



@Joaquim Dâmaso

The Project MediMARE: Mediation in Maritime Disputes had a great month! The online course has started and the Project Team has met in Trondheim for planning and workshops!

THE ONLINE COURSE

The online course started on March 13, with great participation from everyone in the course and in the forum. It will remain open for two months, is composed of four modules, takes only 25 hours to conclude and leads to a certificate of conclusion.

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@uc.pt with your name, contacts and a short CV.

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

MediMARE is a project of the University of Coimbra, Faculty of Law, Institute of Maritime Law, and the University of Leiria, Faculty of Sciences and Technology, School of Management.

medimare.eu

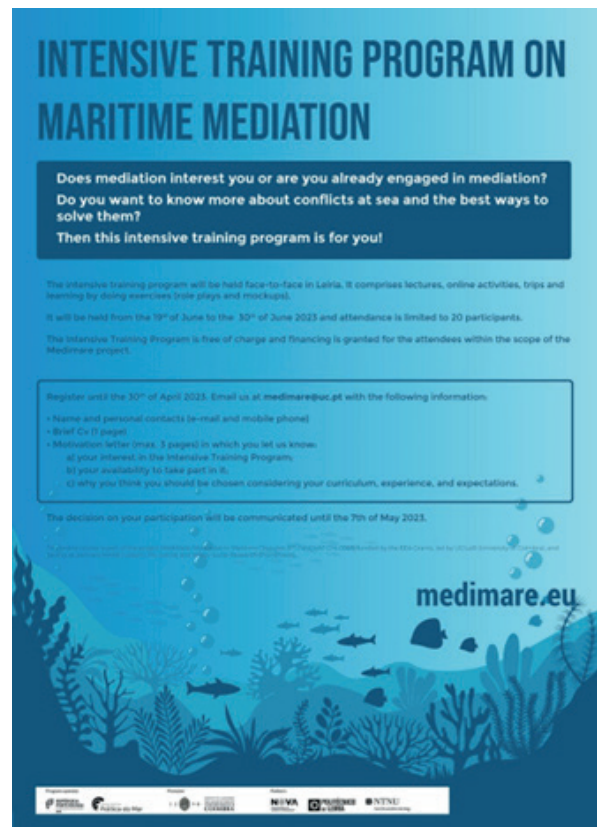


INTENSIVE TRAINING PROGRAM ON MARITIME MEDIATION

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



MARCH 17TH WORKSHOP

The First March workshop was held on March 17th, during the afternoon, with 16 participants. Leticia Fontestad Portalés held a communication on “ Mediación marítima versus Arbitraje marítimo (de Londres) “. Leticia Fontestad Portalés is an 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.

MEDIMARE TEAM MEETS IN NORWAY

Part of the Project Team went to Trondheim, Norway for meetings and planning and for a workshop with the Nordish students and investigators.

The team was at NTNU Social Research for two days, during which there was the organization for future events: the intensive course, the Final Dissemination Event, as well as final Project outputs: the Maritime Mediation Curriculum and the Project Guidebook.

The first day was filled with meetings and, during the lunch break (a typical Norwegian lunch), the Project team enjoyed the snow and built a MediMARE Mascot: a snowman which was named “Mare” by the participants. It was a great day!



In the evening, the Project team gathered at a typical Norwegian restaurant for dinner. Good conversation and interaction were the highlight of the evening!



PRESENTING MEDIMARE

THURSDAY MARCH 23

Open to students and to the staff of NTNU Samfunnsforskning
Address: Dragvoll alle 38 B, 7049 Trondheim

- 9:00 • 9:20** Welcome words - MediMARE and NTNU research
TORGEIR HAAVIK
- 9:20 • 9:40** About MediMare:
An approach to mediation in maritime disputes
DULCE LOPES
- 9:40 • 10:00** Ethics and maritime mediation: specificities
CATIA MARQUES CEBOLA
- 10:00 • 10:20** Break
- 10:20 • 11:00** How to mediate in the maritime field - mediation in action
LIA VASCONCELOS • FRANCISCO LIBREIRO
- 11:00 • 11:30** Discussion

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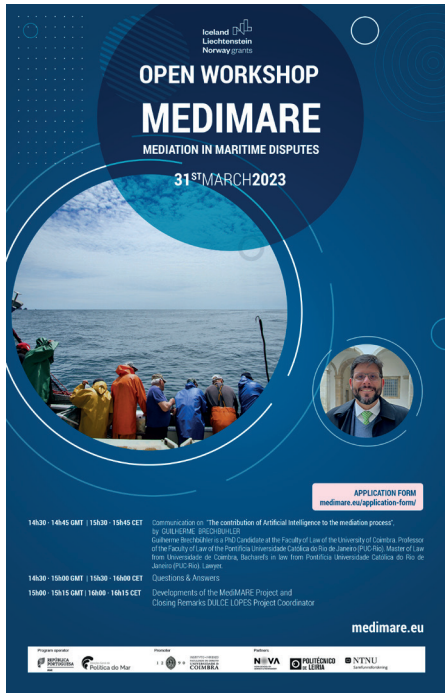




In the afternoon, the team visited the Trondheim Maritime Museum, in which a meeting was held for an agreement for the Final Exhibition, which will happen within the Dissemination Event.

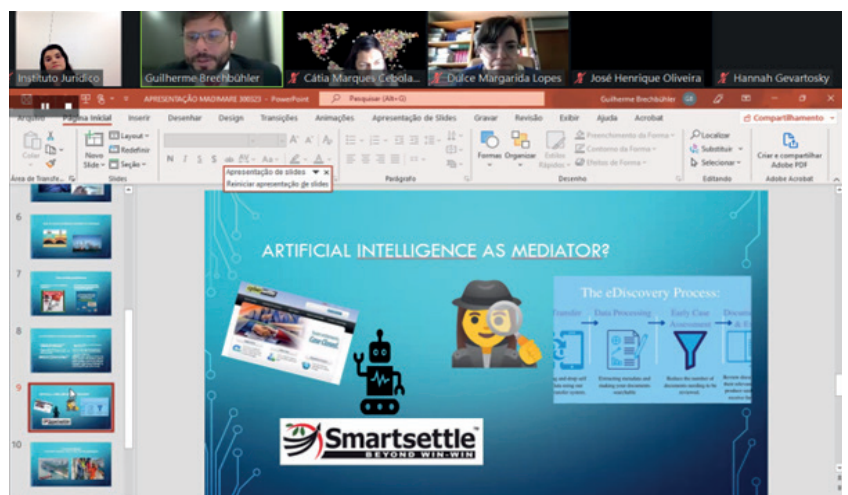
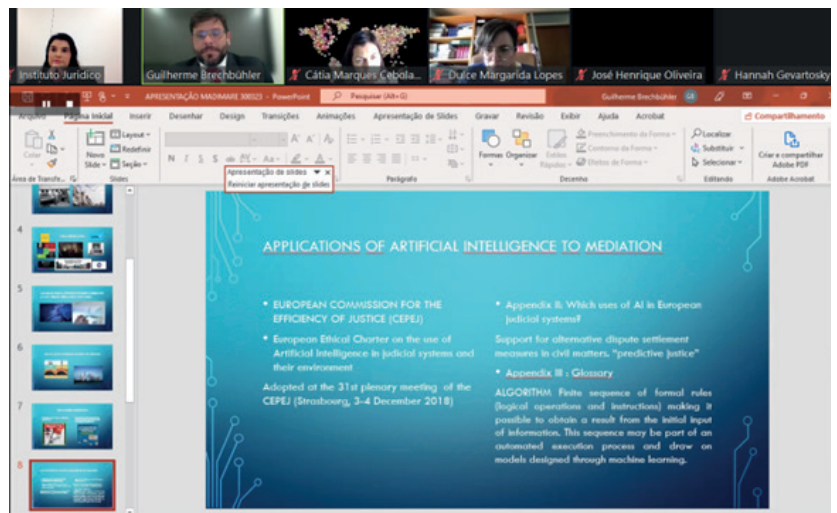


The Project team got along really well, and this opportunity was important for the teams to mingle and draw future project paths!



MARCH 31ST WORKSHOP

On March 31st, 15h30pm (GMT Time) and 14h30am (CET Time - Portugal Time) the MediMARE Project held an open workshop with Professor Guilherme Brechbühler, with a communication on “The contribution of Artificial Intelligence to the mediation process.”



WIKImediMARE

Coastal State -Coastal State is a state that borders territorial seas, and which, according to the United Nations Convention on the Law of the Sea, has sovereignty extending “beyond its land territory and internal waters and, in the case of an archipelagic State, its archipelagic waters, to an adjacent belt of sea, described as the territorial sea”¹.

Collision is “an accident that happens when two vehicles hit each other with force”²

Container – container is a metal recipient which is used for the transportation of cargo through air, maritime, railroads or roads³. The most common sizes are 20 and 40 feet. Dry containers are the most common ones. Other types are: Flat rack container, open top container, open side storage container, refrigerated ISO containers, ISO Tanks, Half height containers and special purpose containers.

Contiguous Zone – the Contiguous Zone is described by the United Nations Convention on the Law of the Sea as zone contiguous to its territorial sea, and it may not extend beyond 24 nautical miles from the baselines from which the breadth of the territorial sea is measured⁴.

Cruise – contract of a mixed nature, including both the contract of carriage of passengers by sea, holiday and relaxation, food and beverages, package travel.

Demurrage - Demurrage is the extended stay, or the fee charged by the extended stay of a container or of a vessel in a port. There is a contract in which it is stipulated a period in which the stay is contracted, and whatever exceeds that stays must pay a fee called demurrage. It is also “the detention of a ship by the freighter beyond the time allowed for loading, unloading, or sailing” or “a charge for detaining a ship, freight car, or truck”⁵.

Deviation - Ship changing its route due to justifiable causes: saving lives, supporting another ship in danger or without justifiable cause and leading to a delay in the contract deadlines.

Exclusive Economic Zone – “The exclusive economic zone is an area beyond and adjacent to the territorial sea, subject to the specific legal regime established in this Part (Part V of UNCLOS), under which the rights and jurisdiction of the coastal State and the rights and freedoms of other States are

¹ UNITED NATIONS. [United Nations Convention on the Law of the Sea](#). Article 2.

² CAMBRIDGE DICTIONARY. Collision. Available at <https://dictionary.cambridge.org/dictionary/english/collision>. Access on February 17th, 2023.

³ PORTO DE LISBOA. [Glossário. Contentor](#). Available at <https://www.portodelisboa.pt/glossario>. Access on

⁴ UNITED NATIONS. [United Nations Convention on the Law of the Sea](#). Article 33.

⁵ MERRIAM-WEBSTER. Demurrage. Available at https://www.merriam-webster.com/dictionary/demurrage?utm_campaign=sd&utm_medium=serp&utm_source=jsonld. Access on February 20th, 2023.

governed by the relevant provisions” of UNCLOS⁶. It is in the Exclusive Economic Zone that the Coastal State has “ (a) sovereign rights for the purpose of exploring and exploiting, conserving and managing the natural resources, whether living or non-living, of the waters superjacent to the seabed and of the seabed and its subsoil, and with regard to other activities for the economic exploitation and exploration of the zone, such as the production of energy from the water, currents and winds; (b) jurisdiction as provided for in the relevant provisions of this Convention with regard to: (i) the establishment and use of artificial islands, installa-

tions and structures; (ii) marine scientific research; (iii) the protection and preservation of the marine environment; (c) other rights and duties provided for in this Convention”.

Fishing Quotas – Fishing Quotas are “Total allowable catches (TACs), or fishing opportunities, are catch limits (expressed in tonnes or numbers) that are set for most commercial fish stock”⁸.

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

⁶ UNCLOS, **Article 55 Specific legal regime of the exclusive economic zone**. Available at https://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf . Access on February 20th, 2023.

⁷ UNCLOS, **Article 56 Rights, jurisdiction and duties of the coastal State in the exclusive economic zone**. Available at https://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf . Access on February 20th, 2023.

⁸ EUROPEAN COMMISSION. **Fishing Quotas**. Available at https://oceans-and-fisheries.ec.europa.eu/fisheries/rules/fishing-quotas_en. Access on February 20th, 2023.

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