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| **ANNEX 1**  **LL.M. PROGRAMME STRUCTURE** | | |
| **Overview of the LL.M. Programme Structure** | | |
| **Module Title** | **ECTS/ ECVETS** | **Mode of Assessment** |
| **Introduction to Public International Law** | **5** | **Assignments and written exams** |
| **Introduction to Shipping law** | **4** | **Presentations and written exams** |
| **Introduction to Law of the Sea and Humanitarian Law** | **5** | **Assignments and written exams** |
| **Law of the Sea Specific Regimes I** | **4** | **Assignments and written exams** |
| **Law of the Sea Specific Regimes II** | **5** | **Presentations and written exams** |
| **Carriage of Goods and Passengers by Sea** | **5** | **Assignments and written exams** |
| **Proprietary Interests in Ships** | **4** | **Assignments and written exams** |
| **Wet Shipping** | **4** | **Presentations and written exams** |
| **Law of Maritime Safety and Security** | **5** | **Assignments and written exams** |
| **Maritime Claims** | **4** | **Presentations and written exams** |
| **Marine Environmental Law** | **5** | **Assignments and written exams** |
| **Maritime Legislation Drafting** | **20** | **Submission of Maritime Legislation Drafting Project** |
| **Dissertation** | **20** | **Submission of Dissertation** |
| **Total ECTS/ECVETS  for Course Completion** | | **90 ECTS/ECVETs** |
| **Exit Awards/Qualifications** | | **Master of Laws (LL.M.) in International Maritime Law** |

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| **Detailed LL.M. Programme Structure** | |
| **Title of the Module** | **INTRODUCTION TO PUBLIC INTERNATIONAL LAW** |
| **Module Description** | 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.  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.  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. |
| **Lectures** | * Nature and Origin of Public International Law * Subjects of Public International Law and International Personality * Sources of Public International Law * International Conventions * Customary International Law * General Principles of International Law * Judicial Decisions and the Teachings of Publicists * Codification of International Law through Conventions * Relationship between International Conventions and Customary International Law, with special reference to the Law of the Sea * The Law of Treaties * The Vienna Convention on the Law of Treaties, 1969 * The Vienna Convention on the Law of Treaties between States and International Organizations or between International Organizations, 1986 * Role of “Soft Law” in International Law * International Law and Municipal Law * Jurisdiction * Extradition * Immunities * State Immunity * Diplomatic Immunity * State Responsibility * International Organizations * Historical Development of International Organizations * International Organizations as Subjects of International Law * Institutional Law of International Organizations * Classification of International Organizations * The United Nations System * The United Nations * The United Nations General Assembly * The United Nations Security Council * United Nations Division for Ocean Affairs and the Law of the Sea (DOALOS) * Commission on the Limits of the Continental Shelf (CLCS) * International Law Commission (ILC) * International Seabed Authority (ISA) * UN-Oceans * International Court of Justice (ICJ) * International Tribunal for the Law of the Sea (ITLOS) * Specialized Agencies * The International Maritime Organization (IMO) * History, Aims and Functions * Structure of IMO * Committees of IMO * IMO as a Law-Making Body * The Process of Development and Amendment of an IMO Convention * Other Agencies and Bodies * UNEP, UNESCO (IOC), UNCTAD, FAO, ILO, UNCITRAL * Role of Non-Governmental Organizations * Comité Maritime International (CMI) * Introduction to Global Ocean Governance |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| Apply the knowledge acquired when undertaking studies in other modules of the programme, e.g. law of the sea and settlement of disputes. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| a) The intricacies of international law;  b) The functions, constitution and role of international organizations; etc. |
| Skills – at the end of the module/unit 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;  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. |
| ***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) 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  The learner will be able to:  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. |
| **Total Number of ECTS / ECVET of this Module** | 5 ECTS / ECVETs |
| **Assessment of module** | The module will be assessed through writen assignments and writen tests. Assignments: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **INTRODUCTION TO SHIPPING LAW** |
| **Module Description** | 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.  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.  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. |
| **Lectures** | * Historical Development of Maritime Law * Introduction to ships and shipping * Major Categories of Ships * Shipping and International Trade * Types of Shipping * Operation and Management of Ships * Technical aspects of shipping * Physical Attributes of a Ship * Basics of Navigation and Ship Handling * Types of Cargo and Cargo Handling * The Economic Aspects of Shipping * The Role of Shipping in International Trade * Liner and Tramp Trade * The Liner Conference System * The United Nations Convention on the Code of Conduct for Liner Conferences * The Economic Impact of Open Ship Registry Systems * Regional Approaches to Shipping Law * Characteristics of Maritime Law and Main Differences between the Major Legal Systems * Regional Maritime Law, including EU Shipping Law * Regulatory Maritime Law: International Conventions * Admiralty and Shipping Practice * Statutory Law on Shipping * Judicial Remedies in Maritime Law * Shipping Institutions * Law of Contracts * Law of Torts/Delict * Law of Property * International Trade Law * International Sale of Goods * Sale of Goods Legislation (Comparative Law) * International Commercial Terms (INCOTERMS) * The United Nations Convention on Contracts for the International Sale of Goods, 1980 * Private International Law * General Conflict of Laws Theory * Competent Jurisdiction * Applicable Law (Choice of Law) * Recognition and Enforcement of Foreign Judgments * Conflict of Laws Conventions * Convention of 27 September 1968 on Jurisdiction and the Enforcement of Judgments in Civil and Commercial Matters (Brussels Convention) * Convention on Jurisdiction and the Recognition and Enforcement of Judgments in Civil and Commercial Matters, 2007 (Lugano Convention 2007) * 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 * Convention on the Law Applicable to Contractual Obligations, 1980 (Rome Convention) * 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) * 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) * Role of Ethics in Shipping Law |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 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. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| a) The general principles governing the law of contracts, torts, property and private international law as may be applied to shipping matters;  b) The intricacies of shipping law;  c) The functions, constitution and role of various shipping institutions, especially in the development of rules and regulations. |
| Skills – at the end of the module/unit 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;  b) Apply the knowledge acquired when representing clients;  c) Apply the knowledge acquired when representing their countries in international fora; etc |
| ***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) 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  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; |
| **Total Number of ECTS / ECVET of this Module** | 4 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen tests. Presentations: 30 % and Written Exams: 70%. |

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| **Title of the Module it** | **INTRODUCTION TO LAW OF THE SEA AND HUMANITARIAN LAW** |
| **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 * Maritime Labour Law * Status of the Captain and the Crew * International Labour Organization (ILO) and Maritime Labour Conventions * International Maritime Organization (IMO) and the Maritime Labour Convention, 2006 (MLC 2006) * Seafarers’ Rights: The MLC 2006 and Amendments thereto * MLC 2006: Preamble and Articles * Explanatory note to the Regulations and Code of the MLC 2006 * Minimum requirements for seafarers to work on a ship * Conditions of employment * Accommodation, recreational facilities, food and catering * Health protection, medical care, welfare and social security protection * Compliance and enforcement * Duties of consuls to protect seafarers including obligations of flag States to care for their crews * Immigration/shore leave/maritime security * The Human Dimension * Stowaways * International Convention Relating to Stowaways, 1957 * Convention on Facilitation of International Maritime Traffic, 1965, as amended (The FAL Convention) * 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” * Human Smuggling and Human Trafficking * United Nations Convention against Transnational Organized Crime, 2000 * Protocol against the Smuggling of Migrants by Land, Sea and Air, supplementing the United Nations Convention against Transnational Organized Crime * Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 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. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| 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. |
| Skills – at the end of the module/unit 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;  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. |
| ***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) 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  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, especially DOALOS, ILO, UNODC; etc. |
| **Total Number of ECTS / ECVET of this Module** | 5 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Assignments: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **LAW OF THE SEA SPECIFIC REGIMES I** |
| **Module Description** | 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.  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. |
| **Lectures** | * Flag, Coastal and Port State Jurisdiction * Enclosed and Semi-Enclosed Seas * Pre-UNCLOS position * Part IX of UNCLOS * Customary Law * Straits Used for International Navigation * Convention on the Territorial Sea and the Contiguous Zone, 1958 * Part III of UNCLOS * Customary Law * Archipelagic States * Pre-UNCLOS position * Part IV of UNCLOS * Customary Law * Regime of Islands * Pre-UNCLOS position * Part VIII of UNCLOS * Customary Law * The Legal Regime of the Arctic * Defining the Arctic Region * Implications of the Opening of the Northwest and Northeast Passages * Overview of the Application of UNCLOS and other International Treaties to the Arctic * Maritime Zones in the Arctic and their Delimitation * The Arctic Council * Development of National Policies regulating the Arctic Region * The Legal Regime of the Antarctic * Defining the Antarctic Region * The Antarctic Treaty System * Overview of the Application of UNCLOS to the Antarctic Ocean * Maritime Zones in the Antarctic Ocean and their Delimitation * Recent Trends and Challenges: Shipping in the Antarctic Ocean * Land-Locked States and Geographically Disadvantaged States * Pre-UNCLOS position * Part X of UNCLOS * Customary Law * Protection of Underwater Cultural Heritage * Articles 149 and 303(2) of UNCLOS * Convention on the Protection of Underwater Cultural Heritage, 2001 * International Seabed Area * Historical Background * Customary Law: Declaration of Principles Governing the Deep Seabed * The UNCLOS Regime   + The International Seabed Authority * 1994 Agreement relating to the Implementation of Part XI of the United Nations Convention on the Law of the Sea, 1982 * The System of Exploitation of Deep Seabed Resources * Marine Scientific Research * Convention on the Territorial Sea and the Contiguous Zone, 1958 * Convention on the Continental Shelf, 1958 * Convention on the High Seas, 1958 * Part XIII of UNCLOS * Customary Law * Development and Transfer of Marine Technology * Part XIV of UNCLOS |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 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. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| a) The intricacies of specific regimes in law of the sea;  b) The rights and obligations costal States have in these areas;  c) The rights and obligations of other States in these areas;  d) Jurisdictional issues over foreign ships. |
| Skills – at the end of the module/unit 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 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 |
| ***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 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  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, especially IMO, DOALOS, UNESCO, and various regional organizations; etc. |
| **Total Number of ECTS / ECVET of this Module** | 4 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Assignments: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **LAW OF THE SEA SPECIFIC REGIMES II** |
| **Module Description** | 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.  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. |
| **Lectures** | * The High Seas * Legal Status of the High Seas * High Seas Freedoms * Nationality of Ships * Status of Ships on the High Seas * Prohibition of Transport of Slaves * Piracy * Illicit Traffic in Narcotic Drugs or Psychotropic Substances * Unauthorized Broadcasting * Right of Visit * Right of Hot Pursuit * Submarine Cables and Pipelines * Fisheries * 1958 Geneva Convention on Fishing and the Conservation of the Living Resources of the High Seas * Parts V and VII of UNCLOS * 1993 Food and Agriculture Organization (FAO) Compliance Agreement * 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 * 1995 Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries * Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2009 * Genetic Resources of the Sea * Settlement of Disputes * The International Tribunal for the Law of the Sea (ITLOS) * The International Court of Justice (ICJ) * Arbitration and Other Forms of Alternative Dispute Resolutions (ADR) * Maritime Boundary Delimitation |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 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. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| a) The intricacies of specific regimes in law of the sea;  b) The rights and obligations costal 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. |
| Skills – at the end of the module/unit 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 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. |
| ***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 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  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, especially IMO, DOALOS, UNEP, FAO, RFMOs, International Courts and Tribunals; etc. |
| **Total Number of ECTS / ECVET of this Module** | 5 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Assignments: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **CARRIAGE OF GOODS AND PASSENGERS BY SEA** |
| **Module Description** | 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.  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.  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.‎ |
| **Lectures** | * Carriage of Goods by Sea * Carriage of Goods by Sea under Bill of Lading Terms * Bills of Lading and Other Transport Documents (Negotiable Bills of Lading, Straight Bills of Lading, Sea Waybills, Delivery Orders, Through Bills of Lading) * Conventions Relating to International Carriage of Goods by Sea * International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, 1924 (Hague Rules) * Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading, 1968 (Hague-Visby Rules) * United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules) * United Nations Convention on Carriage of Goods (Wholly or Partly) by Sea, 2008 (Rotterdam Rules) * Electronic Commerce and Electronic Transport Documents for the Carriage of Goods by Sea * Charterparties   + Different Types of Charterparties   + Rights and Obligations of the Parties Involved   + Bills of Lading Issued under Charterparties * Multimodal Transport   + Multimodal Transport Documents   + United Nations Convention on International Multimodal Transport of Goods, 1980   + Impact of the Rotterdam Rules on Multimodal Transport * Carriage of Passengers and their Luggage * Historical Development of International Regulation (1961 Convention and 1967 Convention) * Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 (Athens Convention) * Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (Athens Convention 2002) * 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) * Relationship between the Athens Conventions and Other Conventions on Limitation of Liability * Regulation (EC) No. 392/2009 on the Liability of Carriers of Passengers by Sea in the Event of Accidents of 23 April 2009 |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 1. Understand the rules that govern the carriage of goods and passengers by sea. 2. 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. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| a) The various contracts concluded for the carriage of goods and passengers;  b) The rights and obligations of the parties arising from such contracts; and  c) The international rules and regulations governing the relationship between carriers on one hand and shippers, consignees and passengers on the other. |
| Skills – at the end of the module/unit 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 drafting national legislation governing the area;  b) Apply the knowledge acquired when representing clients, especially shipowners and operators;  c) Identify the court where disputes can be submitted; and  d) Apply the knowledge acquired in case of disputes arising from loss of life or goods or personal injury or damage. |
| ***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 carriage of goods and passengers by sea;  b) Advice on and draft the standard forms of contracts and shipping documents to be used when concluding such contracts;  c) Advice on the evidentiary value of transport documents in the hands of third parties; and  e) Advise on the methods parties can resort to settle their disputes. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  The learner will be able to:  a) Draft contracts relating to the carriage of goods and passengers by sea; and  b) Represent shipowners, carriers, passengers, shippers and consignees in case of disputes. |
| **Total Number of ECTS / ECVET of this Module** | 5 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Assignments: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **PROPRIETARY INTERESTS IN SHIPS** |
| **Module Description** | 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).  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. |
| **Lectures** | * Acquisition and Transfer of Title and Ownership in Ships * Shipbuilding Contracts * The Shipbuilding Contract (Formation of the Contract, Rights and Obligations of the Parties Involved)   + Agreements Ancillary to Shipbuilding Contracts   + Standard Forms of Contracts   + Ship Conversion Contracts   + Commercial Practices * Sale and Purchase of Second-hand Tonnage * Sale and Purchase of Second-hand Tonnage Contracts (Formation of the Contract, Rights and Obligations of the Parties Involved) * Standard Forms of Contracts * Alternative Security Arrangements * Commercial Practices * Security Rights in Ships * Ships Mortgages and Hypothecs * Nature and Characteristics of Ship Mortgages and Hypothecs * Mortgages and Hypothecs Distinguished * Formation of Ship Mortgages and Hypothecs * Registration of Ship Mortgages and Hypothecs * Rights and Duties of the Parties Involved * Priority and Ranking of Ship Mortgages and Hypothecs * Extinction of Ship Mortgages and Hypothecs * Conflict of Laws in Relation to Ship Mortgages and Hypothecs * Maritime Liens and Privileges * Historical Development of Maritime Liens and Privileges * Sources of Maritime Liens and Privileges * Nature and Characteristics of Maritime Liens and Privileges * Distinction between Liens / Privileges and Mortgages / Hypothecs * Types of Maritime Liens and Privileges * Priority and Ranking of Maritime Liens and Privileges * Enforcement of Maritime Liens and Privileges * Extinction of Maritime Liens and Privileges * Conflict of Laws in Relation to Maritime Liens and Privileges * International Conventions on Maritime Liens and Mortgages: 1926, 1967 and 1993 * Nationality, Registration and Ownership of Ships * Nationality of Ships * Ship Registration * Registration and Ownership of Ships * The Concept of ‘Genuine Link’ * Types of Ship Registries * Closed Registries * Open Registries * International Registries * Types of Ship Registration * Regular Registration * Bareboat Registration * 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 |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 1. Understand the principles of nationality, registration and ownership of ships; 2. Understand the rules and regulations that govern acquisitions of ships and how ships can be made available as security interests; and 3. Understand the legal basis for actions in relation to various claims. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| 1. Acquisition of new and second-hand tonnage and would have become familiar with the main standard form agreements for such acquisitions; 2. Ship mortgages and hypothecs; 3. Maritime liens and privileges; 4. The nature, importance and legal consequences of the attribution ‎of nationality to ships; 5. The regimes for the ‎registration of vessels on a comparative basis; 6. Recent trends in the registration of vessels, such as bareboat charter registration; and 7. The prevailing international conventions on both ship mortgages and hypothecs and maritime liens and privileges. |
| Skills – at the end of the module/unit 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  The learner will be able to:  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. |
| **Total Number of ECTS / ECVET of this Module** | 4 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Assignments: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **WET SHIPPING** |
| **Module Description** | 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.  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.    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.    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 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.  The law of general average is also discussed in detail taking into account the different versions of the York-Antwerp Rules and practice.  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. |
| **Lectures** | * Law of Towage * Historical Background * Relationship between Towage and Salvage * Towage Contracts * Implied Obligations of Tug and Tow * Collisions Occurring During a Towage Service * Law of Pilotage * Legal Status of a Pilot * Compulsory Pilotage * Duties of the Master and Pilot during the Pilotage Service * Illegal Interference during the Pilotage Service * Liability   + Liability of a Pilot   + Liability of the Master   + Liability of Harbour Authorities * Pilot’s Right to Limit Liability * International Pilotage Associations * Law of Marine Collisions * Basis of Liability in Collision Cases * International Convention for the Unification of Certain Rules of Law Relating to Collision between Vessels, 1910 * Jurisdiction in Collision Cases * International Convention on Certain Rules Concerning Civil Jurisdiction in Matters of Collision, 1952 * 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) * International Convention for the Unification of Certain Rules of Law Relating to Penal Jurisdiction in Matters of Collisions or Other Incidents of Navigation, 1952 * Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) as amended * Casualty Investigation Code * Case Law on Collisions * Apportionment of Fault in Collision Cases * Law of General Average * Historical Background * York-Antwerp Rules * CMI Guidelines Relating to General Average * Cases on General Average * Inter-Relationship between General Average, Marine Insurance and Salvage * Law of Salvage and Wreck * Principles of the Law of Salvage * International Convention on Salvage, 1989 * Draft (Brice) Protocol to the International Convention on Salvage, 1989 * Salvage under Standard Contract Terms - Lloyds Open Form of Salvage Agreement * Salvage and the Environment * Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention) |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 1. Understand the rules and regulations that govern the topics addressed in this module; and 2. Understand the legal basis for actions in relation to various claims. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| 1. All areas of wet shipping including maritime pilotage, towage, salvage, general average, wreck removal, collisions and other casualties relating to hull and machinery; 2. The 1989 International Convention on Salvage and the Lloyd’s Open Form of Salvage Agreement; 3. The Nairobi International Convention on the Removal of Wrecks, 2007 4. The Convention for the Unification of Certain Rules of Law with respect to Collisions between Vessels, 1910; 5. The York-Antwerp Rules; and 6. The International Regulations for Preventing Collisions at Sea (COLREGS). |
| Skills – at the end of the module/unit 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 and port authorities;  b) Apply the knowledge acquired when representing clients, especially shipwoners, pilots, tug owners and salvors;  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) Advise on the rules and regulations governing the areas covered by this module;  b) Advise on the procedures to be followed for any action against ships;  c) Advise 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  The learner will be able to:  a) Draft contracts in the areas covered in this module including pilotage, towage, wreck removal, and salvage agreements; and  b) Represent clients in case of disputes. |
| **Total Number of ECTS / ECVET of this Module** | 4 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Presentations: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **LAW OF MARITIME SAFETY AND SECURITY** |
| **Module Description** | 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.  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 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.‎  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. |
| **Lectures** | * Law of Maritime Safety * Ship Safety   + International Convention for the Safety of Life at Sea, 1974 (SOLAS) and the 1978 and 1988 Protocols thereto as amended   + 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   + International Convention on Load Lines, 1966 and the 1988 Protocol thereto   + International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)   + Classification Societies * Cargo Safety   + SOLAS Chapters VI and VII   + Code of Safe Practice for Cargo Stowage and Securing (CSS Code)   + International Maritime Solid Bulk Cargoes Code (IMSBC Code)   + International Code for the Safe Carriage of Grain in Bulk (International Grain Code)   + Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code)   + 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 Codefor 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 |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 1. Understand and implement the rules and regulations that govern the area of maritime safety; 2. Understand and implement the rules and regulations that govern the area of maritime security. |
| Knowledge – at the end of the module/unit 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/unit the learner will have acquired the following skills: |
| **Applying knowledge and understanding**  The learner will be able to:  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. |
| ***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) 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. |
| ***Module-Specific Communication Skills***  (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 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. |
| **Total Number of ECTS / ECVET of this Module** | 5 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Assignments: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **MARITIME CLAIMS** |
| **Module Description** | 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.  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.  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.  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.  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. |
| **Lectures** | * Limitation of Liability for Maritime Claims * Concept of Global Limitation of Liability in Maritime Law * Historical Development of International Regulation (1924 Convention and 1957 Convention) * Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Convention) * 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 * Relationship between Global Limitation of Liability Conventions and Particular Liability Regimes * Enforcement of Maritime Claims * *In Rem* and *In Personam* Proceedings * Arrest of Ships   + Historical Development of International Regulations   + International Convention Relating to the Arrest of Sea-Going Ships, 1952   + International Convention on the Arrest of Ships, 1999   + Arrest of Ships (Comparative Law) * Mareva Injunction and Attachment * Establishing Jurisdiction for the Enforcement of Maritime Claims * Law of Marine Insurance * Historical Background * The Nature and Extent of Marine Insurance * Subject Matter Insured * Insurable Interest * Formation and Form of the Marine Insurance Contract   + Preliminaries to the Issue of a Policy   + When is the Contract Deemed to be Concluded? * The Doctrine of Utmost Good Faith * The Role of Marine Insurance Brokers * Payment of Premium and Duration of Cover * Classification of Marine Policies   + Voyage Policies   + Time Policies * Conditions and Warranties in Marine Insurance * Change of Voyage, Deviation and Delay * Marine Perils   + Insured Perils   + Excluded Perils * Types of Losses   + Actual Total Loss   + Constructive Total Loss   + Loss of Freight   + Partial Losses * Measure of Indemnity * Standard Insurance Clauses   + Hull and Machinery Insurance   + Cargo Insurance * Liability Insurance (P&I Insurance) |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 1. 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 2. Understand the interrelation of the abovementioned areas with other areas of international maritime law. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| 1. The nature of limitation of liability, circumstances in which the right to limit liability is available, and the process of limiting liability; 2. The nature of arrest of ships and their importance as a precautionary measure to secure maritime claims; and 3. 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/unit the learner will have acquired the following skills: |
| **Applying knowledge and understanding**  The learner will be able to:   1. Calculate limitation of liability funds and know the basis for their distribution; 2. Understand which ships may be arrested and in respect of which claims; and 3. Explain the role of marine insurance and the different steps that need to be taken to obtain marine insurance cover. |
| ***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) 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. |
| ***Module-Specific Communication Skills***  (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. |
| **Total Number of ECTS / ECVET of this Module** | 4 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Presentations: 30 % and Written Exams: 70%. |

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| **Title of the Module / Unit** | **MARINE ENVIRONMENTAL LAW** |
| **Module / Unit Description**  Explain your reasoning behind wishing to provide this module/unit and how it fits within the whole course. A breakdown of the module/unit’s content is also advisable. | 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. |
| **Lectures** | * Introduction to Marine Environmental Law * Historical Background * Development of Principles for the Sustainable Development of the Environment under the United Nations Conferences * UNEP and its Regional Seas Programme * Basis of Liability for Marine Pollution   + Law of Negligence in Relation to Marine Pollution   + Doctrine of Strict Liability / Polluter Pays Principle   + Criminal Law Relating to Marine Pollution: Application of Mens Rea * State Responsibility * 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 * International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention) * United States Oil Pollution Act, 1990 |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| 1. 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; 2. Understand the interrelation of marine environmental law with other areas of international maritime law. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| 1. Measures necessary to prevent marine pollution from various sources; 2. Measures necessary to respond to pollution incidents at a national and regional level; and 3. The various tiers of liability and compensation in case of pollution incidents. |
| Skills – at the end of the module/unit the learner will have acquired the following skills: |
| **Applying knowledge and understanding**  The learner will be able to:   1. Apply the knowledge acquired when drafting national legislation implementing the international instruments applicable in the area; 2. Apply the knowledge acquired in coordinating national and regional efforts to respond and cooperate in cases of pollution incidents; 3. Apply the knowledge acquired in cases of disputes relating to pollution incidents; and 4. 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. |
| ***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) Advise on the rules and regulations governing the area of marine environmental law;  b) Advise on the actions to be taken against ships which pose a threat to the marine environment;  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  d) Advise on the instances where an action can be initiated directly against the insurer. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  The learner will be able to:  a) Draft national policies which aim to achieve a sustainable marine environment;  b) Draft national legislation implementing international rules and regulations in the area;  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. |
| **Total Number of ECTS / ECVET of this Module** | 5 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through writen assignments and writen exams. Assignements: 30 % and Written Exams: 70%. |

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| **Title of the Module** | **MARITIME LEGISLATION DRAFTING** |
| **Module Description**  Explain your reasoning behind wishing to provide this module/unit and how it fits within the whole course. A breakdown of the module/unit’s content is also advisable. | 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. |
| **Lectures** | * Maritime Legislation Drafting Questionnaire * Academic Writing * Maritime Legislation Drafting: General * Forms of Legislation * Types of Statutes * Anatomy of a Statute * Use of Language in Legislation Drafting * The Drafting Process * The Legislative Process * Relationship between International Law and Municipal Law * Rules of Statutory Interpretation * Maritime * Types of Maritime Legislation * Subject Matter of Maritime Legislation * Options for Developing Maritime Legislation * The Role of Governments in the Negotiation, Development and Drafting of International Maritime Conventions * of Maritime Conventions into Municipal Law * Drafting Techniques for the Adequate Implementation of International Maritime Conventions in Municipal Law * Maritime Legislation Drafting: Development, Entry into force and Amendment of IMO Conventions * Maritime Legislation Drafting: IMO Treaty-making Process * Maritime Legislation Drafting: Tacit Amendment Procedure * Maritime Legislation Drafting: Implementing IMO Instruments- Turning International Convention into National Law * Maritime Legislation Drafting: The Preparation of a Merchant Shipping Act * Drafting Exercises |
| **Learning Outcomes** | Competences: – at the end of the module/unit the learner will have acquired the responsibility and autonomy to: |
| Draft national legislation which duly incorporates and implements international maritime instruments into domestic legislation. |
| Knowledge – at the end of the module/unit the learner will have been exposed to the following: |
| 1. The development of international instruments and the methods of their adoption, entry into force, and amendment; 2. The anatomy of a national legislation and the drafting process and various forms of legislation, such as primary legislation and subsidiary legislation; and 3. The techniques necessary to ensure the correct implementation of an international instrument into domestic legislation. |
| Skills – at the end of the module/unit the learner will have acquired the following skills: |
| **Applying knowledge and understanding**  The learner will be able to:   1. Apply the knowledge acquired when drafting national policies in the field of maritime law; 2. Apply the knowledge acquired when drafting national legislation implementing international instruments; and 3. Apply the knowledge acquired when interpreting statutes and enforcing the provisions stipulated therein. |
| ***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) Advise on the various international instruments developed by international organizations, such as IMO, ILO, etc;  b) Advise on the needs of the country to incorporate such instruments into domestic legislation;  c) Advise on the way such national legislation should be drafted; and  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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  The learner will be able to:  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. |
| **Total Number of ECTS / ECVET of this Module** | 20 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through the preparation of a maritime legislation drafting questionnaire and maritme legislation drafting project, as well as practical exercises, and tutorials. |

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| **Title of the Module** | **Dissertation** |
| **Module Description** | 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. |
| **Learning Outcomes** | Competences: – at the end of the module/unit 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/unit the learner will have been exposed to the following: |
| 1. The techniques of academic writing; 2. The structure of a good research work; and 3. 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/unit the learner will have acquired the following skills: |
| **Applying knowledge and understanding**  The learner will be able to:   1. Carry out research on specific areas of international maritime law; 2. Apply the knowledge acquired when drafting national policies and proposals for legislative reform; and 3. Apply the knowledge acquired when interpreting international maritime law and enforcing the provisions stipulated therein. |
| ***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) 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. |
| ***Module-Specific Communication Skills***  (Over and above those mentioned in Section B)  The learner will be able to:  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. |
| **Total Number of ECTS / ECVET of this Module** | 20 ECTS / ECVETs |
| **Assessment of the module** | The module will be assessed through the preparation of a dissertation. |