



The Project MediMARE: Mediation in Maritime Disputes is in a realization phase. There are several new publications in our website. Check them out not to miss anything!

PROJECT'S RESEARCH REPORT

The Project Research Report is now available online. It contains the information gathered during the interviews held with maritime operators in Norway and in Portugal, by all Project Teams. Check it out [here](#).

ENROLLMENT ON THE ONLINE COURSE

The online course is already a great success! Enrollments exceeded our expectations and on the first day of publicization of the course we had over 50 attendees enrolled. The online course will start on the 13th of March and will remain open for two months. The course is composed of four modules, takes only 25 hours to conclude and leads to a certificate of conclusion. There is still time to enroll, if you are interested!

ONLINE COURSE ON MARITIME MEDIATION

Does mediation interest you?
Are you curious about conflicts at sea and the best ways to solve them?
Then this online course is for you!

The course is organized in four modules and a total of 25 hours.
You can do the course at your own pace, over a maximum period of two months.
All those that complete the course will receive a certificate.
The course is free but requires you to register for it.

Register until the 7th of March 2023. Email us at medimare@ucp.pt with your name, contacts and a short CV.

The course runs from the 13th of March to the 13th of May 2023.

medimare.eu

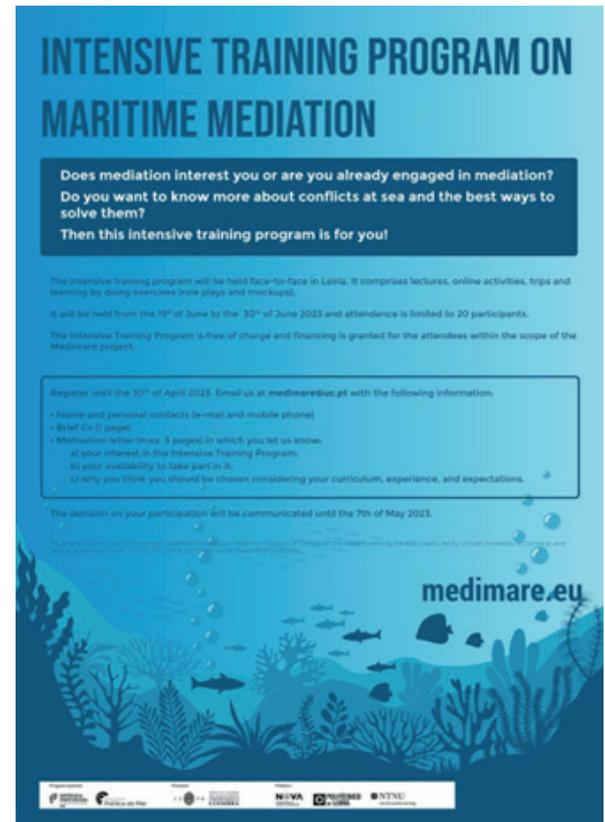


INTENSIVE TRAINING PROGRAM ON MARITIME MEDIATION

The registration for the Intensive Workshop on Maritime Mediation has started. The course will be held in Leiria, Portugal, from the 19th to the 30th of June. Participation will be limited to 20 participants. Enrollment is free of charge and the registration should be made until April 30th, through the email medimare@uc.pt with the following information:

- Name and contacts (email and mobile number);
- A brief resume (one page);
- Letter of Motivation (maximum of three pages) explaining:
 - Your interest in the Intensive Training Program;
 - Your availability in participating on the Training Program; and
 - The reasons why you consider you should be chosen.

The decision on the participation will be notified May, the 7th 2023.



SOCIAL MEDIA

Follow the project at:



medimare.eu

or email us via email medimare@uc.pt

FEBRUARY WORKSHOP

The February workshop was held on February 14th during the afternoon, with over 20 participants. Mrs. Ana Carolina Riella, from Harvard University Legal Clinic held a communication on “A mediator’s toolbox: active listening as a communication skill”. Ana Carolina, besides presenting the active listening tools, held an active listening exercise, breaking the group into separate rooms. It was educational and engaging, all at the same time! Positive feedback from the attendees was transmitted during and after the workshop!



MARCH WORKSHOP

The March workshop will be held on March 17th, at 14pm GMT Time, 15 pm CET Time. Leticia Fontestad Portalés will hold a communication on “ Mediación marítima versus Arbitraje marítimo (de Londres) “. Leticia Fontestad Portalés is Associate Professor on Procedural Law at the University of Málaga, Researcher in Maritime Navigation from a Procedural Perspective and author of books and articles on maritime mediation. Save the date if you wish to participate, and enroll [here!](#)

MEDIMARE ON THE NEWS!

The MediMARE Project was under the spotlight in the press! The news on the project were published on February 16th and included a dissemination on the project, its objectives, goals and outcomes. You can read the complete news (in Portuguese) [here](#).

Iceland
Liechtenstein
Norway grants

**OPEN WORKSHOP
MEDIMARE**
MEDIATION IN MARITIME DISPUTES
17TH MARCH 2023

APPLICATION FORM
medimare.eu/application-form/

14h00 - 14h00 GMT | 15h00 - 15h30 CET Communication on “*Mediación marítima versus Arbitraje marítimo (de Londres)*” by LETICIA FONTESTAD PORTALÉS.
Leticia Fontestad Portalés is Associate Professor on Procedural Law at the University of Málaga, Researcher in Maritime Navigation from a Procedural Perspective and author of books and articles on maritime mediation.

14h30 - 15h00 GMT | 15h30 - 16h00 CET Questions & Answers

15h00 - 15h30 GMT | 16h00 - 16h30 CET Developments of the MediMARE Project and Closing Remarks
DULCE LOPES Project Coordinator

Please note that the presentation will be in Spanish

medimare.eu

Program operator: REPÚBLICA PORTUGUESA MAR, Comissão-Geral de Política do Mar

Promoter: INSTITUTO JURÍDICO FACULDADE DE DIREITO UNIVERSIDADE DE COIMBRA

Partners: NVA (NOVA SCHOOL OF SCIENCE & TECHNOLOGY), POLITÉCNICO DE LEIRIA, NTNU (Samfunnsforskning)

WIKImediMARE

Acts of God – “An overwhelming, unpreventable event caused exclusively by forces of nature, such as an earthquake, flood, or tornado. The definition has been statutorily broadened to include all natural phenomena that are exceptional, inevitable, and irresistible, the effects of which could not be prevented or avoided by the exercise of due care or foresight”¹.

Bill of Lading – “Originally called a “bill of lading”, a bill of lading is not necessarily the complete contract of carriage of goods but is usually the best evidence of the contract. It is, as well, a receipt signed by the master or on his behalf indicating in what apparent order and condition the goods have been received on board. Finally, it is also a document of title and thus a document of transfer, but not a negotiable instrument. It is usually a standard form contract, prepared and issued by the carrier or his agent”².

Breach of Contract – Breach of contract are disputes related to the non-observance or infringement of one (or more) of the contractual obligations by either of the parties

in a contract.

Broker – Broker is “a person who acts for or represents another in the buying and selling of shares in companies or protection against risk, or who arranges for the lending of money”³.

Bulk carrier – Bulk carrier is the carrier that transports bulk cargo, which is the one that is not package in any way, such as grains, cement, steel and iron ore.

Bunker disputes – Bunker disputes are disputes related with the fuelling of the vessels. Sometimes related to the quality and quantity of the fuel, or to any occurrence during the fuelling procedure.

Cabotage – Cabotage is the maritime transportation between domestic ports of a country. This concept may also include continental transportation and within ports of autonomous regions of the same country (such as in Portugal, with the islands of Madeira and Azores)⁴.

¹ GARNER, Bryan (editor). **Black’s Law Dictionary**. 9th edition. St.Paul: West, 2009, pág. 39.

² TETLEY, William. **Glossary of Maritime Law Abbreviations, Definitions, Terms and Odds ‘n Ends** in European Transport Law. Journal of Law and Economics. Vol. XXII n.3, 1997, page 278.

³ DICTIONARY CAMBRIDGE. Broker (noun). Available at <https://dictionary.cambridge.org/dictionary/english/broker>. Access on February 10th, 2023.

⁴ This definition of cabotage, including continental cabotage and insular cabotage may be found at Decreto-Lei nº 7/2006, de 4 de Janeiro. Available at <https://www.imt-ip.pt/sites/IMTT/Portugues/TransporteMaritimo/Cabotagem-Nacional/Paginas/Cabotagem-Nacional.aspx>. Access on February 10th, 2023.

Certification societies - “Certification societies are independent private bodies engaged in the study, development and surveillance of the technical side of ship structural safety and as such they have achieved a pivotal role within the shipping world. Generally speaking the work of classification societies is based on service contracts with shipowners and shipbuilders alike”⁵.

Charter Party Disputes - Charter party disputes are all disputes which connect to charter party contracts and relationships, which might be related to freight, hire, demurrage or any other matter that may occur during the charter party contract.

Charterers - Charterers are the persons who rent a ship or a vessel in a charter party contract.

CIF Terms - CIF is one of the most used Incoterms (ref.) which stands for Cost, Insurance and Freight. In the Incoterm CIF the exporter is responsible for paying all the costs, insurance and freight until the merchandise arrive at the port of destination. The exporter is responsible for delivering the products cleared for export at the port of shipment and pay all the costs until the port of destination.

⁵ LORENZON, Filippo. **Safety and Compliance**. In BAATZ, Yvonne. *Maritime Law*. Fifth Edition. New York: Routledge, 2021, page 399.

In case you have suggestions or doubts, do not hesitate on contacting us through our social media.

SOCIAL MEDIA

Follow the project at:



[medi-mare.eu](https://www.medi-mare.eu)

or email us via email medi-mare@uc.pt