IMLI GUIDELINES ON STUDENT CONDUCT	
<b><u>FORMS</u></b>	
SUMMARY FORM	
NOMINATION FORM	
APPLICATION FORM	
MEDICAL REPORT FORM	
MOTIVATION FORM	
REFERENCE FORMS	
FELLOWSHIP APPLICATION FORM	

## A. THE PROGRAMME

### 1. *Programme Objectives*

The IMO International Maritime Law Institute (IMLI) offers a specialized post-graduate programme leading to the Degree of Master of Humanities (M.Hum.) in International Maritime Legislation. The purpose of the programme is to train professionals to become specialists in international maritime law, especially in drafting national legislation which effectively incorporates and implements international maritime instruments – particularly those developed by the IMO. The programme is therefore most suitable for qualified professionals already working in the maritime sector such as a relevant government department, a maritime administration, port authority, or other organization concerned with shipping and maritime affairs. However, the programme is also open to any other qualified candidate who intends to pursue a career in the maritime field, whether in the public or private sectors, whether in practice, administration or in academia. Fifty percent of the places available will be reserved for suitably qualified women candidates.

### 2. *Academic Content*

The duration of the programme is one academic year, beginning in October and ending in June of the following year. The programme is intensive and student achievement is highly competitive. In brief, the programme structure, which is designed to cover all aspects of international maritime law and legislation at an advanced post-graduate level, comprises the following:

Introductory courses:

*Introduction to the Study of the Law;*  
*Introduction to International Maritime Law; and*  
*The Law of International Organizations.*

Foundation courses:

*International Law of the Sea;*  
*International Marine Environmental Law;*  
*International Maritime Security Law;*  
*Shipping Law; and*  
*Maritime Legislation Drafting.*

The detailed programme structure is contained in Annex 1.

The assessment of students is based on five equally valued components. There are two examinations, one in Shipping Law and one in International Law of the Sea. In addition, each student is required to submit a research project between 10,000 and 15,000 words which, upon evaluation of the current national legislation, proposes a roadmap or plan of action to ensure the development of national legislation which effectively implements IMO instruments and other internationally agreed maritime legal standards. This independently researched work will be supervised by a member of the Institute's Faculty. Each student is also required to submit a maritime legislation drafting project under the supervision of a designated member of the Faculty. Finally, students are expected to undergo continuous assessment in the form of written assignments, tutorials, two written tests and attendance at lectures, seminars, conferences, field trips and other activities organized by the Institute. The Master of Humanities –M.Hum. – in International Maritime Legislation Programme Assessment and Examination Regulations are contained in Annex 2.

The M.Hum. is exclusively a taught programme. Attendance at lectures and other academic activities organized by the Institute is compulsory as provided for in the Master of Humanities –M.Hum. – in International Maritime Legislation Programme Assessment and Examination Regulations (Annex 2) and in the IMLI Guidelines on Student Conduct (Annex 5).

The teaching programme is delivered by the Institute's Faculty that includes professors and lecturers as well as by visiting fellows who are judges, practitioners and academics of international repute in various fields of maritime law.

The entire programme, including teaching as well as the writing of examinations and projects, is in the English language.

## B. ADMISSION REQUIREMENTS AND PROGRAMME FEE

### 3. *Official Nomination*

Candidates must be nominated by a Government or other appropriate nominating authority. Such candidates should normally be persons already serving in, or intended to be appointed to a Government Ministry or Department concerned with legal, port or shipping affairs, or an organization in the country of the nominating Government involved in these matters.

By submitting an application and nominating a person for studies at the Institute, both the applicant and the nominating authority are confirming that they are aware of the national legislative and/or administrative requirements which have to be met by selected applicants, prior to travelling to the Institute and commencing their studies; that the aforesaid requirements are met for the duration of their studies; and that they will promptly take the actions required to comply with these requirements.

### 4. *Academic Requirements*

The basic requirements are:

- (a) a degree from a recognized university or other academic institution in a related discipline to international maritime law;
- (b) proficiency in the English language: all candidates must be fully proficient in the English language. They should be fully acquainted with the fundamentals of that language; i.e. in reading, writing, listening, comprehension and speaking skills. Candidates who have not studied or made active use of the English language in recent years are **STRONGLY** advised to refresh their English knowledge **PRIOR** to their arrival in Malta. They should bear in mind that the study of international maritime law demands a sophisticated knowledge of the English language. **Production of evidence of English language proficiency is required. Therefore, as a pre-requisite for admission, the Institute may require candidates to undertake one of the tests for language referred to in Annex 3.** Further, the Institute reserves the right to conduct Skype interviews with candidates applying to the programme to assess their level of English in order to ensure that they have the command necessary to undertake and successfully complete the M.Hum. programme; and
- (c) computer competence (at least the ability to use Microsoft Office). Computer competence is essential as students are required to use computers to carry out research and to complete their assignments and academic projects.

### 5. *Programme Fee*

Please refer to Annex 4 to find out the programme fee for the forthcoming academic year. The programme fee covers tuition, accommodation provided by the Institute including servicing, water, 600 units of electricity free of charge, cleaning services and use of laundry facilities, a word processing allowance, a photocopying allowance, the cost of posting twenty kilos of books, selected standard text books, use of IT facilities provided by the Institute (printing costs not included) and the cost of insurance (fire, theft, public liability and repatriation in cases of emergency). The programme fee also covers payment to the student by the Institute of a monthly stipend equal to Three Hundred Fifteen Euro (€315). **THIS STIPEND IS MEANT TO PROVIDE FOR THE COSTS OF FOOD, LOCAL TRANSPORT AND OTHER NECESSITIES OF THE STUDENT. THE STIPEND IS NOT A SALARY, THEREFORE IT IS EXPECTED THAT STUDENTS CARRYING EMPLOYMENT IN THEIR HOME COUNTRIES CONTINUE TO RECEIVE THEIR SALARY AND THAT THE NOMINATING GOVERNMENT WILL CONTINUE TO PAY THE SALARY OF THEIR OFFICIALS WHO ARE ASSIGNED TO STUDY AT THE INSTITUTE AND TO PROVIDE, IN PARTICULAR, FOR THE CONTINUATION OF THE INCOME TO SUPPORT THE FAMILIES OF THE STUDENTS REMAINING IN THEIR HOME COUNTRY.**

**The programme fee does not cover air travel in and out of Malta.**

## 6. *Financial Aid*

Candidates are required to have financing for their enrolment. Assistance can be requested from various sources. Nominating authorities are urged to take this matter up with the appropriate representative of potential fellowship sponsors in the candidate's country. In the past, the following organizations, Governments and persons have offered assistance:

International Maritime Organization (IMO) • The Nippon Foundation • Lloyd's Register Foundation (LRF) • European Commission • EU Funded "SAFEMED" Project administered by REMPEC • Commonwealth Fund for Technical Co-Operation (CFTC) • Comité Maritime International (CMI) • Commonwealth Secretariat • Indian Ocean Commission (IOC) • International Transport Workers' Federation Trust (ITF) • International Transport Workers' Federation Trust (ITF) Seafarers' Trust • United Nations Development Programme (UNDP) • United Nations Educational, Scientific and Cultural Organization (UNESCO) • World Bank

Government of Algeria • Government of Angola • Government of Azerbaijan • Government of the Bahamas • Government of Bahrain • Government of Bangladesh • Government of Barbados • Government of Brazil • Government of Cape Verde • Government of the Republic of Congo • Government of Dominica • Government of Fiji • Government of France • Government of the Gambia • Government of Ghana • Government of Haiti • Government of Indonesia • Government of the Islamic Republic of Iran • Government of Iraq • Government of Italy • Government of Kenya • Government of Latvia • Government of Liberia • Government of the Libyan Arab Jamahiriya • Government of Lithuania • Government of Luxembourg • Government of Malaysia • Government of Malta • Government of the Marshall Islands • Government of Mexico • Government of Monaco • Government of Mozambique • Government of Namibia • Government of the Netherlands • Government of Nigeria • Government of Pakistan • Government of Peru • Government of the Philippines • Government of Poland • Government of the Republic of Korea • Government of the Russian Federation • Government of Saudi Arabia • Government of Seychelles • Government of the Republic of Singapore • Government of the Sudan • Government of Suriname • Government of Switzerland • Government of Thailand • Government of Togo • Government of Tonga • Government of Trinidad & Tobago • Government of the United Republic of Tanzania • Government of Bolivarian Republic of Venezuela • Government of the United States of America.

AB Lisco Baltic Services (Lithuania) • Akwa Ibim State Government (Nigeria) • Algerian Navy • Argentine Navy • Brazilian Navy • Bufete Coindet & Asociados (Honduras) • Canadian International Development Agency (CIDA) • Caspian Shipping Co. (Azerbaijan) • Chartered Institute of Logistics (Malta Branch) • Chilean Navy • CMI American Foundation • CMI Charitable Trust • Costamare Shipping Company • Det Nordenfjeldske Dampskibsselskab AS (Norway) • Dr. Kofi Emmanuel Mbiah • Ethiopian Shipping Lines • Finnish Maritime Administration • French Navy • Finnish Maritime Administration • General Maritime Transport Company (Libya) • Ghana Ports and Harbours Authority • Ghana Shippers' Authority • Ghanaian Navy • Gozo Channel Company Ltd. • Greek Shipping Co-Operation Committee • Hellenic Marine Environment Protection Association (HELMPEPA) • India National Shipowners' Association • International Association of Dredging Contractors • International Centre for Ocean Development (Canada) • International Development Research Centre (Canada) • Italian Navy • Jamaica Shipping Association • Japan Shipbuilding Industry Foundation (Sasakawa Fellowship Fund) • Joint Dock Labor Council (Nigeria) • Kenyan Navy • Kenya Ports Authority • Kimani and Michuki Advocates • Korea Shipowners Association • Libya Ports & Maritime Transport Authority • Maritime B.P. (France) • Medserv Limited (Malta) • Mexican Navy • Ministry for Foreign Affairs and Trade Promotion (Malta) • Moroccan Navy • National Inland Waterways Authority (Nigeria) • Neptune Orient Lines (Singapore) • Nigerian Maritime Administration and Safety Agency (NIMASA) • Nigerdock Nigeria Limited • Nigerian Navy • Nigerian Ports Authority • Nigerian Shippers' Council • Norwegian Agency for Development Cooperation (NORAD) • Onassis Group of Companies • Pakistan Navy • Palmali Shipmanagement • Mr. P.S. Panagopoulos and Mr. A. Panagopoulos • Papachristidis Company • Petroleos Mexicanos (PEMEX) • Ports and Shipping Organization (Iran) • Portnet • Professor David Attard • Professor Thomas Schoenbaum • Regional Marine Pollution Emergency Response Centre • Saudi Aramco • Sea Pine Tree Foundation • SMIT International • Swedish International Development Authority (SIDA) • Strategic Educational Pathways Scholarships (STEPS) • The West Africa Regional Fisheries Project-Liberia •

Thomas Miller & Co. Ltd., Managers of the U.K. P&I Club • Transmarine Shipping Enterprise Ltd. • Transnet Ltd. (South Africa) • Transport Malta

Candidates who require financial assistance can apply to IMLI. The Institute does not offer fellowships but is prepared to seek assistance on behalf of applicants.

Application forms wherein financial assistance is required should be accompanied by payment of a non-refundable fellowship application fee of €200 in the form of bank transfer to the Institute's bank account (**all bank transfer charges are to be borne by the applicant**). This fellowship application fee is in addition to the non-refundable application processing fee of €150 provided for in paragraph 7(i) below. The fellowship application fee covers all administration costs incurred in approaching potential sponsors and seeking fellowship funding for the candidates while the application processing fee covers the costs of compiling applicants' files, preparing their individual profiles, keeping them informed and assisting accepted candidates until their arrival at the Institute.

Application forms wherein financial assistance is required must also be accompanied by a duly filled Fellowship Application Form which may be found as an integral part of this application package.

### C. APPLICATION PROCEDURE

#### 7. *How to Apply*

The attached Application Form should be completed by the candidate and must be accompanied by:

- (a) the attached Nomination Form duly completed, signed and stamped by the nominating authority;
- (b) copies of the candidate's University degrees officially authenticated by the University concerned;
- (d) a copy of the certificate of proficiency in English held by the candidate (see paragraph 4(b) above and Annex 3 for further information) or a statement by the candidate explaining the reasons why he/she deems that he/she should be exempt from presenting such certificate;
- (e) the attached Medical Report Form duly completed by a registered Government Medical Practitioner;
- (f) a letter of intent written by the candidate and stating the candidate's reasons for applying to the M.Hum. programme and his/her career objective. Candidates may use the attached Motivation Form;
- (g) two letters of reference covering the candidate's ability to undertake the M.Hum. programme. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications. Referees should use, where possible, the attached Reference Form;
- (h) where financial aid is requested, proof of payment of the fellowship application fee provided for in paragraph 6 above;
- (i) where financial aid is requested, the attached Fellowship Application Form duly completed and signed by the applicant and the nominating authority; and,
- (j) proof of payment of the application and processing fee of €150.

Applications should be sent to:

The Director  
IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
MALTA

Telephone: +356 21 319343 / 21 310816  
Facsimile: +356 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)

## 8. *Academic and Medical Clearance*

Application forms will be reviewed by the Institute to assess the academic and medical eligibility of the candidates. Nominating authorities and/or candidates will be advised of academic and medical clearance in writing.

Advice of academic and medical clearance provides an indication only that the Institute has found the candidate to hold the necessary academic qualifications and medical eligibility to pursue the programme. **IT DOES NOT INDICATE ACCEPTANCE FOR ENROLMENT.**

## 9. *Payment of Programme Fee*

Payment of the programme fee is a condition precedent for admission to the programme. The programme fee should be remitted to the Institute's bank account, details of which are as follows:

Bank in Malta: Bank of Valletta plc, L-Ibrag Branch  
 Triq tal-Ibrag, Swieqi  
 SWQ2030 MALTA  
 Account Name: IMO International Maritime Law Institute  
 Account no. 4001 3713 797  
 SWIFT Transfer Code – VALLMTMT  
 I.B.A.N.: MT58 VALL 2201 3000 0000 4001 3713 797

## 10. *Admission*

When all the criteria for admission, including clearance and confirmation of financing, have been met, the candidate and/or the nominating authority shall be notified in writing that the candidate has been selected for admission to the programme.

The Institute must receive from the candidate and his/her nominating authority a confirmation in writing as to whether the candidate is ready to join the programme, whereupon the candidate will be admitted to the programme.

Candidates who have been awarded a fellowship, will also be required to pay a refundable deposit of Euro 500 within the deadline stipulated by the Institute. Said deposit will be returned to the candidate on completion of studies at IMLI.

## D. JOINING THE INSTITUTE

### 11. *Travel*

**Whatever the source of funding for the programme fee, candidates are reminded that the programme fee does not cover travel expenses.** Travel arrangements will have to be arranged and settled by the participants and/or their nominating authorities.

Selected candidates will be required to arrive at the Institute prior to the commencement of the academic year, and in case they are unable to do so, for whatever reasons, they should inform the Institute as soon as possible and withdraw their applications. **However, candidates are advised to make their travel arrangements to ensure that their arrival at the Institute is not earlier than one week before the commencement of the programme.** Information on the starting date of the forthcoming programme is found in Annex 4.

In view of the fact that a three-day field trip to London may be organized at the end of the academic year, participants are advised to arrange for their return ticket with Air Malta via London Heathrow Airport, leaving departure dates and the exact stop-over period in London open pending final booking, which may be effected in Malta. This would avoid the candidate and/or nominating authority incurring unnecessary expenses. Should the candidate need an entry visa for the United Kingdom, the Institute will assist in order to obtain the same when in Malta. **However, the cost of the visa is to be paid by the candidate.**

Candidates admitted to the programme are requested to communicate their confirmed travel details to the Institute as soon as possible so that arrangements can be made prior to their arrival, including arrangements for pick-up from the airport. If taking a taxi, students should give the following address:

IMO International Maritime Law Institute  
University of Malta Campus  
Msida

## **12. Visa**

Candidates admitted to the programme are requested to arrange for a visa, if this is required, for their entry to Malta. Malta is a member of the European Schengen Agreement. Therefore, the Institute cannot procure visas on behalf of admitted candidates. For more information relating to visa requirements and where to apply please visit the website of the Malta Ministry for Home Affairs and National Security at <https://identitymalta.com/visas/>. The Institute may assist in providing the candidates with the relevant information relating to the Embassy they need to approach.

## **13. Families and Dependants**

Candidates admitted to the programme are not expected to bring their families or dependants with them to the Institute and are strongly advised not to do so. The residential facilities at the Institute are not intended for occupancy by the members of the families of students. If students nevertheless do decide to bring dependants with them, **they themselves have to arrange at their own expense suitable accommodation** outside the Institute (see paragraph 20 below). The Institute must be notified in advance of the intention to bring dependants. **No arrangements can be made for them by IMLI.**

## **14. Books and Other Instructional Material**

Students shall be provided with a selected number of textbooks and other instructional material as determined by the Institute. On completion of studies, arrangements will be made for sending 20 kilos of such material to the student's home country by sea transport, if this is necessary.

As part of the programme, each student is required to submit a research project between 10,000 and 15,000 words which, upon evaluation of the current national legislation, proposes a roadmap, or plan of action to ensure the development of national legislation which effectively implements IMO instruments and other internationally agreed maritime legal standards. The topic selected by each student should relate to some aspect of the programme, but it is expected that it will be relevant to the student's own country or region. Students are therefore encouraged to bring with them any materials that would be useful for such purpose, in particular any domestic textbook concerning public or private maritime law.

Students are also required to undertake a drafting project related to maritime legislation. It would be useful if students brought with them copies of ALL NATIONAL LEGISLATION RELATING TO MARITIME LAW covering topics such as marine pollution, ports and harbours, commercial maritime law, as well as the Constitution of their country. Furthermore, students are advised to bring with them a copy of any law relating to the incorporation of international legal instruments regarding maritime law into their domestic law, as well as any law or material governing legislative drafting within their jurisdiction, such as an Interpretation Act. It would be much appreciated if such materials are then donated to the IMLI Library for consultation and use by future students. In this way, the Library can build up a comprehensive collection of maritime legislation.

It would also be useful for the student to have a contact person within his/her jurisdiction who would be willing to supply him/her with any material as required during his/her stay at the Institute.

## **15. IMLI Guidelines on Student Conduct**

Student life at the Institute is governed by the IMLI **Guidelines on Student Conduct**, copy of which is attached hereto as Annex 5. **BY APPLYING TO THE INSTITUTE, CANDIDATES UNDERTAKE TO COMPLY STRICTLY WITH THE IMLI GUIDELINES ON STUDENT CONDUCT SHOULD THEY BE ADMITTED TO THE PROGRAMME.**

## 16. *Location*

The Institute is located within the campus of the University of Malta in Tal-Qroqq, Msida. Local buses are available on the main road outside the University gates. There are a number of shops, cafes, convenience stores, bookstores, and other establishments within walking distance of the University.

## **E. FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE**

### 17. *Library*

The Institute has a well-equipped international maritime law library. Students also have access to the Library of the University of Malta.

### 18. *ICT Facilities*

Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Regulatory Framework on ICT matters.

### 19. *Monthly Stipend*

Students are given a monthly stipend in Euro currency to cover costs of food, local transport and other basic necessities. The stipend is provided in addition to accommodation and related facilities. The current stipend is Three Hundred Fifteen Euro (€315) per month calculated on a pro-rata system based on the number of instruction days in one month. The stipend is paid in arrears on the last Thursday of each month. **The first stipend is therefore paid towards the end of October and it is calculated from the moment that the student takes residence at IMLI. Hence, the first stipend, depending on the date the student takes residence, may be paid pro-rata. In this respect, students should make sure that they have enough money to cover their living expenses during the first month of their studies.**

**THE STIPEND IS NOT A SALARY, THEREFORE IT IS EXPECTED THAT THE NOMINATING GOVERNMENT OR NOMINATING ORGANIZATION WILL CONTINUE TO PAY THE SALARY OF THEIR OFFICIALS WHO ARE ASSIGNED TO STUDY AT THE INSTITUTE, AND TO PROVIDE IN PARTICULAR FOR THE CONTINUATION OF INCOME TO SUPPORT THE FAMILIES OF THE STUDENTS REMAINING IN THEIR HOME COUNTRY.**

### 20. *Accommodation*

Each student is assigned a furnished flat on the Institute's premises. Once all the flats in the Institute's premises are allocated, other students may be assigned flats near the Institute/University. The flats contain kitchen facilities and a private bathroom; cooking utensils, dishes, cutlery and linen are provided. The accommodation is suitable only for single occupancy. Consequently, dependants or family members are not generally permitted to reside in the accommodation provided on the premises. **In some cases, a student may be assigned accommodation in shared flats.** Students are expected to stay in the accommodation provided.

### 21. *Health Care*

Students are required to have a health insurance for the whole duration of their stay in Malta with cover for hospital care. Evidence of this insurance may be required by the relevant Embassy when the student applies for an entry visa. However, health insurance is mandatory when students apply in Malta for a study residence permit. Should students find difficulty in obtaining insurance which cover extends for the whole duration of their stay in Malta, the Institute can assist in obtaining locally the required health insurance when the student arrives in Malta. **The cost of the insurance is to be borne by the student. All documentation relating to the insurance needs to be either issued in the English language or translated into the English language.**

**22. Cafeteria**

Cafeteria facilities are available at lunchtime at the University of Malta where a relatively inexpensive meal can be obtained. For other meals, students are expected to cater for themselves or eat out.

**23. Laundry**

The Institute is equipped with washing machines and tumble dryers which are available for use by students who live in the IMLI accommodation (see paragraph 20 above). For dry cleaning services, students may, at their own expense, avail themselves of commercial laundry facilities outside the University.

**24. Telecommunications**

Flats on the Institute's premises are equipped with telephone sets. It is not possible to make any outgoing calls from the telephone sets in the flats. The telephone sets however have been programmed to allow the student to dial emergency numbers. Students however may receive calls directly in their flats by asking prospective callers to dial 2131 9343 or 2131 0816 and the relevant extension number. The country code for Malta is +356.

To dial abroad from Malta students have to add 00 before the country code and the telephone number required.

**25. Recreational Facilities**

There is a students' Common Room on the Institute's premises equipped with television, video player, recreational reading material, and personal computers with internet connection. Students may be assigned certain duties relating to their academic and residential life at the Institute. Students can also use the available facilities of the University of Malta, which include some sports facilities (some facilities may be used at a cost).

**F. INFORMATION ABOUT MALTA****26. Geographical Location and Climate**

Malta is a small island (27km x 14.4km) located in a strategic position in the centre of the Mediterranean, between Italy (Sicily) and Tunisia. It has much of historical and cultural interest for visitors and has long maintained an interest in maritime affairs.

The climate is generally warm. Temperatures are as follows:

35°C highest summer temperature  
14°C average November to April temperature  
7°C lowest winter temperature

In the winter, the weather may become cold and stormy from time to time. Students are advised to bring appropriate warm and waterproof clothing for winter, as no clothing allowance is available.

**27. Living Costs**

The currency of Malta is the Euro (€). For the latest exchange rates visit [www.centralbankmalta.com](http://www.centralbankmalta.com).

Rental accommodation is available in residential areas, in the vicinity of the University. The monthly rent of a modest furnished apartment is approximately between €600 and €800, depending on the number of bedrooms. The monthly expenses of food and other living costs could amount to €400 per person depending on one's lifestyle.

For more detailed information about Malta please refer to [www.visitmalta.com](http://www.visitmalta.com).

## ANNEX 1

### DETAILED M.HUM. PROGRAMME STRUCTURE

#### 1 INTRODUCTORY COURSES

##### 1.1 INTRODUCTION TO THE STUDY OF THE LAW

- 1.1.1 The Role of IMLI in Capacity-Building
- 1.1.2 Law for Non-lawyers
- 1.1.3 Methodology of Legal Research
- 1.1.4 Legal Academic Writing
- 1.1.5 Characteristics of Maritime Law and Main Differences between the Major Legal Systems
- 1.1.6 Regulatory Maritime Law: International Conventions
- 1.1.7 Law of Contracts
- 1.1.8 Law of Torts/Delict
- 1.1.9 Law of Property

##### 1.2 INTRODUCTION TO INTERNATIONAL MARITIME LAW

###### 1.2.1 INTRODUCTION TO PRIVATE MARITIME LAW

- 1.2.1.1 Major Categories of Ships
- 1.2.1.2 Shipping and International Trade
- 1.2.1.3 Types of Shipping
- 1.2.1.4 Operation and Management of Ships
- 1.2.1.5 Physical Attributes of a Ship
- 1.2.1.6 Basics of Navigation and Ship Handling
- 1.2.1.7 Types of Cargo and Cargo Handling
- 1.2.1.8 The Role of Shipping in International Trade
- 1.2.1.9 Liner and Tramp Trade
- 1.2.1.10 The Liner Conference System
- 1.2.1.11 The United Nations Convention on the Code of Conduct for Liner Conferences
- 1.2.1.12 The Economic Impact of Open Ship Registry Systems
- 1.2.1.13 Regional Approaches to Shipping Law

###### 1.2.2 INTRODUCTION TO PUBLIC INTERNATIONAL LAW

- 1.2.2.1 Nature and Origin of Public International Law
- 1.2.2.2 Subjects of Public International Law and International Personality
- 1.2.2.3 Sources of Public International Law
  - 1.2.2.3.1 International Conventions
  - 1.2.2.3.2 Customary International Law
  - 1.2.2.3.3 General Principles of International Law
  - 1.2.2.3.4 Judicial Decisions and the Teachings of Publicists
  - 1.2.2.3.5 Codification of International Law through Conventions
  - 1.2.2.3.6 Relationship between International Conventions and Customary International Law, with special reference to the Law of the Sea
- 1.2.2.4 The Law of Treaties
  - 1.2.2.4.1 The Vienna Convention on the Law of Treaties, 1969
  - 1.2.2.4.2 The Vienna Convention on the Law of Treaties between States and International Organizations or between International Organizations, 1986
- 1.2.2.5 Role of "Soft Law" in International Law
- 1.2.2.6 International Law and Municipal Law
- 1.2.2.7 Jurisdiction
- 1.2.2.8 Extradition
- 1.2.2.9 Immunities
  - 1.2.2.9.1 State Immunity
  - 1.2.2.9.2 Diplomatic Immunity
- 1.2.2.10 State Responsibility

##### 1.3 THE LAW OF INTERNATIONAL ORGANIZATIONS

- 1.3.1 Historical Development of International Organizations
- 1.3.2 International Organizations as Subjects of International Law
- 1.3.3 Institutional Law of International Organizations
  - 1.3.3.1 Classification of International Organizations
  - 1.3.3.2 Role and Functions of International Organizations
  - 1.3.3.3 Constituent Instruments of International Organizations
  - 1.3.3.4 The Applicable Law
  - 1.3.3.5 Privileges and Immunities of International Organizations
  - 1.3.3.6 Responsibility of International Organizations
  - 1.3.3.7 Powers of International Organizations
  - 1.3.3.8 Membership
  - 1.3.3.9 Dissolution
- 1.3.4 The United Nations System
  - 1.3.4.1 The United Nations
    - 1.3.4.1.1 The United Nations General Assembly
    - 1.3.4.1.2 The United Nations Security Council
    - 1.3.4.1.3 United Nations Division for Ocean Affairs and the Law of the Sea (DOALOS)
      - 1.3.4.1.4 Commission on the Limits of the Continental Shelf (CLCS)
      - 1.3.4.1.5 International Law Commission (ILC)
      - 1.3.4.1.6 International Seabed Authority (ISA)
      - 1.3.4.1.7 UN-Oceans
      - 1.3.4.1.8 International Court of Justice (ICJ)
      - 1.3.4.1.9 International Tribunal for the Law of the Sea (ITLOS)
  - 1.3.4.2 Specialized Agencies
    - 1.3.4.2.1 The International Maritime Organization (IMO)
      - 1.3.4.2.1.1 History, Aims and Functions
      - 1.3.4.2.1.2 Structure of IMO
      - 1.3.4.2.1.3 Committees of IMO
      - 1.3.4.2.1.4 IMO as a Law-Making Body
      - 1.3.4.2.1.5 The Process of Development and Amendment of an IMO Convention
    - 1.3.4.2.2 Other Agencies and Bodies
      - 1.3.4.2.2.1 UNEP, UNESCO (IOC), UNCTAD, FAO, ILO, UNCITRAL
- 1.3.5 Role of Non-Governmental Organizations
  - 1.3.5.1 Comité Maritime International (CMI)

## 1.4 SIGNIFICANCE OF ETHICS IN INTERNATIONAL MARITIME LAW

- 1.4.1 The Role of Ethics in the Law of the Sea
- 1.4.2 The Role of Ethics in Shipping Law

## 2 INTERNATIONAL LAW OF THE SEA

### 2.1 HISTORICAL BACKGROUND

### 2.2 GENERAL INTRODUCTION AND ELEMENTS OF THE LAW OF THE SEA

- 2.2.1 First United Nations Conference on the Law of the Sea (UNCLOS I)
- 2.2.2 Second United Nations Conference on the Law of the Sea (UNCLOS II)
- 2.2.3 Third United Nations Conference on the Law of the Sea (UNCLOS III)
- 2.2.4 1958 Geneva Conventions on the Law of the Sea
  - 2.2.4.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
  - 2.2.4.2 Convention on the Continental Shelf, 1958
  - 2.2.4.3 Convention on the High Seas, 1958
  - 2.2.4.4 Convention on Fishing and Conservation of the Living Resources of the High Seas, 1958
- 2.2.5 United Nations Convention on the Law of the Sea, 1982 (UNCLOS)
- 2.2.6 Post-UNCLOS Developments
- 2.2.7 Customary Law

### 2.3 BASELINES

- 2.3.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.3.2 Part II of UNCLOS

## **2.4 INTERNAL WATERS AND TERRITORIAL SEA**

- 2.4.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.4.2 Part II of UNCLOS
- 2.4.3 Customary Law

## **2.5 STRAITS USED FOR INTERNATIONAL NAVIGATION**

- 2.5.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.5.2 Part III of UNCLOS
- 2.5.3 Customary Law

## **2.6 ARCHIPELAGIC STATES**

- 2.6.1 Pre-UNCLOS position
- 2.6.2 Part IV of UNCLOS
- 2.6.3 Customary Law

## **2.7 CONTIGUOUS ZONE**

- 2.7.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.7.2 Part II of UNCLOS
- 2.7.3 Customary Law

## **2.8 CONTINENTAL SHELF**

- 2.8.1 Convention on the Continental Shelf, 1958
- 2.8.2 Part VI of UNCLOS
- 2.8.3 Customary Law

## **2.9 EXCLUSIVE ECONOMIC ZONE**

- 2.9.1 Pre-UNCLOS position
- 2.9.2 Part V of UNCLOS
- 2.9.3 Customary Law

## **2.10 FISHERIES**

- 2.10.1 1958 Geneva Convention on Fishing and the Conservation of the Living Resources of the High Seas
- 2.10.2 Parts V and VII of UNCLOS
- 2.10.3 1993 Food and Agriculture Organization (FAO) Compliance Agreement
- 2.10.4 1995 Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks
- 2.10.5 1995 Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries
- 2.10.6 Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2009

## **2.11 LAND-LOCKED STATES AND GEOGRAPHICALLY DISADVANTAGED STATES**

- 2.11.1 Pre-UNCLOS position
- 2.11.2 Part X of UNCLOS
- 2.11.3 Customary Law

## **2.12 THE HIGH SEAS**

- 2.12.1 Legal Status of the High Seas
- 2.12.2 High Seas Freedoms
- 2.12.3 Nationality of Ships
- 2.12.4 Status of Ships on the High Seas
- 2.12.5 Prohibition of Transport of Slaves
- 2.12.6 Piracy
- 2.12.7 Illicit Traffic in Narcotic Drugs or Psychotropic Substances
- 2.12.8 Unauthorized Broadcasting
- 2.12.9 Right of Visit
- 2.12.10 Right of Hot Pursuit
- 2.12.11 Submarine Cables and Pipelines

## **2.13 REGIME OF ISLANDS**

- 2.13.1 Pre-UNCLOS position
- 2.13.2 Part VIII of UNCLOS
- 2.13.3 Customary Law

## **2.14 ENCLOSED AND SEMI-ENCLOSED SEAS**

- 2.14.1 Pre-UNCLOS position
- 2.14.2 Part IX of UNCLOS
- 2.14.3 Customary Law

## **2.15 INTERNATIONAL SEABED AREA**

- 2.15.1 Historical Background
- 2.15.2 Customary Law: Declaration of Principles Governing the Deep Seabed
- 2.15.3 The UNCLOS Regime
  - 2.15.3.1 The International Seabed Authority
- 2.15.4 1994 Agreement relating to the Implementation of Part XI of the United Nations Convention on the Law of the Sea, 1982
- 2.15.5 The System of Exploitation of Deep Seabed Resources

## **2.16 MARINE SCIENTIFIC RESEARCH**

- 2.16.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.16.2 Convention on the Continental Shelf, 1958
- 2.16.3 Convention on the High Seas, 1958
- 2.16.4 Part XIII of UNCLOS
- 2.16.5 Customary Law

## **2.17 DEVELOPMENT AND TRANSFER OF MARINE TECHNOLOGY**

- 2.17.1 Part XIV of UNCLOS

## **2.18 GENETIC RESOURCES OF THE SEA**

## **2.19 PROTECTION OF UNDERWATER CULTURAL HERITAGE**

- 2.19.1 Articles 149 and 303(2) of UNCLOS
- 2.19.2 Convention on the Protection of Underwater Cultural Heritage, 2001

## **2.20 THE LEGAL REGIME OF THE ARCTIC**

- 2.20.1 Defining the Arctic Region
- 2.20.2 Implications of the Opening of the Northwest and Northeast Passages
- 2.20.3 Overview of the Application of UNCLOS and other International Treaties to the Arctic
- 2.20.4 Maritime Zones in the Arctic and their Delimitation
- 2.20.5 The Arctic Council
- 2.20.6 Development of National Policies regulating the Arctic Region

## **2.21 THE LEGAL REGIME OF THE ANTARCTIC**

- 2.21.1 Defining the Antarctic Region
- 2.21.2 The Antarctic Treaty System
- 2.21.3 Overview of the Application of UNCLOS to the Antarctic Ocean
- 2.21.4 Maritime Zones in the Antarctic Ocean and their Delimitation
- 2.21.5 Recent Trends and Challenges: Shipping in the Antarctic Ocean

## **2.22 HUMAN RIGHTS AND THE LAW OF THE SEA**

- 2.22.1 Introduction to Human Rights
- 2.22.2 Sources of Human Rights
- 2.22.3 The Scope of Human Rights
- 2.22.4 The Content of Human Rights
- 2.22.5 The Relationship between Human Rights and the Law of the Sea

## **2.23 SETTLEMENT OF DISPUTES**

- 2.23.1 The International Tribunal for the Law of the Sea (ITLOS)
- 2.23.2 The International Court of Justice (ICJ)
- 2.23.3 Arbitration and Other Forms of Alternative Dispute Resolutions (ADR)

## **2.24 THE INTERNATIONAL MARITIME ORGANIZATION AND THE LAW OF THE SEA**

### **3 INTERNATIONAL MARINE ENVIRONMENTAL LAW**

#### **3.1 Introduction to Marine Environmental Law**

- 3.1.1 Historical Background
- 3.1.2 Development of Principles for the Sustainable Development of the Environment under the United Nations Conferences
- 3.1.3 UNEP and its Regional Seas Programme
- 3.1.4 Basis of Liability for Marine Pollution
  - 3.1.4.1 Law of Negligence in Relation to Marine Pollution
  - 3.1.4.2 Doctrine of Strict Liability / Polluter Pays Principle
  - 3.1.4.3 Criminal Law Relating to Marine Pollution: Application of Mens Rea
- 3.1.5 State Responsibility
- 3.1.6 Inter-Relationship between Prevention of Pollution of the Marine Environment and Protection and Conservation of the Living Resources of the Sea

#### **3.2 Prevention of Pollution**

- 3.2.1 UNCLOS and the Protection and Preservation of the Marine Environment (Part XII)
- 3.2.2 International Convention for the Prevention of Pollution from Ships, 1973; the 1978 and 1997 Protocols thereto (MARPOL), as amended
- 3.2.3 International Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and the 1996 Protocol thereto, as amended
- 3.2.4 Helsinki Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992
- 3.2.5 Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposals, 1989, as amended
- 3.2.6 International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001
- 3.2.7 International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
- 3.2.8 Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009
- 3.2.9 Prevention of Pollution in Polar Regions
  - 3.2.9.1 International Code of Safety for Ships Operating in Polar Waters (Polar Code)

#### **3.3 Preparedness, Response and Co-operation**

- 3.3.1 International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969
- 3.3.2 Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, as amended
- 3.3.3 International Convention on Oil Pollution, Preparedness, Response and Co-operation, 1990
- 3.3.4 Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)

#### **3.4 Liability and Compensation**

- 3.4.1 International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) and the 1992 Protocol thereto (1992 CLC), as amended
- 3.4.2 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (1992 Fund Convention), as amended
- 3.4.3 Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (Supplementary Fund Protocol)
- 3.4.4 International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (HNS Convention 2010)
- 3.4.5 Basel Protocol on Liability and Compensation for Damage resulting from Transboundary Movements of Hazardous Wastes and their Disposal, 1999
- 3.4.6 International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention)
- 3.4.7 United States Oil Pollution Act, 1990

### **4 INTERNATIONAL MARITIME SECURITY LAW**

#### **4.1 INTRODUCTION TO INTERNATIONAL MARITIME SECURITY LAW**

#### **4.2 PIRACY, HIJACKING AND ARMED ROBBERY AGAINST SHIPS**

##### 4.2.1 UNCLOS

##### 4.2.2 United Nations Measures to Combat Piracy

##### 4.2.3 IMO Measures to Combat Piracy

###### 4.2.3.1 Djibouti Code of Conduct

###### 4.2.3.2 Code of Conduct Concerning the Repression of Piracy, Armed Robbery against Ships, and Illicit Maritime Activity in West and Central Africa, 2013

###### 4.2.3.3 Recommendations to Governments for Preventing and Suppressing Piracy and Armed Robbery against Ships

###### 4.2.3.4 Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships

###### 4.2.3.5 Maritime Criminal Acts – Draft Guidelines for National Legislation

##### 4.2.4 Regional Cooperation among States to Combat Piracy and Armed Robbery against Ships

###### 4.2.4.1 Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)

#### **4.3 STOWAWAYS**

##### 4.3.1 International Convention Relating to Stowaways, 1957

##### 4.3.2 Convention on Facilitation of International Maritime Traffic, 1965, as amended (The FAL Convention)

##### 4.3.3 IMO Resolution FAL.11(37) in “Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases”

#### **4.4 HUMAN SMUGGLING AND HUMAN TRAFFICKING**

##### 4.4.1 United Nations Convention against Transnational Organized Crime, 2000

##### 4.4.2 Protocol against the Smuggling of Migrants by Land, Sea and Air, supplementing the United Nations Convention against Transnational Organized Crime

##### 4.4.3 Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime

#### **4.5 THE TRAFFICKING OF ILLICIT DRUGS**

##### 4.5.1 United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, 1988

#### **4.6 THE TRAFFICKING OF ILLICIT ARMS**

##### 4.6.1 Protocol against the Illicit Manufacturing of and Trafficking in Firearms, their Parts and Components and Ammunition, supplementing the United Nations Convention against Transnational Organized Crime, 2001

#### **4.7 MARITIME TERRORISM AND UNLAWFUL ACTS AGAINST THE SAFETY OF MARITIME NAVIGATION**

##### 4.7.1 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA Convention) and the 2005 Protocol thereto

##### 4.7.2 Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, 1988 (SUA Protocol 1988) and the 2005 Protocol thereto

#### **4.8 CYBER TERRORISM**

##### 4.8.1 Introduction to Cyber Terrorism

##### 4.8.2 The Anti-Terrorism Treaties and Cyber Terrorism

###### 4.8.2.1 International Convention for the Suppression of Terrorist Bombings, 1997

###### 4.8.2.2 International Convention for the Suppression of the Financing of Terrorism, 1999

###### 4.8.2.3 International Convention for the Suppression of Acts of Nuclear Terrorism, 2005

##### 4.8.3 Counter-Terrorism Activities Mandated by the UN Security Council

#### **4.9 SHIP AND PORT FACILITY SECURITY**

##### 4.9.1 International Ship and Port Facility Security Code (ISPS Code)

#### **4.10 OTHER MARITIME SECURITY ISSUES**

- 4.10.1 Prohibition of the Transport of Slaves
- 4.10.2 Unauthorized Broadcasting from the High Seas
- 4.10.3 The Right of Visit
- 4.10.4 The Right of Hot Pursuit

### **5 SHIPPING LAW**

#### **5.1 NATIONALITY, REGISTRATION AND OWNERSHIP OF SHIPS**

- 5.1.1 Nationality of Ships
- 5.1.2 Ship Registration
  - 5.1.2.1 Registration and Ownership of Ships
    - 5.1.2.1.1 The Concept of 'Genuine Link'
  - 5.1.2.2 Types of Ship Registries
    - 5.1.2.2.1 Closed Registries
    - 5.1.2.2.2 Open Registries
    - 5.1.2.2.3 International Registries
  - 5.1.2.3 Types of Ship Registration
    - 5.1.2.3.1 Regular Registration
    - 5.1.2.3.2 Bareboat Registration
  - 5.1.2.4 Provisions on Ship Registration in the Convention on the High Seas, 1958
  - 5.1.2.5 Provisions on Ship Registration in UNCLOS
  - 5.1.2.6 United Nations Convention on Conditions for Registration of Ships, 1986

#### **5.2 CARRIAGE OF PASSENGERS AND THEIR LUGGAGE**

- 5.2.1 Historical Development of International Regulation (1961 Convention and 1967 Convention).
- 5.2.2 Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 (Athens Convention)
- 5.2.3 Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (Athens Convention 2002)
- 5.2.4 Guidelines for the Implementation of the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (IMO Reservation and Guidelines 2006)
- 5.2.5 Relationship between the Athens Conventions and Other Conventions on Limitation of Liability
- 5.2.6 Regulation (EC) No. 392/2009 on the Liability of Carriers of Passengers by Sea in the Event of Accidents of 23 April 2009

#### **5.3 MARITIME LABOUR LAW**

- 5.3.1 Status of the Captain and the Crew
- 5.3.2 International Labour Organization (ILO) and Maritime Labour Conventions
- 5.3.3 International Maritime Organization (IMO) and the Maritime Labour Convention, 2006 (MLC 2006)
- 5.3.4 Seafarers' Rights: The MLC 2006 and Amendments thereto
  - 5.3.4.1 MLC 2006: Preamble and Articles
  - 5.3.4.2 Explanatory note to the Regulations and Code of the MLC 2006
  - 5.3.4.3 Minimum requirements for seafarers to work on a ship
  - 5.3.4.4 Conditions of employment
  - 5.3.4.5 Accommodation, recreational facilities, food and catering
  - 5.3.4.6 Health protection, medical care, welfare and social security protection
  - 5.3.4.7 Compliance and enforcement
  - 5.3.4.8 Duties of consuls to protect seafarers including obligations of flag States to care for their crews
  - 5.3.4.9 Immigration/shore leave/maritime security

#### **5.4 LAW OF MARITIME SAFETY**

- 5.4.1 Ship Safety
  - 5.4.1.1 International Convention for the Safety of Life at Sea, 1974 (SOLAS) and the 1978 and 1988 Protocols thereto, as amended
  - 5.4.1.2 Torremolinos Protocol of 1993 Relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (SFV PROT)
  - 5.4.1.3 International Convention on Load Lines, 1966 and the 1988 Protocol thereto

- 5.4.1.4 International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)
- 5.4.1.5 Classification Societies
- 5.4.2 Cargo Safety
  - 5.4.2.1 SOLAS Chapters VI and VII
  - 5.4.2.2 Code of Safe Practice for Cargo Stowage and Securing (CSS Code)
  - 5.4.2.3 International Maritime Solid Bulk Cargoes Code (IMSBC Code)
  - 5.4.2.4 International Code for the Safe Carriage of Grain in Bulk (International Grain Code)
  - 5.4.2.5 Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code)
  - 5.4.2.6 International Convention for Safe Containers, 1972 (CSC Convention), as amended
  - 5.4.2.7 International Maritime Dangerous Goods Code (IMDG Code)
  - 5.4.2.8 International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
  - 5.4.2.9 International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
  - 5.4.2.10 International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code)
- 5.4.3 Occupational Safety
  - 5.4.3.1 The Human Element and Safety Management
    - 5.4.3.1.1 SOLAS Chapter VIII
    - 5.4.3.1.2 International Safety Management Code (ISM Code)
  - 5.4.3.2 Ship Operation, Manning Standards and Certification of Seafarers
    - 5.4.3.2.1 Principles of Safe Manning
    - 5.4.3.2.2 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 (STCW Convention), as amended
    - 5.4.3.2.3 International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995)
    - 5.4.3.2.4 International Labour Organization (ILO) Conventions
- 5.4.4 Navigational Safety
  - 5.4.4.1 SOLAS Chapter V
  - 5.4.4.2 Aids to Navigation
    - 5.7.5.3.1 Maritime Signals and Beacons
    - 5.7.5.3.2 Radio Aids
    - 5.7.5.3.3 Meteorological Aids
    - 5.7.5.3.4 Hydrographic Aids
  - 5.4.4.3 Navigational Aids
  - 5.4.4.4 International Convention on Maritime Search and Rescue, 1979 (SAR), as amended
  - 5.4.4.5 Convention on the International Maritime Satellite Organization, 1976 (INMARSAT), as amended
  - 5.4.4.6 International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, 2004
- 5.4.5 The Control of Ship Safety
  - 5.4.5.1 Flag State Control
  - 5.4.5.2 Substandard Ships and Actions against Substandard Shipping
  - 5.4.5.3 Port State Control
- 5.4.6 Maritime Safety in Polar Regions
  - 5.4.6.1 International Code of Safety for Ships Operating in Polar Waters (Polar Code)
- 5.5 LAW OF MARINE COLLISIONS**
  - 5.5.1 Basis of Liability in Collision Cases
    - 5.5.1.1 International Convention for the Unification of Certain Rules of Law Relating to Collision between Vessels, 1910
  - 5.5.2 Jurisdiction in Collision Cases
    - 5.5.2.1 International Convention on Certain Rules Concerning Civil Jurisdiction in Matters of Collision, 1952
    - 5.5.2.2 The Draft International Convention for the Unification of Certain Rules Concerning Civil Jurisdiction, Choice of Law, and Recognition and Enforcement of Judgments in Matters of Collision, 1977 (Rio Rules 1977)

- 5.5.2.3 International Convention for the Unification of Certain Rules of Law Relating to Penal Jurisdiction in Matters of Collisions or Other Incidents of Navigation, 1952
- 5.5.3 Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs), as amended
- 5.5.4 Casualty Investigation Code
- 5.5.5 Case Law on Collisions
- 5.5.6 Apportionment of Fault in Collision Cases

## **5.6 LAW OF SALVAGE AND WRECK**

- 5.6.1 Principles of the Law of Salvage
- 5.6.2 International Convention on Salvage, 1989
- 5.6.3 Draft (Brice) Protocol to the International Convention on Salvage, 1989
- 5.6.4 Salvage under Standard Contract Terms - Lloyds Open Form of Salvage Agreement
- 5.6.5 Salvage and the Environment
- 5.6.6 Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention)

## **5.7 LIMITATION OF LIABILITY FOR MARITIME CLAIMS**

- 5.7.1 Concept of Global Limitation of Liability in Maritime Law
- 5.7.2 Historical Development of International Regulation (1924 Convention and 1957 Convention)
- 5.7.3 Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Convention)
- 5.7.4 Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims of 19 November 1976 (1996 LLMC Protocol), as amended by the 2012 limits of liability
- 5.7.5 Relationship between Global Limitation of Liability Conventions and Particular Liability Regimes

## **6 MARITIME LEGISLATION**

### **6.1 GENERAL**

- 6.1.1 Forms of Legislation
- 6.1.2 Types of Statutes
- 6.1.3 Anatomy of a Statute
- 6.1.4 Use of Language in Legislation Drafting
- 6.1.5 The Drafting Process
- 6.1.6 The Legislative Process
- 6.1.7 Relationship between International Law and Municipal Law
- 6.1.8 Rules of Statutory Interpretation

### **6.2 MARITIME**

- 6.2.1 Types of Maritime Legislation
- 6.2.2 Subject Matter of Maritime Legislation
- 6.2.3 Options for Developing Maritime Legislation
- 6.2.4 The Role of Governments in the Negotiation, Development and Drafting of International Maritime Conventions
- 6.2.5 Incorporation of Maritime Conventions into Municipal Law
- 6.2.6 What Legislative Drafters Need to Know
- 6.2.7 Drafting Techniques for the Adequate Implementation of International Maritime Conventions in Municipal Law
- 6.2.8 Incorporation of Conventions by Reference
- 6.2.9 Drafting Exercises

## **ANNEX 2**

### **Master of Humanities – M.Hum. – in International Maritime Legislation Programme Assessment and Examination Regulations**

(These Regulations were promulgated in consultation with the Academic Committee in May 2017)

#### **Citation and interpretation**

1. (1) These regulations may be cited as the M.Hum. Assessment and Examination Regulations.

(2) In these regulations, unless the context otherwise requires:

“the Programme” means the Programme leading to the Degree of Master of Humanities – M.Hum. – in International Maritime Legislation;

“the Degree” means the Degree of Master of Humanities – M.Hum. – in International Maritime Legislation;

“the Diploma” means the Diploma in International Maritime Legislation;

“the Director” means the Director of the IMO International Maritime Law Institute;

“the Institute” means the IMO International Maritime Law Institute.

#### **Assessment and Examination**

2. (1) Candidates pursuing the Programme at the Institute will be assessed and examined in the following five (5) study units:

- a) the law of the sea examination,
- b) the shipping law examination,
- c) the maritime legislation drafting project,
- d) the research project, and
- e) the continuous assessment.

(2) Each study unit will carry a maximum of one hundred (100) marks.

#### **Law of the Sea and Shipping Law Examinations**

3. The law of the sea examination and the shipping law examination will be set in the form of written papers and/or oral examinations at the end of the Academic Year.

#### **Research Project**

4. The research project will be a supervised original written work of between ten thousand (10,000) and fifteen thousand (15,000) words submitted by the candidate on a subject of his or her choice within the M.Hum. programme structure presenting a comprehensive and objective assessment of how effectively the applicant's country administers and implements IMO instruments and other internationally agreed maritime legal standards and proposing a roadmap, or plan of action, for the development of national legislation for the effective implementation of such instruments or standards.

### **Maritime Legislation Drafting Project**

5. The maritime legislation drafting project will be an original written work submitted by the candidate in the form of a project of law incorporating an international maritime convention relating to a subject within the M.Hum. programme structure into the national legislation of the candidate's country.

### **Copyright**

6. Upon submission, candidates assign absolutely copyright and all other rights of a like nature in any work, including the research project produced by them during the Programme to the Institute.

### **Disclaimer**

7. Upon submission of the research project referred to in regulation 4 hereof and the maritime legislation drafting project referred to in regulation 5 hereof candidates shall sign a written declaration that the work in question is their own personal work and that they have not previously submitted such work and that they are not concurrently submitting such work in candidature for any other degree or diploma.

### **Continuous Assessment**

8. (1) The continuous assessment will be based on the following components:

- a) attendance at lectures, tutorials, seminars, conferences, specialized courses, field visits and other activities organized by the Institute during the course of the Academic Year and for which attendance by candidates is compulsory, which shall represent ten *per centum* (10%) of the total marks awarded to candidates in this respect;
- b) performance in written assignments, oral presentations and practical exercises during the academic year shall represent thirty *per centum* (30%) of the total marks awarded to candidates in this respect;
- c) performance in written tests held at the end of the first semester shall represent sixty *per centum* (60%) of the total marks awarded to candidates in this respect;

(2) For the purposes of this regulation:

- a) During any Academic Year attendance at every lecture or other academic activity referred to in regulation 8 (1)(a) hereof is compulsory unless an exception is made in the event of illness of the candidate or for any other valid reason, in which case prior permission must be granted by the Director.
- b) Candidates are required to sign the attendance book for every lecture and academic activity referred to in regulation 8 (1)(a) hereof.
- c) Marks awarded in terms of regulation 8 (1)(a) hereof shall be calculated pro rata based on the total number of lectures and other academic activities held throughout the Academic Year and the number of lectures and other academic activities the candidate has attended.

### **Award of Degree**

9. Subject to regulation 10 hereof candidates will be awarded the Degree if they obtain a total number of marks equivalent to at least forty-five *per centum* (45%) of the aggregate marks for all five (5) study units referred to in regulation 2 hereof, provided, however, that failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the Degree.

10. Without prejudice to regulation 9 hereof candidates must also obtain a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of the law of the sea examination referred to in regulation 3 hereof, and a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of the shipping law examination referred to in regulation 3 hereof.

11. Without prejudice to the generality of regulation 9 hereof candidates who obtain at least seventy-five *per centum* (75%) of the aggregate marks for all five (5) study units referred to in regulation 2 hereof will be awarded the Degree with Distinction.

### **Award of Diploma**

12. A candidate who fails to satisfy the provisions of regulations 9 and 10 hereof will not be awarded the Degree but shall be eligible, upon applying to the Director, to receive the Diploma.

### **Re-sits of Examinations**

13. (1) A candidate who fails to meet the requirements of regulations 9 and 10 hereof for the award of the Degree, may apply to the Director to sit, before the appointed date for the annual graduation ceremony, for a *viva voce* examination which would enable him or her to obtain the required marks for the conferment of the Degree during the annual graduation ceremony.

(2) A candidate who is not awarded the Degree in terms of regulations 9 and 10 hereof, may apply to the Director for permission to re-sit, at his or her expense before the commencement of the following Academic Year, for such examination or examinations as would enable him or her to obtain the required marks for the conferment of the Degree.

### **Prizes**

14. At the end of the Academic Year the Institute shall award a number of Prizes. The list of Prizes and the criteria for the award thereof shall be published by the Institute from time to time.

## ANNEX 3

### ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS

**Students who have not studied or made active use of the English language in recent years are STRONGLY advised to refresh their English knowledge PRIOR to their arrival in Malta.**

Please note that the study of international maritime law in the English language demands a sophisticated knowledge of the language, and particularly of written English.

Prospective students whose mother tongue is not English or who have not undertaken their studies in English are urged to take one of the following internationally recognized English language proficiency tests, and to assess their needs by consulting the following:

(\*) **1. INTERNATIONAL ENGLISH LANGUAGE TESTING SYSTEM (IELTS)**

- Administered on demand at local British Council offices/British Embassies.

A pass above band 6 means the student can participate fully in the programme.

(\*) **2. CAMBRIDGE CERTIFICATE OF PROFICIENCY**

A pass level means that the student can participate fully in the programme.

(\*\*) **3. TEST OF ENGLISH AS A FOREIGN LANGUAGE (TOEFL)**

A pass above 600 or above 227 CBT or above 87 IBT means that the student can participate fully in the programme.

If the test taken is not one of the above, the score, together with reference material on the system used, may be sent to the Institute for evaluation and advice. A certified copy of the test results should be sent to the Institute along with the application.

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(\*) Further information on the tests mentioned in 1. and 2. may be obtained by contacting British Embassies/Consulates or the British Council, or the Institute.

(\*\*) Further information on the test mentioned in 3. above may be obtained through American Embassies/Consulates or the U.S. Information Agency, or the Institute.

\*\*\*\*\*

**ANNEX 4**

**PROGRAMME FEE AND STARTING DATE**

The programme fee for the academic year 2021-2022 is €34,500.

The academic year 2021-2022 programme will start in October 2021.

## ANNEX 5

### IMLI Guidelines on Student Conduct

#### PART I GENERAL

##### Citation and Interpretation

1. (1) These Guidelines may be cited as the IMLI Guidelines on Student Conduct.

(2) In these Guidelines, unless the context otherwise requires:

“**Administration**” means the Faculty and Members of Staff with administrative and secretarial duties at the Institute;

“**Delegated Official**” means the Member of Faculty or Staff so designated by the Director;

“**Director**” means the Director of the Institute;

“**Flat**” means a residential unit designated as accommodation;

“**IMLI**” or “**the Institute**” means the IMO International Maritime Law Institute;

“**Nominated Student**” means a student who has been accepted to the Institute’s programmes in such capacity;

“**Premises**” means the premises of the Institute including all residential accommodation as well as parking areas;

“**Resident**” means a student to whom a flat has been allocated by the Institute;

“**Student**” means an individual registered as an IMLI student in any of the Institute’s programmes and courses.

##### Applicability

2. These Guidelines shall apply to students admitted to any and all of the Institute’s programmes and courses.

##### General Student Conduct

3. By joining the Institute, students undertake to rigorously honour and abide by all its policies, regulations, and guidelines and undertake to constantly act in a manner which is consistent with and respectful of the international standing and repute of the Institute.

#### **Health and Medical Insurance**

4. All students shall be required to obtain appropriate medical insurance cover for the whole duration of their stay in Malta as a precondition for admission to the Institute's programmes and courses. Evidence of this insurance (all the documents must be issued in the English language or officially translated in the English language) may be required by the relevant Embassy when the student applies for an entry visa and will be required by the Expatriates Office to be able to issue a study residence permit that allows students to remain in Malta for the whole duration of the programme in which they are admitted. Should students find difficulty in obtaining insurance which cover extends to Malta, the Institute can assist in obtaining locally the required health insurance. The cost of the insurance is to be borne by the student.

5. (1) All students may be required to undergo a medical examination upon arrival at IMLI. The Director is entitled to see the report of such and any other examination.

(2) If a student is found to have a medical condition which is incompatible with his/her status as an IMLI student, the student may, at the sole discretion of the Director, be required to return to his/her home country.

## **PART II ACADEMIC MATTERS**

#### **Duration of the Programme**

6. The Director, in consultation with the Members of the Institute's Faculty, has the right to determine the date of commencement and termination of the programme.

#### **Attendance to Lectures and other Academic Activities**

7. (1) Attendance at every lecture or other academic activity is compulsory unless an exception is made in the event of illness of the student or other valid reason in which case prior express written permission shall be granted by the Director or Delegated Official.

(2) Students are required to sign the attendance book for every lecture and academic activity. Failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the relevant Degree, Diploma or other Certificate.

(3) No tape or electronic recording of the lectures shall be allowed.

(4) Failure to abide by paragraph 7 (3) above is liable to attract disciplinary action, including dismissal from the Institute.

(5) No computers and/or electronic devices shall be used during lectures or other academic activities without the prior express written approval of the Director. Any approval granted by the Director will be subject to the following conditions:

- (a) students shall apply for the Director's approval at the commencement of each semester of the programme;
- (b) authorized electronic equipment shall be used exclusively for the purpose of taking lecture notes; and
- (c) failure to abide by sub-paragraphs (a) and (b) above shall attract disciplinary action including, but not restricted to, fines to be determined by the Director or Delegated Official and the withdrawal of the Director's approval.

#### **Books and other Study Materials**

8. (1) Personal copies of selected text books will be provided to eligible students.

(2) Other study materials shall be provided to all students as deemed necessary by the Member of Faculty concerned.

(3) Students are advised to bring with them copies of the United Nations Convention on the Law of the Sea, 1982 and copies of their national maritime legislation.

#### **Stipend**

9. (1) Each nominated student while in residence at IMLI shall receive a stipend of €315 per month or pro-rata. The stipend is intended to cover a student's personal expenses including board and other day-to-day needs.

(2) No stipend shall be paid after the students leave the Institute at the end of the programme provided that a subsistence allowance shall be paid if the field trip, referred to in paragraph 20, takes place.

#### **Photocopying Allowance**

10. (1) Each nominated student shall receive a photocopying allowance of €50 at the beginning of the programme to cover costs of photocopying study and research materials. An additional amount may be provided in the second semester at the Director's discretion and upon written application made to him by the student representative on behalf of the class.

(2) The rate for photocopying at IMLI shall be 10 Euro cents per page payable to the Administration.

(3) Students shall not be permitted to approach any member of the Administration for doing any printing or photocopying other than in conformity with set procedures.

#### **Word-Processing Allowance and Facilities**

11. (1) Each nominated student shall receive a one-time allowance of €50 as a subsidy for defraying the costs incurred in the preparation of the dissertation / research project and maritime legislation drafting project. The allowance will be granted at the appropriate time during the programme.

(2) Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Guidelines for the Use of the Student ICT Facilities.

#### **Lecture Hall and Common Room**

12. (1) Students shall keep the Lecture Hall and Common Room in a clean and tidy condition.

(2) No furniture or appliances shall be removed from the Lecture Hall or Common Room.

(3) Students shall ensure that the Common Room is securely locked whenever not in use.

(4) No food shall be consumed in the Lecture Hall unless provided by the Institute.

(5) No smoking shall be allowed in the Lecture Hall and Common Room.

(6) The use of mobile phones in the Lecture Hall shall be strictly prohibited.

(7) The use of computers and/or electronic devices in the Lecture Hall shall be strictly prohibited, except as provided in paragraph 7(5) hereof.

#### **Library**

13. (1) The IMLI Library shall be available for use by students at designated times.

(2) No books or materials shall be removed from the library, whether for reading or photocopying, other than in conformity with the IMLI Guidelines for the Use of the Institute's Library.

(3) No smoking shall be allowed in the Library.

(4) The use of mobile phones in the Library shall be strictly prohibited.

**Assessment**

14. Student assessment shall be governed by the relevant regulations adopted by the Institute for individual programmes and courses.

**Copyright**

15. Students hereby waive any rights they may have in any work including dissertations / research projects and maritime legislation drafting projects produced by them at the Institute, if the Institute decides to publish such works in any form whatsoever.

**Examinations**

16. No electronic devices or dictionaries shall be allowed in the Examination Hall.

**Important Visitors**

17. Throughout the academic year, the Institute hosts a number of important visitors and it is customary to greet them in an appropriate manner. Students shall therefore greet the visitors in accordance with the procedures established by the Institute.

**Posting of Books and other Study Material**

18. Books and other study materials of nominated students shall be sent by parcel post to the respective home countries of the students at the end of the programme. Each nominated student shall be permitted a maximum of 20 kilograms of such books and other study materials. Details regarding packaging shall be provided by the Administration at the relevant time before students leave Malta.

**Travelling**

19. (1) No travelling abroad is allowed during the academic year except on weekends and public holidays.

(2) Students travelling abroad are required to obtain prior express written permission from the Director.

(3) In applying for such permission, students are required to provide the Director with information on the country of destination, date of departure, date of arrival, accommodation abroad and contact details accessible at all times.

**Field Trip**

20. (1) Subject to availability of sufficient funds and approval by the IMLI Governing Board, an educational field trip may be organized as part of the Institute's programmes and courses.

(2) The Institute shall be under no obligation to hold a field trip. However, if a field trip is held, participation at such trip and attendance at all events thereof are compulsory if so required by the relevant programme or course.

### **PART III RESIDENTIAL MATTERS**

#### **Allocation and Vacation of Flats**

21. (1) Allocation of flats to residents will be made by the Administration.

(2) A resident shall occupy the same flat for the whole duration of the programme unless a different flat is allocated by the Institute on a temporary or permanent basis.

(3) Flats shall be vacated at the end of the programme. All personal property shall be removed and the flat left in a clean condition.

#### **Electricity Consumption**

22. (1) Residents are allowed 600 units of electricity consumption free of charge per month.

(2) Any units in excess of the amount set out in the preceding paragraph shall be payable by the student and shall be deducted from the stipend payable to the student.

#### **Laundry Facilities**

23. (1) Residents may avail themselves of the Institute's laundry facilities designated for student personal use, according to the schedule set by the Administration.

(2) Male and female residents shall be allocated different washing days and times which shall be strictly adhered to.

(3) Residents shall not be permitted to dry their clothes in the courtyards, except on weekends and public holidays.

#### **Cleaning and Maintenance**

24. (1) IMLI reserves the right to enter all flats for cleaning and maintenance. Whenever possible, residents will be notified of any visits to be made other than routine cleaning visits.

(2) If it becomes necessary for IMLI to carry out extra cleaning of any flat, a charge may be levied on the resident.

(3) Residents are responsible for making their beds every day and cleaning their own dishes and kitchen utensils.

(4) Residents shall remove garbage and other refuse from their flats on a daily basis and place the same in the designated area from where the Institute's garbage is collected.

**Safety, Security, Care and Maintenance of Premises**

25. (1) No heating or cooking appliances other than those provided or approved by IMLI may be used in any flat.

(2) Damage caused by any resident to property owned or possessed by IMLI will be charged to that resident.

(3) Property owned or possessed by IMLI shall not be removed from the flat.

(4) Residents shall report to the Administration any damage or defects occurring in any flat or in any property or fixtures therein so that they may be repaired as necessary and responsibility for such damage or defect be determined.

(5) Residents shall not make any alterations or repairs whatsoever to the property, furniture, appliances or fittings provided by or through IMLI without the express approval of the Director or Delegated Official.

(6) No potentially dangerous substance or weapon shall be brought into the premises.

(7) No smoking is allowed on the premises except in the flats and in areas designated for smoking.

(8) Residents shall ensure that when lights or appliances are not in use they are disconnected or switched off.

(9) Residents shall ensure that their flats are securely locked at all times. IMLI shall not accept any responsibility whatsoever for the private possessions of residents that are lost in their rooms/flats.

(10) Residents shall ensure that the keys to their flats are in their possession at all times. Residents who are locked outside their flats may contact Mr. Joseph Mifsud (Driver/Maintenance Man) on telephone (+356) 79 310816 to assist them to gain access to their flats. Provided that on the first three occasions when assistance is rendered outside office hours, the resident requesting assistance will be liable for the dues for extra-time payable to the relevant member of staff giving assistance. Provided further that, after the third request for assistance, the resident requesting assistance will be liable for

the dues for extra-time payable as aforesaid, together with an administrative charge of €25 payable to the Institute.

### **Orderliness on the Premises**

26. (1) Only persons identified by the Administration shall be admitted to the premises.

(2) Residents may use their own radios, stereos, musical instruments and similar entertainment equipment in their respective flats provided such use does not cause undue noise, nuisance or inconvenience to others, in which case, such privileges shall be withdrawn.

(3) Residents shall not be permitted to bring any animal or household pet to the premises at any time.

(4) No private business or trade or the practice of any profession may be carried out on or from the premises.

(5) No resident shall be permitted to sublet any flat.

(6) Residents shall not be permitted to bring motorcycles, scooters or bicycles or parts thereof into the Institute's premises without the prior express written permission from the Director or Delegated Official. Students shall not park any vehicles or other means of transportation anywhere on the premises except in designated parking areas.

(7) A resident shall not be permitted to visit or remain in the flat of another resident between 10 p.m. and 8 a.m.

(8) No parties or assemblies of more than four persons shall be held by residents on the premises without the prior express written permission from the Director and the presence of a Member of Staff.

(9) A resident may not take up accommodation in any place outside the premises or otherwise absent himself/herself from the Institute without prior authorization from the Director. When requesting such authorization from the Director, the student shall provide details of where he/she may be contacted during his/her absence from the Institute.

(10) Should a student be in breach of the provisions of paragraph 26 (9), there shall be deducted from the stipend payable to him/her in terms of paragraph 9 hereof, a sum proportionate to the duration of his/her absence.

### **Courtyards**

27. (1) Courtyards shall be kept clean and tidy. No garbage or refuse shall be left out in the courtyards. No cigarette butts are to be discarded in the courtyards.

(2) Any furniture placed in the courtyards shall not be removed without permission from the Administration.

(3) No noise, nuisance or playing of loud music is permitted in the courtyards.

#### **Visitors and Guests of Residents**

28. (1) Only bona fide guests or visitors, identifiable as such to the satisfaction of the Administration, shall be permitted to enter the premises to visit a resident.

(2) Visitors or guests of residents are not permitted to enter flats. Residents may meet with their visitors or guests in the common room or any of the courtyards.

(3) No visitors or guests of residents are permitted to enter or remain on the premises between the hours of 10 p.m. and 8 a.m. without prior express written permission from the Director or Delegated Official.

(4) Residents are personally responsible for their visitors and guests and are accountable for the conduct of such visitors and guests.

(5) IMLI shall not accept any responsibility whatsoever for the private possessions of visitors or guests or residents.

### **PART IV MISCELLANEOUS**

#### **Violations**

29. Any violation of these Guidelines is liable to attract disciplinary action, including dismissal from the Institute.

#### **Final Provisions**

30. In exceptional circumstances, and when the best interests of the Institute so require, the Director may override, at his discretion, the provisions of these Guidelines.

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I hereby agree to abide by the IMLI Guidelines on Student Conduct.

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**IMO INTERNATIONAL MARITIME LAW INSTITUTE**  
**SUMMARY FORM**

**INSTRUCTIONS**

One copy of Nomination, Application, Medical Report, Motivation and Reference Forms to be completed and air mailed along with documents relating to university qualifications and proficiency in English language, together with a bank draft or evidence of transfer of the application and processing fee to:

The Director  
IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
Malta

Where needed, also include a duly completed Fellowship Application Form and an evidence of bank transfer of the fellowship application fee (see below).

Please use the following **checklist** to ensure that all necessary documents are completed and attached.

**Nomination Form**

To be completed by a senior official of the nominating authority. Please ensure that details of the candidate's present and future job functions are indicated. To be signed and stamped.

**Application Form**

To be completed and signed by the applicant. A recent photograph of the applicant is to be attached.

**Documents relating to university qualifications**

Duly certified true copies of documents in evidence of all university qualifications are to be attached.

**Documents relating to English language proficiency**

Duly authenticated certificate or other document in evidence of English language proficiency is to be attached (see Annex 3 of the application package).

**Medical Report Form**

To be completed and stamped by a registered Government medical practitioner.

**Motivation Form**

To be completed by the student. Where needed, additional sheets may be attached.

**Reference Forms**

Two references are required. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications.

**Application and Processing Fee**

An evidence of bank transfer of the non-refundable application and processing fee of €200 referred to in paragraph 7(i) of the applications package

**Fellowship Application Form (where applicable)**

Where the candidate is requesting IMLI's assistance to seek fellowship funding. To be completed and signed by the applicant and a senior official of the nominating authority.

**Fellowship Application Fee (where applicable)**

Where the candidate is requesting IMLI's assistance to seek fellowship funding, the application must be accompanied by an evidence of bank transfer of the non-refundable fellowship application fee of €150 referred to in paragraph 6 of the application package.

**IMO INTERNATIONAL MARITIME LAW INSTITUTE**  
**NOMINATION FORM**

THIS NOMINATION FORM IS TO BE COMPLETED BY A SENIOR OFFICIAL OF THE NOMINATING AUTHORITY.<sup>(\*)</sup> **AN APPLICATION WHICH DOES NOT INCLUDE THIS FORM WILL NOT BE CONSIDERED AS VALID.**

**NAME OF CANDIDATE BEING NOMINATED:** \_\_\_\_\_  
\_\_\_\_\_

**STARTING DATE OF PROGRAMME:** \_\_\_\_\_

**Name of responsible official:** \_\_\_\_\_

**Exact designation/title:** \_\_\_\_\_

**Nominating authority:** \_\_\_\_\_

**Address:** \_\_\_\_\_  
\_\_\_\_\_

**Office stamp below:**

**Telephone:** \_\_\_\_\_ **Signed:** \_\_\_\_\_

**Facsimile:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**COMMENTS & RECOMMENDATIONS OF NOMINATING AUTHORITY**

Please provide brief details of the nominee's present job functions and any future plans (**in particular please indicate what position is the nominee expected to occupy upon completion of studies at the Institute.**)  
This information will provide useful guidance in assessing the candidate's qualifications:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**PROPOSED SOURCE OF FUNDING OF PROGRAMME FEE (€34,500):** \_\_\_\_\_

It is necessary for a candidate to indicate the proposed source of funding. Where the candidate is requesting IMLI's assistance to seek fellowship funding, the space above should read "requesting fellowship funding" and the application must be accompanied by the non-refundable fellowship application fee of €200 (as per paragraph 6 of the application package), together with the attached Fellowship Application Form. **Should this information not be provided, the application will not be considered as valid.**

\* By submitting an application and nominating a person for studies at the Institute, both the applicant and the nominating authority are confirming that they are aware of the national legislative and/or administrative requirements which have to be met by selected applicants, prior to travelling to the Institute and commencing their studies; that the aforesaid requirements are met for the duration of their studies; and that they will promptly take the actions required to comply with these requirements.

**IMO INTERNATIONAL MARITIME LAW INSTITUTE**

**M.HUM. APPLICATION FORM**

**ACADEMIC YEAR 2021-2022**

**INSTRUCTIONS:**

Please answer each question clearly. Type or print in ink. If you need more space, attach additional pages.

Please affix photo here

**1. FULL NAME (please underline family name)**

.....  
 .....

**2. Mailing address:** ..... **Telephone (with country & area code):**  
 ..... (Office) .....  
 ..... (Residence) .....  
 ..... (Mobile) .....  
**Facsimile:** ..... **E-mail:** .....

**3. (a) Date of birth:**..... **(b) Nationality:**..... **(c) Sex:**.....  
**(d) Marital status:**..... **(e) Mother tongue:**.....  
**(f) Passport details: (i) Passport no:**.....  
**(ii) Date & place of issue :**.....  
**(iii) Valid until:**.....

4. LANGUAGES	READING			WRITING			SPEECH		
	Excellent	Good	Fair	Excellent	Good	Fair	Excellent	Good	Fair

**PLEASE ATTACH CERTIFIED COPIES OF AVAILABLE CERTIFICATES/TEST REPORTS; OR DETAILS OF TYPE AND DURATION OF ENGLISH LANGUAGE STUDIES/EXPERIENCE (SEE ANNEX 3).**

**5. EDUCATION: Give full details, using the following space insofar as possible.**

**(A) University or equivalent.**

Name of institution and Address	Years attended		Degrees and academic distinctions	Main subjects
	From	To		

**PLEASE ATTACH CERTIFIED COPIES OF DOCUMENTS SUPPORTING UNIVERSITY QUALIFICATIONS**

**(B) Schools or other formal education or training from age 14 (e.g. high school, technical school, or apprenticeship).**

Name of institution	Type	Years attended		Certificates, diplomas obtained
		From	To	

**6. PROFESSIONAL QUALIFICATIONS:**

Name/Country of institution	Qualifications obtained	Study period	Subjects

**7. MEMBERSHIP OF PROFESSIONAL SOCIETIES, PUBLICATIONS, ETC :**


**8. EMPLOYMENT RECORD: Starting with your present or most recent post, list in reverse order every employment during the last ten years and any significant experience not included in that period which you believe will be helpful in evaluating your record. Use a separate block for each post. Use additional sheets of paper as required.**

<b>Dates :</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:</b> .....	<b>Name of Employer:</b> .....	
.....	.....	
.....	.....	
<b>Address of Employer :</b> .....		
.....		
<b>Description of work you do:</b>		

**8. EMPLOYMENT RECORD (Continued):**

<b>Dates :</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:</b> .....	<b>Name of Employer:</b> .....	
.....	.....	
.....	.....	
<b>Address of Employer :</b> .....		
.....		
<b>Description of work you do:</b>		

<b>8. EMPLOYMENT RECORD (Continued):</b>		
<b>Dates</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:..... Name of Employer:.....</b> ..... .....		
<b>Address of Employer :</b> .....		
<b>Description of work you do:</b>		
<b>8. EMPLOYMENT RECORD (Continued):</b>		
<b>Dates :</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:..... Name of Employer:.....</b> ..... .....		
<b>Address of Employer :</b> .....		
<b>Description of work you do:</b>		
<b>8. EMPLOYMENT RECORD (Continued):</b>		
<b>Dates</b>	<b>Exact title of your post :</b>	
<b>From :</b>	<b>To :</b>	<b>Type of business :</b>
<b>Name of Supervisor:..... Name of Employer:.....</b> ..... .....		
<b>Address of Employer :</b> .....		
<b>Description of work you do:</b>		

**9. State any other relevant facts and information which will assist in assessing your application:**

**I certify that the statements made by me in answer to the foregoing questions are true, complete and correct to the best of my knowledge and belief. I understand that any false statements or any required information withheld from this form may provide grounds for the withdrawal of any offer of participation from the Institute. If selected, I undertake to:**

- (1) conduct myself at all times in a manner compatible with my status as a student of the IMO International Maritime Law Institute;**
- (2) remain in Malta during the period of the programme and dedicate myself full time to the study programme, as directed by the Institute;**
- (3) refrain from engaging in political, commercial, or any other activities other than those covered by the study programme;**
- (4) comply with the IMLI Guidelines on Student Conduct and any amendments thereto which may be adopted from time to time by the Institute; and**
- (5) return to my home country at the end of the programme.**

**I understand and agree that the Institute may, at its sole discretion, terminate a candidate's participation in the programme. I also understand and agree that the Institute need not justify its decision.**

**Date:** \_\_\_\_\_

**Signature of Applicant:** \_\_\_\_\_

IMO INTERNATIONAL MARITIME LAW INSTITUTE

MEDICAL REPORT FORM

**INSTRUCTIONS**

To be completed by a registered Government medical practitioner after thorough clinical and laboratory examination including X-ray of chest. The IMO International Maritime Law Institute reserves the right to require the candidate to undergo a further medical examination before he/she commences his/her studies.

Name of candidate: \_\_\_\_\_ Age: \_\_\_\_\_ Sex: \_\_\_\_\_

Is the person examined at present in good health and enjoying full working capacity?

Is the person examined able physically and mentally to carry on an intensive study away from his/her home?

Is the person examined free from communicable diseases (for example, tuberculosis and trachoma) which could present risks for both the candidate and his/her contacts during his/her studentship?

Does the person examined have any condition or defect which may require treatment during his/her studentship? If yes, please specify.

Full name and address of  
examining physician  
(print clearly)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Signature of examining physician:

\_\_\_\_\_

Stamp:

Date: \_\_\_\_\_

To be completed by a registered Government medical practitioner.







**IMO INTERNATIONAL MARITIME LAW INSTITUTE**

**M.HUM. FELLOWSHIP APPLICATION FORM**

**ACADEMIC YEAR 2021-2022**

**INSTRUCTIONS:**

**Please answer each question clearly. Type or print in ink. If you need more space, attach additional pages. Elaborate on each question independently of any previous answers you might have given.**

Please affix photo here

**1. FULL NAME (please underline family name)**

.....  
 .....

**2. Mailing address:** ..... **Telephone (with country & area code):**

..... (Office) .....  
 ..... (Residence) .....  
 ..... (Mobile) .....

**Facsimile:** ..... **E-mail:** .....

**3. (a) Date of birth:**..... **(b) Nationality:**..... **(c) Sex:**.....

**(d) Marital status:**..... **(e) Mother Tongue:**.....

**(f) Passport details: (i) Passport no:**.....

**(ii) Date & Place of issue :**.....

**(iii) Valid until:**.....

4. LANGUAGES	READING			WRITING			SPEECH		
	Excellent	Good	Fair	Excellent	Good	Fair	Excellent	Good	Fair

**PLEASE ATTACH CERTIFIED COPIES OF AVAILABLE CERTIFICATES/TEST REPORTS; OR DETAILS OF TYPE AND DURATION OF ENGLISH LANGUAGE STUDIES/EXPERIENCE (SEE ANNEX 3).**

**5. EDUCATION: Give full details, using the following space insofar as possible.**

**(A) University or equivalent.**

Name of institution and address	Years attended		Degrees and academic distinctions	Main subjects	Academic papers (including theses) submitted
	From	To			

**PLEASE ATTACH CERTIFIED COPIES OF DOCUMENTS SUPPORTING UNIVERSITY QUALIFICATIONS INCLUDING TRANSCRIPTS OF GRADES**

**(B) Schools or other formal education or training from age 14 (e.g. high school, technical school, or apprenticeship).**

Name of institution	Type	Years attended		Certificates, diplomas obtained
		From	To	

**6. PROFESSIONAL QUALIFICATIONS:**

Name/Country of institution	Qualifications obtained	Study period	Subjects

**7. MEMBERSHIP OF PROFESSIONAL SOCIETIES, RESEARCH UNDERTAKEN, PUBLICATIONS, ETC :**

--


**8. EMPLOYMENT RECORD:** Starting with your present or most recent post, list in reverse order every employment during the last ten years and any significant experience not included in that period which you believe will be helpful in evaluating your record. Use a separate block for each post. Use additional sheets of paper as required.

**Dates :** \_\_\_\_\_ **Exact title of your post :** \_\_\_\_\_

**From :** \_\_\_\_\_ **To :** \_\_\_\_\_ **Type of business :** \_\_\_\_\_

**Name of Supervisor:**..... **Name of Employer:**.....  
 .....  
 .....

**Address of Employer :** .....  
 .....

**Description of work you do:**  
 \_\_\_\_\_  
 \_\_\_\_\_

**8. EMPLOYMENT RECORD (Continued):**

**Dates :** \_\_\_\_\_ **Exact title of your post :** \_\_\_\_\_

**From :** \_\_\_\_\_ **To :** \_\_\_\_\_ **Type of business :** \_\_\_\_\_

**Name of Supervisor:**..... **Name of Employer:**.....  
 .....  
 .....

**Address of Employer :** .....  
 .....

**Description of work you do:**  
 \_\_\_\_\_  
 \_\_\_\_\_

**8. EMPLOYMENT RECORD (Continued):**

**Dates** \_\_\_\_\_ **Exact title of your post :** \_\_\_\_\_

**From :** \_\_\_\_\_ **To :** \_\_\_\_\_ **Type of business :** \_\_\_\_\_

Name of Supervisor:..... Name of Employer:.....

.....

.....

.....

.....

Address of Employer : .....

.....

Description of work you do:

**8. EMPLOYMENT RECORD (Continued):**

Dates : Exact title of your post :

From : To : Type of business :

Name of Supervisor:..... Name of Employer:.....

.....

.....

.....

.....

Address of Employer : .....

.....

Description of work you do:

**8. EMPLOYMENT RECORD (Continued):**

Dates Exact title of your post :

From : To : Type of business :

Name of Supervisor:..... Name of Employer:.....

.....

.....

.....

.....

Address of Employer : .....

.....

Description of work you do:

**9. Please state your reasons for applying to the M.Hum. programme at IMLI. Please also state the specific subjects/issues you are most interested in and would like to study at the Institute.**

**10. Please indicate the position you are expected to occupy upon completion of studies at the Institute. Please state your career objectives and how will you apply what you have learned at IMLI. Please be as specific as possible.**

**11. With regard to ocean-related issues, please indicate the policy objectives of your country and the efforts being made in relation to events and circumstances which are critical challenges for your country and region. Furthermore, if possible, please also describe the actions which must be taken such as governmental cooperation, etc., when initiatives are implemented.**

**12. Donors would like to know why they should grant you fellowship funding. For this purpose, please indicate the main reasons that make your application stand out from the rest.**

**13. THIS QUESTION SHOULD BE ANSWERED BY APPLICANTS WHO WISH TO RECEIVE A NIPPON FOUNDATION FELLOWSHIP.**

**The Nippon Foundation feels that, in order to pass on the oceans to future generations, we need collaboration and cooperation which goes beyond existing frameworks and perspectives, and therefore believes that an alumni network which transcends organizations and nationalities is of great importance. (In fact, The Nippon Foundation has other fellowship programs besides IMLI for capacity-building in various fields, through the following institutes: IAMU, WMU, SIRC, POGO, GEBCO, ITLOS, the Nereus Program, IHO, and DOALOS). After you complete the course at IMLI, in what aspect do you think you will be able to go beyond the boundaries of the legal sphere to work cooperatively with alumni in other fields and contribute to the NF Alumni Network?**

**14. State how you would be able to influence your country's adherence to international maritime conventions and their effective implementation:**

**15. State your computer skills and the programmes and/or computing skills you are effectively conversant with:**

**PLEASE ATTACH COPIES OF COMPUTING TRAINING AND COMPETENCY CERTIFICATES**

**16. State any other relevant facts and information which will assist in assessing your application:**

I certify that the statements made by me in answer to the foregoing questions are true, complete and correct to the best of my knowledge and belief. I understand that any false statements or any required information withheld from this form may provide grounds for the withdrawal of any offer of fellowship or participation from the Institute. If selected, I undertake to:

- (1) conduct myself at all times in a manner compatible with my status as a student of the IMO International Maritime Law Institute;
- (2) remain in Malta during the period of the programme and dedicate myself full time to the study programme, as directed by the Institute;
- (3) refrain from engaging in political, commercial, or any other activities other than those covered by the study programme;
- (4) comply with the IMLI Guidelines on Student Conduct and any amendments thereto which may be adopted from time to time by the Institute;
- (5) honour any conditions that may be imposed by the sponsor; and
- (6) return to my home country at the end of the programme.

Date: \_\_\_\_\_

Signature of Applicant: \_\_\_\_\_

I have read and taken note of the statements made by the applicant in this form. I certify that the statements made by the applicant are true, complete and correct to the best of my knowledge and belief.

Date: \_\_\_\_\_

Signature of the Nominating Authority's Responsible Official: \_\_\_\_\_

**IMO INTERNATIONAL MARITIME LAW INSTITUTE**

**(IMLI)**

**MALTA**

\*\*\*

**MASTER OF HUMANITIES (M.HUM.)**

**in**

**INTERNATIONAL MARITIME LEGISLATION**

\*\*\*

**APPLICATION PACKAGE**

**for**

**SELF-FINANCED CANDIDATES**

**ACADEMIC YEAR 2021-2022**

\*\*\*

**International Maritime Organization**  
4 Albert Embankment  
London SE1 7SR  
UNITED KINGDOM  
Tel: +44 (0) 20 7735 7611  
Fax: +44 (0) 20 7587 3210  
Website: <http://www.imo.org>

**IMO International Maritime Law Institute**  
University of Malta Campus  
Msida MSD 2080  
MALTA  
Tel: +356 21 319343 / 21 310816  
Fax: +356 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)  
Website: <http://www.imli.org>

## TABLE OF CONTENTS

	<b>PAGE</b>
<b>A. <u>THE PROGRAMME</u></b>	
1. PROGRAMME OBJECTIVES	1
2. ACADEMIC CONTENT	1
<b>B. <u>ADMISSION REQUIREMENTS AND PROGRAMME FEE</u></b>	
3. ACADEMIC REQUIREMENTS	2
4. PROGRAMME FEE	2
5. FINANCIAL AID	2
<b>C. <u>APPLICATION PROCEDURE</u></b>	
6. HOW TO APPLY	2
7. ACADEMIC AND MEDICAL CLEARANCE	3
8. PAYMENT OF PROGRAMME FEE	3
9. ADMISSION	3
<b>D. <u>JOINING THE INSTITUTE</u></b>	
10. TRAVEL	3
11. VISA	4
12. HEALTH CARE	4
13. BOOKS AND OTHER INSTRUCTIONAL MATERIAL	4
14. IMLI GUIDELINES ON STUDENT CONDUCT	5
15. LOCATION	5
<b>E. <u>FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE</u></b>	
16. LIBRARY	5
17. ICT FACILITIES	5
18. ACCOMMODATION	5
19. CAFETERIA	5
20. LAUNDRY	5
21. TELECOMMUNICATIONS	5
22. RECREATIONAL FACILITIES	5
<b>F. <u>INFORMATION ABOUT MALTA</u></b>	
23. GEOGRAPHICAL LOCATION AND CLIMATE	6
24. LIVING COSTS	6
<b>ANNEXES</b>	
ANNEX 1: DETAILED M.HUM. PROGRAMME STRUCTURE	
ANNEX 2: MASTER OF HUMANITIES –M.HUM, – IN INTERNATIONAL MARITIME LEGISLATION PROGRAMME ASSESSMENT AND EXAMINATION REGULATIONS	
ANNEX 3: ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS	
ANNEX 4: PROGRAMME FEE AND STARTING DATE	
ANNEX 5: IMLI GUIDELINES ON STUDENT CONDUCT	
<b>FORMS</b>	
SUMMARY FORM	
APPLICATION FORM	
MEDICAL REPORT FORM	
MOTIVATION FORM	
REFERENCE FORMS	

## A. THE PROGRAMME

### 1. *Programme Objectives*

The IMO International Maritime Law Institute (IMLI) offers a specialized post-graduate programme leading to the Degree of Master of Humanities (M.Hum.) in International Maritime Legislation. The purpose of the programme is to train professionals to become specialists in international maritime law, especially in drafting national legislation which effectively incorporates and implements international maritime instruments – particularly those developed by the IMO. The programme is therefore most suitable for qualified professionals already working in the maritime sector such as a relevant government department, a maritime administration, port authority, or other organization concerned with shipping and maritime affairs. However, the programme is also open to any other qualified candidate who intends to pursue a career in the maritime whether in the public or private sectors, whether in practice, administration or in academia. Fifty percent of the places available will be reserved for suitably qualified women candidates.

### 2. *Academic Content*

The duration of the programme is one academic year, beginning in October and ending in June of the following year. The programme is intensive and student achievement is highly competitive. In brief, the programme structure, which is designed to cover all aspects of international maritime law and legislation at an advanced post-graduate level, comprises the following:

Introductory courses:

*Introduction to the Study of the Law;*  
*Introduction to International Maritime Law; and*  
*The Law of International Organizations.*

Foundation courses:

*International Law of the Sea;*  
*International Marine Environmental Law;*  
*International Maritime Security Law;*  
*Shipping Law; and*  
*Maritime Legislation Drafting.*

The detailed programme structure is contained in Annex 1.

The assessment of students is based on five equally valued components. There are two examinations, one in Shipping Law and one in International Law of the Sea. In addition, each student is required to submit a research paper between 10,000 and 15,000 words which, upon evaluation of the current national legislation, proposes a roadmap or plan of action to ensure the development of national legislation which effectively implements IMO instruments and other internationally agreed maritime legal standards. This independently researched work will be supervised by a member of the Institute's Faculty. Each student is also required to submit a maritime legislation drafting project under the supervision of a designated member of the Faculty. Finally, students are expected to undergo continuous assessment in the form of written assignments, tutorials, two written tests and attendance at lectures, seminars, conferences, field trips and other activities organized by the Institute. The Master of Humanities –M.Hum. – in International Maritime Legislation Programme Assessment and Examination Regulations are contained in Annex 2.

The M.Hum. is exclusively a taught programme. Attendance at lectures and other academic activities organized by the Institute is compulsory as provided for in the Master of Humanities –M.Hum. – in International Maritime Legislation Programme Assessment and Examination Regulations (Annex 2) and in the IMLI Guidelines on Student Conduct (Annex 5).

The teaching programme is delivered by the Institute's Faculty that includes professors and lecturers as well as by visiting fellows who are judges, practitioners and academics of international repute in various fields of maritime law.

The entire programme, including teaching as well as the writing of examinations and projects, is in the English language.

## **B. ADMISSION REQUIREMENTS AND PROGRAMME FEE**

### **3. Academic Requirements**

The basic requirements are:

- (a) a degree from a recognized university or other academic institution in a related discipline to international maritime law; and
- (b) proficiency in the English language: all candidates must be fully proficient in the English language. They should be fully acquainted with the fundamentals of that language; i.e. in reading, writing, listening, comprehension and speaking skills. Candidates who have not studied or made active use of the English language in recent years are **STRONGLY** advised to refresh their English knowledge **PRIOR** to their arrival in Malta. They should bear in mind that the study of international maritime law demands a sophisticated knowledge of the English language. **Production of evidence of English language proficiency is required. Therefore, as a pre-requisite for admission, the Institute may require candidates to undertake one of the tests for language referred to in Annex 3.** Further, the Institute reserves the right to conduct Skype interviews with candidates applying to the programme to assess their level of English in order to ensure that they have the command necessary to undertake and successfully complete the M.Hum programme.
- (c) computer competence (at least the ability to use Microsoft Office). Computer competence is essential as students are required to use computers to carry out research and to complete their assignments and academic projects.

### **4. Programme Fee**

Please refer to Annex 4 to find out the programme fee for the forthcoming academic year. The programme fee covers tuition and provision of selected standard textbooks only. **The programme fee does not cover any other costs, such as travel, accommodation and living expenses. Candidates are to make their own arrangements for finding accommodation and paying for the same during their stay at IMLI.** An estimate of such costs is provided for in paragraph 24 below.

### **5. Financial Aid**

Candidates requiring financing are encouraged to seek sponsors.

## **C. APPLICATION PROCEDURE**

### **6. How to Apply**

The attached Application Form should be completed by the candidate and must be accompanied by:

- (a) copies of the candidate's University degrees officially authenticated by the University concerned;
- (b) a copy of the certificate of proficiency in English held by the candidate (see paragraph 3(b) above and Annex 3 for further information) or a statement by the candidate explaining the reasons why he/she deems that he/she should be exempt from presenting such certificate;
- (c) the attached Medical Report Form duly completed by a registered Government Medical Practitioner;

- (d) a letter of intent written by the candidate and stating the candidate's reasons for applying to the M.Hum. programme and his/her career objective. Candidates may use the attached Motivation Form;
- (e) two letters of reference covering the candidate's ability to undertake the M.Hum. programme. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications. Referees should use, where possible, the attached Reference Form;
- (f) proof of payment of the application and processing fee of €150.

Applications should be sent to:

The Director  
IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
MALTA

Telephone: (+356) 21 319343 / 21 310816  
Facsimile: (+356) 21 343092  
E-mail: [admissions@imli.org](mailto:admissions@imli.org)

### **7. Academic and Medical Clearance**

Application forms will be reviewed by the Institute to assess the academic and medical eligibility of the candidates. Candidates will be advised of their academic and medical clearance in writing.

Advice of academic and medical clearance provides an indication only that the Institute has found the candidate to hold the necessary academic qualifications and medical eligibility to pursue the programme. **IT DOES NOT INDICATE ACCEPTANCE FOR ENROLMENT.**

### **8. Payment of Programme Fee**

Payment of the programme fee is a condition precedent for admission to the programme. The programme fee should be remitted to the Institute's bank account, details of which are as follows:

Bank in Malta: Bank of Valletta plc, L-Ibrag Branch  
Triq tal-Ibrag, Swieqi  
SWQ2030 MALTA  
Account Name: IMO International Maritime Law Institute  
Account no. 4001 3713 797  
SWIFT Transfer Code – VALLMTMT  
I.B.A.N.: MT58 VALL 2201 3000 0000 4001 3713 797

### **9. Admission**

When all the criteria for admission, including clearance and confirmation of financing, have been met, the candidate and/or the nominating authority shall be notified in writing of the candidate's acceptance for admission.

The Institute must receive from the candidate a confirmation in writing as to whether he/she is ready to join the programme, whereupon the candidate will be admitted to the programme.

## **D. JOINING THE INSTITUTE**

### **10. Travel**

**Whatever the source of funding for the programme fee, candidates are reminded that the programme fee does not cover travel expenses.** Travel arrangements will have to be arranged and settled by the participants.

Selected candidates should arrive in Malta ahead of the programme starting date. Information on the starting date of the forthcoming programme is found in Annex 4.

In view of the fact that a three-day field trip to London may be organized at the end of the academic year, participants are advised to arrange for their return ticket with Air Malta via London Heathrow Airport, leaving departure dates and the exact stop-over period in London open pending final booking, which may be effected in Malta. This would avoid the student incurring unnecessary expenses. Should the candidate need an entry visa for the United Kingdom, the Institute will assist in order to obtain the same when in Malta. **However, the cost of the visa is to be paid by the candidates.**

#### **11. Visa**

Candidates admitted to the programme are requested to arrange for a visa, if this is required, for their entry to Malta. Malta is a member of the European Schengen Agreement. Therefore, the Institute cannot procure visas on behalf of admitted candidates. For more information relating to visa requirements and where to apply please visit the website of the Malta Ministry for Home Affairs and National Security at <https://identitymalta.com/visas/>. The Institute may assist in providing the admitted candidates with the relevant information relating to the Embassy they need to approach.

#### **12. Health Care**

Candidates admitted to the programme are required to have a health insurance for the whole duration of their stay in Malta with cover for hospital care. Evidence of this insurance may be required by the relevant Embassy when the student applies for an entry visa. However, health insurance is mandatory when students apply in Malta for a study residence permit. Should students find difficulty in obtaining insurance which cover extends for the whole duration of their stay in Malta, the Institute can assist in obtaining locally the required health insurance when the student arrives in Malta. **The cost of the insurance is to be borne by the student. All documentation relating to the insurance needs to be either issued in the English language or translated in the English language.**

#### **13. Books and Other Instructional Material**

Students shall be provided with a selected number of textbooks and other instructional material as determined by the Institute.

As part of the programme, each student is required to submit a research paper between 10,000 and 15,000 words which, upon evaluation of the current national legislation, proposes a roadmap or plan of action to ensure the development of national legislation which effectively implements IMO instruments and other internationally agreed maritime legal standards. The topic selected by each student should relate to some aspect of the programme, but it is expected that it will be relevant to the student's own country or region. Students are therefore encouraged to bring with them any materials that would be useful for such purpose, in particular any domestic textbook concerning public or private maritime law.

Students are also required to undertake a drafting project related to maritime legislation. It would be useful if students brought with them copies of ALL NATIONAL LEGISLATION RELATING TO MARITIME LAW covering topics such as marine pollution, ports and harbours, commercial maritime law, as well as the Constitution of their country. Furthermore, students are advised to bring with them a copy of any law relating to the incorporation of international legal instruments regarding maritime law into their domestic law, as well as any law or material governing legislative drafting within their jurisdiction, such as an Interpretation Act. It would be much appreciated if such materials are then donated to the IMLI Library for consultation and use by future students. In this way, the Library can build up a comprehensive collection of maritime legislation.

It would also be useful for the student to have a contact person within his/her jurisdiction who would be willing to supply him/her with any material as required during his/her stay at the Institute.

#### **14. IMLI Guidelines on Student Conduct**

Student life at the Institute is governed by the IMLI Guidelines on Student Conduct, copy of which is attached hereto as Annex 5. **BY APPLYING TO THE INSTITUTE, CANDIDATES UNDERTAKE TO COMPLY STRICTLY WITH IMLI GUIDELINES ON STUDENT CONDUCT SHOULD THEY BE ADMITTED TO THE PROGRAMME.**

#### **15. Location**

The Institute is located within the campus of the University of Malta in Tal-Qroqq, Msida. Local buses are available on the main road outside the University gates. There are a number of shops, cafes, convenience stores, bookstores, and other establishments within walking distance of the University.

### **E. FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE**

#### **16. Library**

The Institute has a well-equipped international maritime law library. Students also have access to the Library of the University of Malta.

#### **17. ICT Facilities**

Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Regulatory Framework on ICT matters.

#### **18. Accommodation**

Although the student is not entitled to accommodation on the Institute's premises, accommodation may be rented from the Institute, depending on availability. A cable and/or wireless network is available at the Institute's flats where students are accommodated. Students may access this network from their own notebooks or word processing equipment.

#### **19. Cafeteria**

Cafeteria facilities are available at lunchtime at the University of Malta where a relatively inexpensive meal can be obtained. For other meals, students are expected to cater for themselves or eat out.

#### **20. Laundry**

The Institute is equipped with washing machines and tumble dryers, which are available for use by students who live in IMLI accommodation (see paragraph 18 above). For dry cleaning services, students may, at their own expense, avail themselves of commercial laundry facilities outside the University.

#### **21. Telecommunications**

Few international telephone call boxes are still installed around Malta. The call box can be operated with phone cards, which can be purchased from stores inside and outside the university. To dial abroad from Malta students have to add 00 before the country code and the telephone number required.

#### **22. Recreational Facilities**

There is a students' Common Room on the Institute's premises equipped with television, video player, recreational reading material, and personal computers with internet connection. Students may be assigned certain duties relating to their academic and residential life at the Institute. Students can also use the available facilities of the University of Malta, which include some sports facilities (some facilities may be used at a cost).

## F. INFORMATION ABOUT MALTA

### **23. *Geographical Location and Climate***

Malta is a small island (27km x 14.4km) located in a strategic position in the centre of the Mediterranean, between Italy (Sicily) and Tunisia. It has much of historical and cultural interest for visitors and has long maintained an interest in maritime affairs.

The climate is generally warm. Temperatures are as follows:

35°C highest summer temperature  
14°C average November to April temperature  
7°C lowest winter temperature

In the winter, the weather may become cold and stormy from time to time. Students are advised to bring appropriate warm and waterproof clothing for winter, as no clothing allowance is available.

### **24. *Living Costs***

The currency of Malta is the Euro (€). For the latest exchange rates visit [www.centralbankmalta.com](http://www.centralbankmalta.com).

Rental accommodation is available in residential areas, in the vicinity of the University. The monthly rent of a modest furnished apartment is approximately between €600 and €800, depending on the number of bedrooms. The monthly expenses of food and other living costs could amount to €400 per person depending on one's lifestyle.

For more detailed information about Malta please refer to [www.visitmalta.com](http://www.visitmalta.com).

## ANNEX 1

### DETAILED M.HUM. PROGRAMME STRUCTURE

#### 1 INTRODUCTORY COURSES

##### 1.1 INTRODUCTION TO THE STUDY OF THE LAW

- 1.1.1 The Role of IMLI in Capacity-Building
- 1.1.2 Law for Non-lawyers
- 1.1.3 Methodology of Legal Research
- 1.1.4 Legal Academic Writing
- 1.1.5 Characteristics of Maritime Law and Main Differences between the Major Legal Systems
- 1.1.6 Regulatory Maritime Law: International Conventions
- 1.1.7 Law of Contracts
- 1.1.8 Law of Torts/Delict
- 1.1.9 Law of Property

##### 1.2 INTRODUCTION TO INTERNATIONAL MARITIME LAW

###### 1.2.1 INTRODUCTION TO PRIVATE MARITIME LAW

- 1.2.1.1 Major Categories of Ships
- 1.2.1.2 Shipping and International Trade
- 1.2.1.3 Types of Shipping
- 1.2.1.4 Operation and Management of Ships
- 1.2.1.5 Physical Attributes of a Ship
- 1.2.1.6 Basics of Navigation and Ship Handling
- 1.2.1.7 Types of Cargo and Cargo Handling
- 1.2.1.8 The Role of Shipping in International Trade
- 1.2.1.9 Liner and Tramp Trade
- 1.2.1.10 The Liner Conference System
- 1.2.1.11 The United Nations Convention on the Code of Conduct for Liner Conferences
- 1.2.1.12 The Economic Impact of Open Ship Registry Systems
- 1.2.1.13 Regional Approaches to Shipping Law

###### 1.2.2 INTRODUCTION TO PUBLIC INTERNATIONAL LAW

- 1.2.2.1 Nature and Origin of Public International Law
- 1.2.2.2 Subjects of Public International Law and International Personality
- 1.2.2.3 Sources of Public International Law
  - 1.2.2.3.1 International Conventions
  - 1.2.2.3.2 Customary International Law
  - 1.2.2.3.3 General Principles of International Law
  - 1.2.2.3.4 Judicial Decisions and the Teachings of Publicists
  - 1.2.2.3.5 Codification of International Law through Conventions
  - 1.2.2.3.6 Relationship between International Conventions and Customary International Law, with special reference to the Law of the Sea
- 1.2.2.4 The Law of Treaties
  - 1.2.2.4.1 The Vienna Convention on the Law of Treaties, 1969
  - 1.2.2.4.2 The Vienna Convention on the Law of Treaties between States and International Organizations or between International Organizations, 1986
- 1.2.2.5 Role of "Soft Law" in International Law
- 1.2.2.6 International Law and Municipal Law
- 1.2.2.7 Jurisdiction
- 1.2.2.8 Extradition
- 1.2.2.9 Immunities
  - 1.2.2.9.1 State Immunity
  - 1.2.2.9.2 Diplomatic Immunity
- 1.2.2.10 State Responsibility

### **1.3 THE LAW OF INTERNATIONAL ORGANIZATIONS**

- 1.3.1 Historical Development of International Organizations
- 1.3.2 International Organizations as Subjects of International Law
- 1.3.3 Institutional Law of International Organizations
  - 1.3.3.1 Classification of International Organizations
  - 1.3.3.2 Role and Functions of International Organizations
  - 1.3.3.3 Constituent Instruments of International Organizations
  - 1.3.3.4 The Applicable Law
  - 1.3.3.5 Privileges and Immunities of International Organizations
  - 1.3.3.6 Responsibility of International Organizations
  - 1.3.3.7 Powers of International Organizations
  - 1.3.3.8 Membership
  - 1.3.3.9 Dissolution
- 1.3.4 The United Nations System
  - 1.3.4.1 The United Nations
    - 1.3.4.1.1 The United Nations General Assembly
    - 1.3.4.1.2 The United Nations Security Council
    - 1.3.4.1.3 United Nations Division for Ocean Affairs and the Law of the Sea (DOALOS)
    - 1.3.4.1.4 Commission on the Limits of the Continental Shelf (CLCS)
    - 1.3.4.1.5 International Law Commission (ILC)
    - 1.3.4.1.6 International Seabed Authority (ISA)
    - 1.3.4.1.7 UN-Oceans
    - 1.3.4.1.8 International Court of Justice (ICJ)
    - 1.3.4.1.9 International Tribunal for the Law of the Sea (ITLOS)
  - 1.3.4.2 Specialized Agencies
    - 1.3.4.2.1 The International Maritime Organization (IMO)
      - 1.3.4.2.1.1 History, Aims and Functions
      - 1.3.4.2.1.2 Structure of IMO
      - 1.3.4.2.1.3 Committees of IMO
      - 1.3.4.2.1.4 IMO as a Law-Making Body
      - 1.3.4.2.1.5 The Process of Development and Amendment of an IMO Convention
    - 1.3.4.2.2 Other Agencies and Bodies
      - 1.3.4.2.2.1 UNEP, UNESCO (IOC), UNCTAD, FAO, ILO, UNCITRAL
- 1.3.5 Role of Non-Governmental Organizations
  - 1.3.5.1 Comité Maritime International (CMI)

### **1.4 SIGNIFICANCE OF ETHICS IN INTERNATIONAL MARITIME LAW**

- 1.4.1 The Role of Ethics in the Law of the Sea
- 1.4.2 The Role of Ethics in Shipping Law

## **2 INTERNATIONAL LAW OF THE SEA**

### **2.1 HISTORICAL BACKGROUND**

### **2.2 GENERAL INTRODUCTION AND ELEMENTS OF THE LAW OF THE SEA**

- 2.2.1 First United Nations Conference on the Law of the Sea (UNCLOS I)
- 2.2.2 Second United Nations Conference on the Law of the Sea (UNCLOS II)
- 2.2.3 Third United Nations Conference on the Law of the Sea (UNCLOS III)
- 2.2.4 1958 Geneva Conventions on the Law of the Sea
  - 2.2.4.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
  - 2.2.4.2 Convention on the Continental Shelf, 1958
  - 2.2.4.3 Convention on the High Seas, 1958
  - 2.2.4.4 Convention on Fishing and Conservation of the Living Resources of the High Seas, 1958
- 2.2.5 United Nations Convention on the Law of the Sea, 1982 (UNCLOS)

- 2.2.6 Post-UNCLOS Developments
- 2.2.7 Customary Law

### **2.3 BASELINES**

- 2.3.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.3.2 Part II of UNCLOS

### **2.4 INTERNAL WATERS AND TERRITORIAL SEA**

- 2.4.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.4.2 Part II of UNCLOS
- 2.4.3 Customary Law

### **2.5 STRAITS USED FOR INTERNATIONAL NAVIGATION**

- 2.5.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.5.2 Part III of UNCLOS
- 2.5.3 Customary Law

### **2.6 ARCHIPELAGIC STATES**

- 2.6.1 Pre-UNCLOS position
- 2.6.2 Part IV of UNCLOS
- 2.6.3 Customary Law

### **2.7 CONTIGUOUS ZONE**

- 2.7.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.7.2 Part II of UNCLOS
- 2.7.3 Customary Law

### **2.8 CONTINENTAL SHELF**

- 2.8.1 Convention on the Continental Shelf, 1958
- 2.8.2 Part VI of UNCLOS
- 2.8.3 Customary Law

### **2.9 EXCLUSIVE ECONOMIC ZONE**

- 2.9.1 Pre-UNCLOS position
- 2.9.2 Part V of UNCLOS
- 2.9.3 Customary Law

### **2.10 FISHERIES**

- 2.10.1 1958 Geneva Convention on Fishing and the Conservation of the Living Resources of the High Seas
- 2.10.2 Parts V and VII of UNCLOS
- 2.10.3 1993 Food and Agriculture Organization (FAO) Compliance Agreement
- 2.10.4 1995 Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks
- 2.10.5 1995 Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries
- 2.10.6 Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2009

### **2.11 LAND-LOCKED STATES AND GEOGRAPHICALLY DISADVANTAGED STATES**

- 2.11.1 Pre-UNCLOS position
- 2.11.2 Part X of UNCLOS
- 2.11.3 Customary Law

### **2.12 THE HIGH SEAS**

- 2.12.1 Legal Status of the High Seas
- 2.12.2 High Seas Freedoms
- 2.12.3 Nationality of Ships
- 2.12.4 Status of Ships on the High Seas
- 2.12.5 Prohibition of Transport of Slaves

- 2.12.6 Piracy
- 2.12.7 Illicit Traffic in Narcotic Drugs or Psychotropic Substances
- 2.12.8 Unauthorized Broadcasting
- 2.12.9 Right of Visit
- 2.12.10 Right of Hot Pursuit
- 2.12.11 Submarine Cables and Pipelines

### **2.13 REGIME OF ISLANDS**

- 2.13.1 Pre-UNCLOS position
- 2.13.2 Part VIII of UNCLOS
- 2.13.3 Customary Law

### **2.14 ENCLOSED AND SEMI-ENCLOSED SEAS**

- 2.14.1 Pre-UNCLOS position
- 2.14.2 Part IX of UNCLOS
- 2.14.3 Customary Law

### **2.15 INTERNATIONAL SEABED AREA**

- 2.15.1 Historical Background
- 2.15.2 Customary Law: Declaration of Principles Governing the Deep Seabed
- 2.15.3 The UNCLOS Regime
  - 2.15.3.1 The International Seabed Authority
- 2.15.4 1994 Agreement relating to the Implementation of Part XI of the United Nations Convention on the Law of the Sea, 1982
- 2.15.5 The System of Exploitation of Deep Seabed Resources

### **2.16 MARINE SCIENTIFIC RESEARCH**

- 2.16.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.16.2 Convention on the Continental Shelf, 1958
- 2.16.3 Convention on the High Seas, 1958
- 2.16.4 Part XIII of UNCLOS
- 2.16.5 Customary Law

### **2.17 DEVELOPMENT AND TRANSFER OF MARINE TECHNOLOGY**

- 2.17.1 Part XIV of UNCLOS

### **2.18 GENETIC RESOURCES OF THE SEA**

### **2.19 PROTECTION OF UNDERWATER CULTURAL HERITAGE**

- 2.19.1 Articles 149 and 303(2) of UNCLOS
- 2.19.2 Convention on the Protection of Underwater Cultural Heritage, 2001

### **2.20 THE LEGAL REGIME OF THE ARCTIC**

- 2.20.1 Defining the Arctic Region
- 2.20.2 Implications of the Opening of the Northwest and Northeast Passages
- 2.20.3 Overview of the Application of UNCLOS and other International Treaties to the Arctic
- 2.20.4 Maritime Zones in the Arctic and their Delimitation
- 2.20.5 The Arctic Council
- 2.20.6 Development of National Policies regulating the Arctic Region

### **2.21 THE LEGAL REGIME OF THE ANTARCTIC**

- 2.21.1 Defining the Antarctic Region
- 2.21.2 The Antarctic Treaty System
- 2.21.3 Overview of the Application of UNCLOS to the Antarctic Ocean
- 2.21.4 Maritime Zones in the Antarctic Ocean and their Delimitation
- 2.21.5 Recent Trends and Challenges: Shipping in the Antarctic Ocean

### **2.22 HUMAN RIGHTS AND THE LAW OF THE SEA**

- 2.22.1 Introduction to Human Rights
- 2.22.2 Sources of Human Rights
- 2.22.3 The Scope of Human Rights

- 2.22.4 The Content of Human Rights
- 2.22.5 The Relationship between Human Rights and the Law of the Sea

### **2.23 SETTLEMENT OF DISPUTES**

- 2.23.1 The International Tribunal for the Law of the Sea (ITLOS)
- 2.23.2 The International Court of Justice (ICJ)
- 2.23.3 Arbitration and Other Forms of Alternative Dispute Resolutions (ADR)

### **2.24 THE INTERNATIONAL MARITIME ORGANIZATION AND THE LAW OF THE SEA**

## **3 INTERNATIONAL MARINE ENVIRONMENTAL LAW**

### **3.1 Introduction to Marine Environmental Law**

- 3.1.1 Historical Background
- 3.1.2 Development of Principles for the Sustainable Development of the Environment under the United Nations Conferences
- 3.1.3 UNEP and its Regional Seas Programme
- 3.1.4 Basis of Liability for Marine Pollution
  - 3.1.4.1 Law of Negligence in Relation to Marine Pollution
  - 3.1.4.2 Doctrine of Strict Liability / Polluter Pays Principle
  - 3.1.4.3 Criminal Law Relating to Marine Pollution: Application of Mens Rea
- 3.1.5 State Responsibility
- 3.1.6 Inter-Relationship between Prevention of Pollution of the Marine Environment and Protection and Conservation of the Living Resources of the Sea

### **3.2 Prevention of Pollution**

- 3.2.1 UNCLOS and the Protection and Preservation of the Marine Environment (Part XII)
- 3.2.2 International Convention for the Prevention of Pollution from Ships, 1973; the 1978 and 1997 Protocols thereto (MARPOL), as amended
- 3.2.3 International Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and the 1996 Protocol thereto, as amended
- 3.2.4 Helsinki Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992
- 3.2.5 Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposals, 1989, as amended
- 3.2.6 International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001
- 3.2.7 International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
- 3.2.8 Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009
- 3.2.9 Prevention of Pollution in Polar Regions
  - 3.2.9.1 International Code of Safety for Ships Operating in Polar Waters (Polar Code)

### **3.3 Preparedness, Response and Co-operation**

- 3.3.1 International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969
- 3.3.2 Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, as amended
- 3.3.3 International Convention on Oil Pollution, Preparedness, Response and Co-operation, 1990
- 3.3.4 Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)

### **3.4 Liability and Compensation**

- 3.4.1 International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) and the 1992 Protocol thereto (1992 CLC), as amended
- 3.4.2 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (1992 Fund Convention), as amended
- 3.4.3 Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (Supplementary Fund Protocol)

- 3.4.4 International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (HNS Convention 2010)
- 3.4.5 Basel Protocol on Liability and Compensation for Damage resulting from Transboundary Movements of Hazardous Wastes and their Disposal, 1999
- 3.4.6 International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention)
- 3.4.7 United States Oil Pollution Act, 1990

## **4 INTERNATIONAL MARITIME SECURITY LAW**

### **4.1 INTRODUCTION TO INTERNATIONAL MARITIME SECURITY LAW**

### **4.2 PIRACY, HIJACKING AND ARMED ROBBERY AGAINST SHIPS**

- 4.2.1 UNCLOS
- 4.2.2 United Nations Measures to Combat Piracy
- 4.2.3 IMO Measures to Combat Piracy
  - 4.2.3.1 Djibouti Code of Conduct
  - 4.2.3.2 Code of Conduct Concerning the Repression of Piracy, Armed Robbery against Ships, and Illicit Maritime Activity in West and Central Africa, 2013
  - 4.2.3.3 Recommendations to Governments for Preventing and Suppressing Piracy and Armed Robbery against Ships
  - 4.2.3.4 Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships
  - 4.2.3.5 Maritime Criminal Acts – Draft Guidelines for National Legislation
- 4.2.4 Regional Cooperation among States to Combat Piracy and Armed Robbery against Ships
  - 4.2.4.1 Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)

### **4.3 STOWAWAYS**

- 4.3.1 International Convention Relating to Stowaways, 1957
- 4.3.2 Convention on Facilitation of International Maritime Traffic, 1965, as amended (The FAL Convention)
- 4.3.3 IMO Resolution FAL.11(37) in “Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases”

### **4.4 HUMAN SMUGGLING AND HUMAN TRAFFICKING**

- 4.4.1 United Nations Convention against Transnational Organized Crime, 2000
- 4.4.2 Protocol against the Smuggling of Migrants by Land, Sea and Air, supplementing the United Nations Convention against Transnational Organized Crime
- 4.4.3 Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime

### **4.5 THE TRAFFICKING OF ILLICIT DRUGS**

- 4.5.1 United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, 1988

### **4.6 THE TRAFFICKING OF ILLICIT ARMS**

- 4.6.1 Protocol against the Illicit Manufacturing of and Trafficking in Firearms, their Parts and Components and Ammunition, supplementing the United Nations Convention against Transnational Organized Crime, 2001

### **4.7 MARITIME TERRORISM AND UNLAWFUL ACTS AGAINST THE SAFETY OF MARITIME NAVIGATION**

- 4.7.1 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA Convention) and the 2005 Protocol thereto
- 4.7.2 Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, 1988 (SUA Protocol 1988) and the 2005 Protocol thereto

#### **4.8 CYBER TERRORISM**

- 4.8.1 Introduction to Cyber Terrorism
- 4.8.2 The Anti-Terrorism Treaties and Cyber Terrorism
  - 4.8.2.1 International Convention for the Suppression of Terrorist Bombings, 1997
  - 4.8.2.2 International Convention for the Suppression of the Financing of Terrorism, 1999
  - 4.8.2.3 International Convention for the Suppression of Acts of Nuclear Terrorism, 2005
- 4.8.3 Counter-Terrorism Activities Mandated by the UN Security Council

#### **4.9 SHIP AND PORT FACILITY SECURITY**

- 4.9.1 International Ship and Port Facility Security Code (ISPS Code)

#### **4.10 OTHER MARITIME SECURITY ISSUES**

- 4.10.1 Prohibition of the Transport of Slaves
- 4.10.2 Unauthorized Broadcasting from the High Seas
- 4.10.3 The Right of Visit
- 4.10.4 The Right of Hot Pursuit

### **5 SHIPPING LAW**

#### **5.1 NATIONALITY, REGISTRATION AND OWNERSHIP OF SHIPS**

- 5.1.1 Nationality of Ships
- 5.1.2 Ship Registration
  - 5.1.2.1 Registration and Ownership of Ships
    - 5.1.2.1.1 The Concept of 'Genuine Link'
  - 5.1.2.2 Types of Ship Registries
    - 5.1.2.2.1 Closed Registries
    - 5.1.2.2.2 Open Registries
    - 5.1.2.2.3 International Registries
  - 5.1.2.3 Types of Ship Registration
    - 5.1.2.3.1 Regular Registration
    - 5.1.2.3.2 Bareboat Registration
  - 5.1.2.4 Provisions on Ship Registration in the Convention on the High Seas, 1958
  - 5.1.2.5 Provisions on Ship Registration in UNCLOS
  - 5.1.2.6 United Nations Convention on Conditions for Registration of Ships, 1986

#### **5.2 CARRIAGE OF PASSENGERS AND THEIR LUGGAGE**

- 5.2.1 Historical Development of International Regulation (1961 Convention and 1967 Convention).
- 5.2.2 Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 (Athens Convention)
- 5.2.3 Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (Athens Convention 2002)
- 5.2.4 Guidelines for the Implementation of the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (IMO Reservation and Guidelines 2006)
- 5.2.5 Relationship between the Athens Conventions and Other Conventions on Limitation of Liability
- 5.2.6 Regulation (EC) No. 392/2009 on the Liability of Carriers of Passengers by Sea in the Event of Accidents of 23 April 2009

#### **5.3 MARITIME LABOUR LAW**

- 5.3.1 Status of the Captain and the Crew
- 5.3.2 International Labour Organization (ILO) and Maritime Labour Conventions
- 5.3.3 International Maritime Organization (IMO) and the Maritime Labour Convention, 2006 (MLC 2006)
- 5.3.4 Seafarers' Rights: The MLC 2006 and Amendments thereto
  - 5.3.4.1 MLC 2006: Preamble and Articles
  - 5.3.4.2 Explanatory note to the Regulations and Code of the MLC 2006
  - 5.3.4.3 Minimum requirements for seafarers to work on a ship

- 5.3.4.4 Conditions of employment
- 5.3.4.5 Accommodation, recreational facilities, food and catering
- 5.3.4.6 Health protection, medical care, welfare and social security protection
- 5.3.4.7 Compliance and enforcement
- 5.3.4.8 Duties of consuls to protect seafarers including obligations of flag States to care for their crews
- 5.3.4.9 Immigration/shore leave/maritime security

## **5.4 LAW OF MARITIME SAFETY**

### **5.4.1 Ship Safety**

- 5.4.1.1 International Convention for the Safety of Life at Sea, 1974 (SOLAS) and the 1978 and 1988 Protocols thereto, as amended
- 5.4.1.2 Torremolinos Protocol of 1993 Relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (SFV PROT)
- 5.4.1.3 International Convention on Load Lines, 1966 and the 1988 Protocol thereto
- 5.4.1.4 International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)
- 5.4.1.5 Classification Societies

### **5.4.2 Cargo Safety**

- 5.4.2.1 SOLAS Chapters VI and VII
- 5.4.2.2 Code of Safe Practice for Cargo Stowage and Securing (CSS Code)
- 5.4.2.3 International Maritime Solid Bulk Cargoes Code (IMSBC Code)
- 5.4.2.4 International Code for the Safe Carriage of Grain in Bulk (International Grain Code)
- 5.4.2.5 Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code)
- 5.4.2.6 International Convention for Safe Containers, 1972 (CSC Convention), as amended
- 5.4.2.7 International Maritime Dangerous Goods Code (IMDG Code)
- 5.4.2.8 International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
- 5.4.2.9 International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
- 5.4.2.10 International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code)

### **5.4.3 Occupational Safety**

- 5.4.3.1 The Human Element and Safety Management
  - 5.4.3.1.1 SOLAS Chapter VIII
  - 5.4.3.1.2 International Safety Management Code (ISM Code)
- 5.4.3.2 Ship Operation, Manning Standards and Certification of Seafarers
  - 5.4.3.2.1 Principles of Safe Manning
  - 5.4.3.2.2 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 (STCW Convention), as amended
  - 5.4.3.2.3 International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995)
  - 5.4.3.2.4 International Labour Organization (ILO) Conventions

### **5.4.4 Navigational Safety**

- 5.4.4.1 SOLAS Chapter V
- 5.4.4.2 Aids to Navigation
  - 5.7.5.3.1 Maritime Signals and Beacons
  - 5.7.5.3.2 Radio Aids
  - 5.7.5.3.3 Meteorological Aids
  - 5.7.5.3.4 Hydrographic Aids
- 5.4.4.3 Navigational Aids
- 5.4.4.4 International Convention on Maritime Search and Rescue, 1979 (SAR), as amended
- 5.4.4.5 Convention on the International Maritime Satellite Organization, 1976 (INMARSAT), as amended
- 5.4.4.6 International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, 2004

- 5.4.5 The Control of Ship Safety
  - 5.4.5.1 Flag State Control
  - 5.4.5.2 Substandard Ships and Actions against Substandard Shipping
  - 5.4.5.3 Port State Control
- 5.4.6 Maritime Safety in Polar Regions
  - 5.4.6.1 International Code of Safety for Ships Operating in Polar Waters (Polar Code)

## **5.5 LAW OF MARINE COLLISIONS**

- 5.5.1 Basis of Liability in Collision Cases
  - 5.5.1.1 International Convention for the Unification of Certain Rules of Law Relating to Collision between Vessels, 1910
- 5.5.2 Jurisdiction in Collision Cases
  - 5.5.2.1 International Convention on Certain Rules Concerning Civil Jurisdiction in Matters of Collision, 1952
  - 5.5.2.2 The Draft International Convention for the Unification of Certain Rules Concerning Civil Jurisdiction, Choice of Law, and Recognition and Enforcement of Judgments in Matters of Collision, 1977 (Rio Rules 1977)
  - 5.5.2.3 International Convention for the Unification of Certain Rules of Law Relating to Penal Jurisdiction in Matters of Collisions or Other Incidents of Navigation, 1952
- 5.5.3 Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs), as amended
- 5.5.4 Casualty Investigation Code
- 5.5.5 Case Law on Collisions
- 5.5.6 Apportionment of Fault in Collision Cases

## **5.6 LAW OF SALVAGE AND WRECK**

- 5.6.1 Principles of the Law of Salvage
- 5.6.2 International Convention on Salvage, 1989
- 5.6.3 Draft (Brice) Protocol to the International Convention on Salvage, 1989
- 5.6.4 Salvage under Standard Contract Terms - Lloyds Open Form of Salvage Agreement
- 5.6.5 Salvage and the Environment
- 5.6.6 Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention)

## **5.7 LIMITATION OF LIABILITY FOR MARITIME CLAIMS**

- 5.7.1 Concept of Global Limitation of Liability in Maritime Law
- 5.7.2 Historical Development of International Regulation (1924 Convention and 1957 Convention)
- 5.7.3 Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Convention)
- 5.7.4 Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims of 19 November 1976 (1996 LLMC Protocol), as amended by the 2012 limits of liability
- 5.7.5 Relationship between Global Limitation of Liability Conventions and Particular Liability Regimes

## **6 MARITIME LEGISLATION**

### **6.1 GENERAL**

- 6.1.1 Forms of Legislation
- 6.1.2 Types of Statutes
- 6.1.3 Anatomy of a Statute
- 6.1.4 Use of Language in Legislation Drafting
- 6.1.5 The Drafting Process
- 6.1.6 The Legislative Process
- 6.1.7 Relationship between International Law and Municipal Law
- 6.1.8 Rules of Statutory Interpretation

### **6.2 MARITIME**

- 6.2.1 Types of Maritime Legislation
- 6.2.2 Subject Matter of Maritime Legislation
- 6.2.3 Options for Developing Maritime Legislation

- 6.2.4 The Role of Governments in the Negotiation, Development and Drafting of International Maritime Conventions
- 6.2.5 Incorporation of Maritime Conventions into Municipal Law
- 6.2.6 What Legislative Drafters Need to Know
- 6.2.7 Drafting Techniques for the Adequate Implementation of International Maritime Conventions in Municipal Law
- 6.2.8 Incorporation of Conventions by Reference
- 6.2.9 Drafting Exercises

## **ANNEX 2**

### **Master of Humanities – M.Hum. – in International Maritime Legislation Programme Assessment and Examination Regulations**

(These Regulations were promulgated in consultation with the Academic Committee in May 2017)

#### **Citation and interpretation**

1. (1) These regulations may be cited as the M.Hum. Assessment and Examination Regulations.

(2) In these regulations, unless the context otherwise requires:

“the Programme” means the Programme leading to the Degree of Master of Humanities – M.Hum. – in International Maritime Legislation;

“the Degree” means the Degree of Master of Humanities – M.Hum. – in International Maritime Legislation;

“the Diploma” means the Diploma in International Maritime Legislation;

“the Director” means the Director of the IMO International Maritime Law Institute;

“the Institute” means the IMO International Maritime Law Institute.

#### **Assessment and Examination**

2. (1) Candidates pursuing the Programme at the Institute will be assessed and examined in the following five (5) study units:

- a) the law of the sea examination,
- b) the shipping law examination,
- c) the maritime legislation drafting project,
- d) the research project, and
- e) the continuous assessment.

(2) Each study unit will carry a maximum of one hundred (100) marks.

#### **Law of the Sea and Shipping Law Examinations**

3. The law of the sea examination and the shipping law examination will be set in the form of written papers and/or oral examinations at the end of the Academic Year.

#### **Research Project**

4. The research project will be a supervised original written work of between ten thousand (10,000) and fifteen thousand (15,000) words submitted by the candidate on a subject of his or her choice within the M.Hum. programme structure presenting a comprehensive and objective assessment of how effectively the applicant's country administers and implements IMO instruments and other internationally agreed maritime legal standards and proposing a roadmap, or plan of action, for the development of national legislation for the effective implementation of such instruments or standards.

### **Maritime Legislation Drafting Project**

5. The maritime legislation drafting project will be an original written work submitted by the candidate in the form of a project of law incorporating an international maritime convention relating to a subject within the M.Hum. programme structure into the national legislation of the candidate's country.

### **Copyright**

6. Upon submission, candidates assign absolutely copyright and all other rights of a like nature in any work, including the research project produced by them during the Programme to the Institute.

### **Disclaimer**

7. Upon submission of the research project referred to in regulation 4 hereof and the maritime legislation drafting project referred to in regulation 5 hereof candidates shall sign a written declaration that the work in question is their own personal work and that they have not previously submitted such work and that they are not concurrently submitting such work in candidature for any other degree or diploma.

### **Continuous Assessment**

8. (1) The continuous assessment will be based on the following components:

- a) attendance at lectures, tutorials, seminars, conferences, specialized courses, field visits and other activities organized by the Institute during the course of the Academic Year and for which attendance by candidates is compulsory, which shall represent ten *per centum* (10%) of the total marks awarded to candidates in this respect;
- b) performance in written assignments, oral presentations and practical exercises during the academic year shall represent thirty *per centum* (30%) of the total marks awarded to candidates in this respect;
- c) performance in written tests held at the end of the first semester shall represent sixty *per centum* (60%) of the total marks awarded to candidates in this respect;

(2) For the purposes of this regulation:

- a) During any Academic Year attendance at every lecture or other academic activity referred to in regulation 8 (1)(a) hereof is compulsory unless an exception is made in the event of illness of the candidate or for any other valid reason, in which case prior permission must be granted by the Director.
- b) Candidates are required to sign the attendance book for every lecture and academic activity referred to in regulation 8 (1)(a) hereof.
- c) Marks awarded in terms of regulation 8 (1)(a) hereof shall be calculated pro rata based on the total number of lectures and other academic activities held throughout the Academic Year and the number of lectures and other academic activities the candidate has attended.

### **Award of Degree**

9. Subject to regulation 10 hereof candidates will be awarded the Degree if they obtain a total number of marks equivalent to at least forty-five *per centum* (45%) of the aggregate marks for all five (5) study units referred to in regulation 2 hereof, provided, however, that failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the Degree.

10. Without prejudice to regulation 9 hereof candidates must also obtain a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of the law of the sea examination referred to in regulation 3 hereof, and a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of the shipping law examination referred to in regulation 3 hereof.

11. Without prejudice to the generality of regulation 9 hereof candidates who obtain at least seventy-five *per centum* (75%) of the aggregate marks for all five (5) study units referred to in regulation 2 hereof will be awarded the Degree with Distinction.

### **Award of Diploma**

12. A candidate who fails to satisfy the provisions of regulations 9 and 10 hereof will not be awarded the Degree but shall be eligible, upon applying to the Director, to receive the Diploma.

### **Re-sits of Examinations**

13. (1) A candidate who fails to meet the requirements of regulations 9 and 10 hereof for the award of the Degree, may apply to the Director to sit, before the appointed date for the annual graduation ceremony, for a *viva voce* examination which would enable him or her to obtain the required marks for the conferment of the Degree during the annual graduation ceremony.

(2) A candidate who is not awarded the Degree in terms of regulations 9 and 10 hereof, may apply to the Director for permission to re-sit, at his or her expense before the commencement of the following Academic Year, for such examination or examinations as would enable him or her to obtain the required marks for the conferment of the Degree.

### **Prizes**

14. At the end of the Academic Year the Institute shall award a number of Prizes. The list of Prizes and the criteria for the award thereof shall be published by the Institute from time to time.

## ANNEX 3

### ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS

**Students who have not studied or made active use of the English language in recent years are STRONGLY advised to refresh their English knowledge PRIOR to their arrival in Malta.**

Please note that the study of international maritime law in the English language demands a sophisticated knowledge of formal, and particularly written English.

Prospective students whose mother tongue is not English or who have not undertaken their studies in English are urged to take one of the following internationally recognized English language proficiency tests, and to assess their needs by consulting the following:

(\*) **1. INTERNATIONAL ENGLISH LANGUAGE TESTING SYSTEM (IELTS)**

- Administered on demand at local British Council offices/British Embassies.

A pass above band 6 means the student can participate fully in the programme.

(\*) **2. CAMBRIDGE CERTIFICATE OF PROFICIENCY**

A pass level means that the student can participate fully in the programme.

(\*) **3. TEST OF ENGLISH AS A FOREIGN LANGUAGE (TOEFL)**

A pass above 600 or above 227 CBT or above 87 IBT means that the student can participate fully in the programme.

If the test taken is not one of the above, the score, together with reference material on the system used, may be sent to the Institute for evaluation and advice. A certified copy of the test results should be sent to the Institute along with the application.

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(\*) Further information on the tests mentioned in 1. and 2. may be obtained by contacting British Embassies/Consulates or the British Council, or the Institute.

(\*\*) Further information on the test mentioned in 3. above may be obtained through American Embassies/Consulates or the U.S. Information Agency, or the Institute.

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## **ANNEX 4**

### **PROGRAMME FEE AND STARTING DATE**

The programme fee for the academic year 2021-2022 is €25,500.

The academic year 2021-2022 programme will start on October 2021.

## ANNEX 5

### IMLI Guidelines on Student Conduct

#### PART I GENERAL

##### Citation and Interpretation

1. (1) These Guidelines may be cited as the IMLI Guidelines on Student Conduct.

(2) In these Guidelines, unless the context otherwise requires:

“**Administration**” means the Faculty and Members of Staff with administrative and secretarial duties at the Institute;

“**Delegated Official**” means the Member of Faculty or Staff so designated by the Director;

“**Director**” means the Director of the Institute;

“**Flat**” means a residential unit designated as accommodation;

“**IMLI**” or “**the Institute**” means the IMO International Maritime Law Institute;

“**Nominated Student**” means a student who has been accepted to the Institute’s programmes in such capacity;

“**Premises**” means the premises of the Institute including all residential accommodation as well as parking areas;

“**Resident**” means a student to whom a flat has been allocated by the Institute;

“**Student**” means an individual registered as an IMLI student in any of the Institute’s programmes and courses.

##### Applicability

2. These Guidelines shall apply to students admitted to any and all of the Institute’s programmes and courses.

##### General Student Conduct

3. By joining the Institute, students undertake to rigorously honour and abide by all its policies, regulations, and guidelines and undertake to constantly act in a manner which is consistent with and respectful of the international standing and repute of the Institute.

### **Health and Medical Insurance**

4. All students shall be required to obtain appropriate medical insurance cover for the whole duration of their stay in Malta as a precondition for admission to the Institute's programmes and courses. Evidence of this insurance (all the documents must be issued in the English language or officially translated in the English language) may be required by the relevant Embassy when the student applies for an entry visa and will be required by the Expatriates Office to be able to issue a study residence permit that allows students to remain in Malta for the whole duration of the programme in which they are admitted. Should students find difficulty in obtaining insurance which cover extends to Malta, the Institute can assist in obtaining locally the required health insurance. The cost of the insurance is to be borne by the student.

5. (1) All students may be required to undergo a medical examination upon arrival at IMLI. The Director is entitled to see the report of such and any other examination.

(2) If a student is found to have a medical condition which is incompatible with his/her status as an IMLI student, the student may, at the sole discretion of the Director, be required to return to his/her home country.

## **PART II ACADEMIC MATTERS**

### **Duration of the Programme**

6. The Director, in consultation with the Members of the Institute's Faculty, has the right to determine the date of commencement and termination of the programme.

### **Attendance to Lectures and other Academic Activities**

7. (1) Attendance at every lecture or other academic activity is compulsory unless an exception is made in the event of illness of the student or other valid reason in which case prior express written permission shall be granted by the Director or Delegated Official.

(2) Students are required to sign the attendance book for every lecture and academic activity. Failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the relevant Degree, Diploma or other Certificate.

(3) No tape or electronic recording of the lectures shall be allowed.

(4) Failure to abide by paragraph 7 (3) above is liable to attract disciplinary action, including dismissal from the Institute.

(5) No computers and/or electronic devices shall be used during lectures or other academic activities without the prior express written approval of the Director. Any approval granted by the Director will be subject to the following conditions:

- (a) students shall apply for the Director's approval at the commencement of each semester of the programme;
- (b) authorized electronic equipment shall be used exclusively for the purpose of taking lecture notes; and
- (c) failure to abide by sub-paragraphs (a) and (b) above shall attract disciplinary action including, but not restricted to, fines to be determined by the Director or Delegated Official and the withdrawal of the Director's approval.

### **Books and other Study Materials**

8. (1) Personal copies of selected text books will be provided to eligible students.

(2) Other study materials shall be provided to all students as deemed necessary by the Member of Faculty concerned.

(3) Students are advised to bring with them copies of the United Nations Convention on the Law of the Sea, 1982 and copies of their national maritime legislation.

### **Stipend**

9. (1) Each nominated student while in residence at IMLI shall receive a stipend of €315 per month or pro-rata. The stipend is intended to cover a student's personal expenses including board and other day-to-day needs.

(2) No stipend shall be paid after the students leave the Institute at the end of the programme provided that a subsistence allowance shall be paid if the field trip, referred to in paragraph 20, takes place.

### **Photocopying Allowance**

10. (1) Each nominated student shall receive a photocopying allowance of €50 at the beginning of the programme to cover costs of photocopying study and research materials. An additional amount may be provided in the second semester at the Director's discretion and upon written application made to him by the student representative on behalf of the class.

(2) The rate for photocopying at IMLI shall be 10 Euro cents per page payable to the Administration.

(3) Students shall not be permitted to approach any member of the Administration for doing any printing or photocopying other than in conformity with set procedures.

### **Word-Processing Allowance and Facilities**

11. (1) Each nominated student shall receive a one-time allowance of €50 as a subsidy for defraying the costs incurred in the preparation of the dissertation / research project and maritime legislation drafting project. The allowance will be granted at the appropriate time during the programme.

(2) Students may avail themselves of the Institute's Student ICT facilities in accordance with the IMLI Guidelines for the Use of the Student ICT Facilities.

### **Lecture Hall and Common Room**

12. (1) Students shall keep the Lecture Hall and Common Room in a clean and tidy condition.

(2) No furniture or appliances shall be removed from the Lecture Hall or Common Room.

(3) Students shall ensure that the Common Room is securely locked whenever not in use.

(4) No food shall be consumed in the Lecture Hall unless provided by the Institute.

(5) No smoking shall be allowed in the Lecture Hall and Common Room.

(6) The use of mobile phones in the Lecture Hall shall be strictly prohibited.

(7) The use of computers and/or electronic devices in the Lecture Hall shall be strictly prohibited, except as provided in paragraph 7(5) hereof.

### **Library**

13. (1) The IMLI Library shall be available for use by students at designated times.

(2) No books or materials shall be removed from the library, whether for reading or photocopying, other than in conformity with the IMLI Guidelines for the Use of the Institute's Library.

(3) No smoking shall be allowed in the Library.

(4) The use of mobile phones in the Library shall be strictly prohibited.

### **Assessment**

14. Student assessment shall be governed by the relevant regulations adopted by the Institute for individual programmes and courses.

### **Copyright**

15. Students hereby waive any rights they may have in any work including dissertations / research projects and maritime legislation drafting projects produced by them at the Institute, if the Institute decides to publish such works in any form whatsoever.

#### **Examinations**

16. No electronic devices or dictionaries shall be allowed in the Examination Hall.

#### **Important Visitors**

17. Throughout the academic year, the Institute hosts a number of important visitors and it is customary to greet them in an appropriate manner. Students shall therefore greet the visitors in accordance with the procedures established by the Institute.

#### **Posting of Books and other Study Material**

18. Books and other study materials of nominated students shall be sent by parcel post to the respective home countries of the students at the end of the programme. Each nominated student shall be permitted a maximum of 20 kilograms of such books and other study materials. Details regarding packaging shall be provided by the Administration at the relevant time before students leave Malta.

#### **Travelling**

19. (1) No travelling abroad is allowed during the academic year except on weekends and public holidays.

(2) Students travelling abroad are required to obtain prior express written permission from the Director.

(3) In applying for such permission, students are required to provide the Director with information on the country of destination, date of departure, date of arrival, accommodation abroad and contact details accessible at all times.

#### **Field Trip**

20. (1) Subject to availability of sufficient funds and approval by the IMLI Governing Board, an educational field trip may be organized as part of the Institute's programmes and courses.

(2) The Institute shall be under no obligation to hold a field trip. However, if a field trip is held, participation at such trip and attendance at all events thereof are compulsory if so required by the relevant programme or course.

### **PART III RESIDENTIAL MATTERS**

#### **Allocation and Vacation of Flats**

21. (1) Allocation of flats to residents will be made by the Administration.

(2) A resident shall occupy the same flat for the whole duration of the programme unless a different flat is allocated by the Institute on a temporary or permanent basis.

(3) Flats shall be vacated at the end of the programme. All personal property shall be removed and the flat left in a clean condition.

### **Electricity Consumption**

22. (1) Residents are allowed 600 units of electricity consumption free of charge per month.

(2) Any units in excess of the amount set out in the preceding paragraph shall be payable by the student and shall be deducted from the stipend payable to the student.

### **Laundry Facilities**

23. (1) Residents may avail themselves of the Institute's laundry facilities designated for student personal use, according to the schedule set by the Administration.

(2) Male and female residents shall be allocated different washing days and times which shall be strictly adhered to.

(3) Residents shall not be permitted to dry their clothes in the courtyards, except on weekends and public holidays.

### **Cleaning and Maintenance**

24. (1) IMLI reserves the right to enter all flats for cleaning and maintenance. Whenever possible, residents will be notified of any visits to be made other than routine cleaning visits.

(2) If it becomes necessary for IMLI to carry out extra cleaning of any flat, a charge may be levied on the resident.

(3) Residents are responsible for making their beds every day and cleaning their own dishes and kitchen utensils.

(4) Residents shall remove garbage and other refuse from their flats on a daily basis and place the same in the designated area from where the Institute's garbage is collected.

### **Safety, Security, Care and Maintenance of Premises**

25. (1) No heating or cooking appliances other than those provided or approved by IMLI may be used in any flat.

(2) Damage caused by any resident to property owned or possessed by IMLI will be charged to that resident.

(3) Property owned or possessed by IMLI shall not be removed from the flat.

(4) Residents shall report to the Administration any damage or defects occurring in any flat or in any property or fixtures therein so that they may be repaired as necessary and responsibility for such damage or defect be determined.

(5) Residents shall not make any alterations or repairs whatsoever to the property, furniture, appliances or fittings provided by or through IMLI without the express approval of the Director or Delegated Official.

(6) No potentially dangerous substance or weapon shall be brought into the premises.

(7) No smoking is allowed on the premises except in the flats and in areas designated for smoking.

(8) Residents shall ensure that when lights or appliances are not in use they are disconnected or switched off.

(9) Residents shall ensure that their flats are securely locked at all times. IMLI shall not accept any responsibility whatsoever for the private possessions of residents that are lost in their rooms/flats.

(10) Residents shall ensure that the keys to their flats are in their possession at all times. Residents who are locked outside their flats may contact Mr. Joseph Mifsud (Driver/Maintenance Man) on telephone (+356) 79 310816 to assist them to gain access to their flats. Provided that on the first three occasions when assistance is rendered outside office hours, the resident requesting assistance will be liable for the dues for extra-time payable to the relevant member of staff giving assistance. Provided further that, after the third request for assistance, the resident requesting assistance will be liable for the dues for extra-time payable as aforesaid, together with an administrative charge of €25 payable to the Institute.

#### **Orderliness on the Premises**

26. (1) Only persons identified by the Administration shall be admitted to the premises.

(2) Residents may use their own radios, stereos, musical instruments and similar entertainment equipment in their respective flats provided such use does not cause undue noise, nuisance or inconvenience to others, in which case, such privileges shall be withdrawn.

(3) Residents shall not be permitted to bring any animal or household pet to the premises at any time.

(4) No private business or trade or the practice of any profession may be carried out on or from the premises.

(5) No resident shall be permitted to sublet any flat.

(6) Residents shall not be permitted to bring motorcycles, scooters or bicycles or parts thereof into the Institute's premises without the prior express written permission from the Director or Delegated Official. Students shall not park any vehicles or other means of transportation anywhere on the premises except in designated parking areas.

(7) A resident shall not be permitted to visit or remain in the flat of another resident between 10 p.m. and 8 a.m.

(8) No parties or assemblies of more than four persons shall be held by residents on the premises without the prior express written permission from the Director and the presence of a Member of Staff.

(9) A resident may not take up accommodation in any place outside the premises or otherwise absent himself/herself from the Institute without prior authorization from the Director. When requesting such authorization from the Director, the student shall provide details of where he/she may be contacted during his/her absence from the Institute.

(10) Should a student be in breach of the provisions of paragraph 26 (9), there shall be deducted from the stipend payable to him/her in terms of paragraph 9 hereof, a sum proportionate to the duration of his/her absence.

### **Courtyards**

27. (1) Courtyards shall be kept clean and tidy. No garbage or refuse shall be left out in the courtyards. No cigarette butts are to be discarded in the courtyards.

(2) Any furniture placed in the courtyards shall not be removed without permission from the Administration.

(3) No noise, nuisance or playing of loud music is permitted in the courtyards.

### **Visitors and Guests of Residents**

28. (1) Only bona fide guests or visitors, identifiable as such to the satisfaction of the Administration, shall be permitted to enter the premises to visit a resident.

(2) Visitors or guests of residents are not permitted to enter flats. Residents may meet with their visitors or guests in the common room or any of the courtyards.

(3) No visitors or guests of residents are permitted to enter or remain on the premises between the hours of 10 p.m. and 8 a.m. without prior express written permission from the Director or Delegated Official.

(4) Residents are personally responsible for their visitors and guests and are accountable for the conduct of such visitors and guests.

(5) IMLI shall not accept any responsibility whatsoever for the private possessions of visitors or guests or residents.

**PART IV  
MISCELLANEOUS**

**Violations**

29. Any violation of these Guidelines is liable to attract disciplinary action, including dismissal from the Institute.

**Final Provisions**

30. In exceptional circumstances, and when the best interests of the Institute so require, the Director may override, at his discretion, the provisions of these Guidelines.

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I hereby agree to abide by the IMLI Guidelines on Student Conduct.

\_\_\_\_\_

# IMO INTERNATIONAL MARITIME LAW INSTITUTE

## SUMMARY FORM

### **INSTRUCTIONS**

One copy of Application, Medical Report, Motivation and Reference Forms to be completed and air mailed along with documents relating to university qualifications and proficiency in English language, together with a bank draft or evidence of transfer of the application and processing fee to:

The Director  
IMO International Maritime Law Institute  
University of Malta Campus  
Msida MSD 2080  
Malta

Please use the following **checklist** to ensure that all necessary documents are completed and attached.

#### **Application Form**

To be completed and signed by the applicant. A recent photograph of the applicant is to be attached.

#### **Documents relating to university qualifications**

Duly certified true copies of documents in evidence of all university qualifications are to be attached.

#### **Documents relating to English language proficiency**

Duly authenticated certificate or other document in evidence of English language proficiency is to be attached (see Annex 3 of application package).

#### **Medical Report Form**

To be completed and stamped by a registered Government medical practitioner.

#### **Motivation Form**

To be completed by the student. Where needed, additional sheets may be attached.

#### **Reference Forms**

Two references are required. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications.

#### **Application and Processing Fee**

A bank transfer to the Institute's bank account of the non-refundable application and processing fee of €150 referred to in paragraph 6 (f) of the application package.



<b>PLEASE ATTACH CERTIFIED COPIES OF AVAILABLE CERTIFICATES/TEST REPORTS; OR          DETAILS OF TYPE AND DURATION OF ENGLISH LANGUAGE STUDIES/EXPERIENCE (SEE          ANNEX 3).</b>
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**5. EDUCATION: Give full details, using the following space insofar as possible.**

**(A) University or equivalent.**

Name of institution and address	Years attended From      To	Degrees and academic distinctions	Main subjects

**PLEASE ATTACH CERTIFIED COPIES OF DOCUMENTS SUPPORTING UNIVERSITY QUALIFICATIONS**

**(B) Schools or other formal education or training from age 14 (e.g. high school, technical school, or apprenticeship).**

Name of institution	Type	Years attended From      To	Certificates, diplomas obtained

**6. PROFESSIONAL QUALIFICATIONS:**

Name/Country of institution	Qualifications obtained	Study period	Subjects


**7. MEMBERSHIP OF PROFESSIONAL SOCIETIES, PUBLICATIONS, ETC :**


**8. EMPLOYMENT RECORD: Starting with your present or most recent post, list in reverse order every employment during the last ten years and any significant experience not included in that period which you believe will be helpful in evaluating your record. Use a separate block for each post. Use additional sheets of paper as required.**

**Dates :** \_\_\_\_\_ **Exact title of your post :** \_\_\_\_\_

**From :** \_\_\_\_\_ **To :** \_\_\_\_\_ **Type of business :** \_\_\_\_\_

**Name of Supervisor:**..... **Name of Employer:**.....  
 .....  
 .....

**Address of Employer :** .....  
 .....

**Description of work you do:**  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**8. EMPLOYMENT RECORD (Continued):**

**Dates :** \_\_\_\_\_ **Exact title of your post :** \_\_\_\_\_

**From :** \_\_\_\_\_ **To :** \_\_\_\_\_ **Type of business :** \_\_\_\_\_

**Name of Supervisor:**..... **Name of Employer:**.....  
 .....  
 .....

**Address of Employer :** .....  
 .....





IMO INTERNATIONAL MARITIME LAW INSTITUTE

MEDICAL REPORT FORM

**INSTRUCTIONS**

To be completed by a registered Government medical practitioner after thorough clinical and laboratory examination including X-ray of chest. The IMO International Maritime Law Institute reserves the right to require the candidate to undergo a further medical examination before he/she commences his/her studies.

Name of candidate: \_\_\_\_\_ Age: \_\_\_\_\_ Sex: \_\_\_\_\_

Is the person examined at present in good health and enjoying full working capacity?

Is the person examined able physically and mentally to carry on an intensive study away from his/her home?

Is the person examined free from communicable diseases (for example, tuberculosis and trachoma) which could present risks for both the candidate and his/her contacts during his/her studentship?

Does the person examined have any condition or defect which may require treatment during his/her studentship? If yes, please specify.

Full name and address of  
examining physician  
(print clearly)

Signature of examining physician:

\_\_\_\_\_

\_\_\_\_\_

Stamp:

\_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_

To be completed by a registered Government medical practitioner





