



The Project MediMARE: Mediation in Maritime Disputes team has been very busy! The online course is ongoing, and the team is planning the intensive course, an International Call for Papers and the MediMARE: Mediation in Maritime Disputes Final Symposium.

THE ONLINE COURSE

The online course went on this month and will continue until the 13th of May. Students have been participating in the forum, with their opinions, questions, and analysis. It has been really interesting. The course 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@us.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

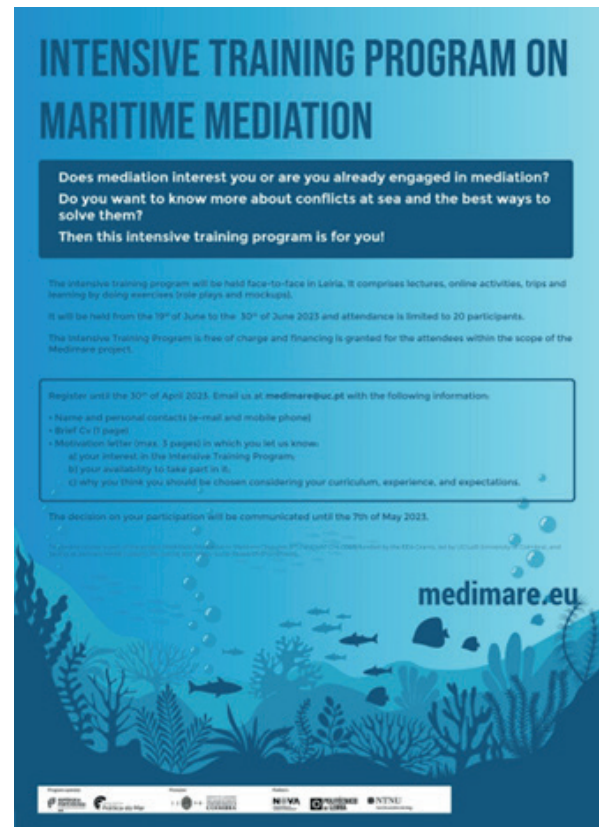


INTENSIVE TRAINING PROGRAM ON MARITIME MEDIATION

The registration for the Intensive Training Program on Maritime Mediation is ongoing. 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 was postponed until the 5th of May, 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 12th 2023.



SOCIAL MEDIA

Follow the project at:



medimare.eu

or email us via email medimare@uc.pt

INTERNATIONAL CALL FOR PAPERS

The MediMARE Project is organizing the MediMARE: Mediation in Maritime Disputes Final Symposium, which will happen on June 30th and July 1st, at the University of Coimbra, Portugal. The Organizing Committee is pleased to invite submissions for the presentation of papers for the symposium, which will happen in a hybrid format.

The deadline for submission of paper abstracts for blind peer review is June 2nd. The paper abstract and the necessary information contained in the Call for Paper must be sent to the email medimare@uc.pt.

THE MEDIAMARE: MEDIATION IN MARITIME DISPUTES FINAL SYMPOSIUM

The MediMARE: Mediation in Maritime Disputes Final Symposium will take place as the MediMARE Final Event at the University of Coimbra on June 30th and July 1st. The program of the event is being developed and will soon be published. If you want to participate, SAVE THE DATE!

**OPEN WORKSHOP
MEDIMARE**
MEDIATION IN MARITIME DISPUTES
5TH MAY 2023

APPLICATION FORM
medimare.eu/application-form/

14:00 - 14:30 GMT | 15:00 - 15:30 CET
Communication on “Mediação e direito do mar: a arte do acordo” (Mediation and law of the sea: the art of the deal), by MILENA BARBOSA DE MELO.

14:30 - 15:00 GMT | 15:30 - 16:00 CET
Questions & Answers

15:00 - 15:30 GMT | 16:00 - 16:30 CET
Developments of the MediMARE Project and Closing Remarks by DULCE LOPES Project Coordinator

*Please note that the presentation will be in Portuguese!
Members of the Project will be available to support non-Portuguese speakers.

medimare.eu

MAY 5TH WORKSHOP

On May 5th Workshop Professor Milena Barbosa de Melo will hold a communication in Portuguese on “Mediação e direito do mar: a arte do acordo” (“Mediation and law of the sea: the art of the deal”) at 15pm (GMT Time) and 14am (CET Time – Portugal Time). If you want to participate, please enroll.

WIKImediMARE

FOB Terms – FOB Terms are one of the Incoterms, a publication of the ICC, periodically published (the latest is dated 2020) to reflect market practices and needs. The Term means Free on Board (FOB), which means the obligation of the exporter ends when the goods are delivered on board of the ship.

Force Majeure – “An event or effect that can be neither anticipated nor controlled. The term includes both acts of nature (e.g. floods and hurricanes) and acts of people (e.g. riots, strikes, and wars).”

General Average - is the “sharing of the financial consequences of an unexpected casualty between the commercial parties which have a financial interest in seeing the “adventure” completed. The expenses which fall within this definition are borne by those parties in proportion to the value of their respective interests at the time when and place where the adventure ends”.

Goods Carried by Sea – “Any goods conveyed by merchant ships. This includes all packaging and equipment such as containers, swap bodies, pallets or road goods vehicles. Mail is included; goods carried on or in wagons, lorries, trailers,

semi-trailers or barges are also included. Conversely, the following items are excluded: road passenger vehicles with drivers, returning empty commercial vehicles and trailers, bunkers and stores of vessels, fish carried in fishing vessels and fish-processing ships, goods carried internally between different basins or docks of the same port.”

Groundings – (In Maritime law) “The term ‘unintentional grounding’ in shipping describes the accidental impact of the ship on seabed or waterway side. However, grounding can also be intentional in order to land crew or cargo (beaching) or to conduct maintenance or repairs (careening). Intentional grounding demands very careful maneuvering and high navigational skills, as any misunderstanding or wrong decision may lead to unfavorable situations. Nevertheless, it is the unintentional grounding that we must pay more attention and operators should ensure that crew members are aware of the emergency actions that should be followed in such cases”.

Incoterms – Incoterms are a publication of the [ICC](#), periodically published (the latest is dated 2020) which sets different obligations

¹ GARNER, Bryan (editor). **Black’s Law Dictionary**. 9th edition. St.Paul: West, 2009, pág. 718.

² TSIMPLIS, Michael. „The Liabilities of the Vessel“. In BAATZ, Yvonne (coord.). *Maritime Law*. 5. ed. Oxon: Informa Law, 2021, page 269.

³ EUROPEAN UNION / UNITED NATIONS / ITF / OECD, **Glossary for transport statistics**, 5th edition, 2019. Available at <https://ec.europa.eu/eurostat/documents/3859598/10013293/KS-GQ-19-004-EN-N.pdf/b89e58d3-72ca-49e0-a353-b4ea0dc8988f?t=1568383761000>. Access on February 21st, 2023.

⁴ SAFETY4US. **Emergency Procedures: Actions to be taken in case of ship grounding**. Available at <https://safety4sea.com/cm-emergency-procedures-actions-to-be-taken-in-case-of-ship-grounding/>. Access on February 21st. 2023.

and responsibilities for exporters (sellers) and importers (buyers). They are terms of trade for the sale of goods. divided into 4 groups, and goes from the least obligation to the exporter, which is the EXW (Ex works) when the Seller's obligation is to deliver goods to the importer at its factory (being also responsible for providing documentation for the export procedures), to the most obligation to the seller DDP (Delivery Duty Paid) in which the only obligation of the buyer is to unload goods at the destination – even duty, taxes and customs clearance is paid by the seller.

IOPC Fund – IOPC Stands for International Fund for compensation for Oil Pollution Damage. “The IOPC Funds are two intergovernmental organisations (the 1992 Fund and the Supplementary Fund) which provide compensation for oil pollution damage resulting from spills of persistent oil from tankers”⁵

Lex maritima or **lex maritima** is “The body of customs, usage, and local rules governing seagoing commerce that developed in the maritime countries of medieval Europe”⁶.

Lex mercatoria or **law merchant** is “a system of customary law that developed in Europe during the Middle Ages and regulated the dealings of mariners and merchants in all the commercial countries of the world until the 17th century. Many of the law merchant's principles came to be incorporated into the common law, which in turn formed the basis of the Uniform Commercial Code”⁷.

Maritime disputes – Maritime disputes are the disputes that relate to the maritime activity. It might derive from maritime activities, related parties, and/or maritime law.

Maritime law - “The body of law governing marine commerce and navigation, the carriage at sea of persons and property, and marine affairs in general; the rules governing contract, tort, and workers'- compensation claims or relating to commerce on or over water”⁸.

Peril of the Sea – “An action of the elements at sea of such force as to overcome the strength of a well-founded ship and the normal precautions of good marine practice. A peril of the sea may relieve a carrier from liability for the resulting losses. Also termed danger of navigation; danger of river; marine peril; marine risk; (in regard to the Great Lakes) perils of the lakes; danger of the sea”⁹

⁵ IOPC Funds. Available at <https://iopcfunds.org/>. Access on February 21st, 2023.

⁶ GARNER, Bryan (editor). **Black's Law Dictionary**. 9th edition. St.Paul: West, 2009, pág. 995.

⁷ GARNER, Bryan (editor). **Black's Law Dictionary**. 9th edition. St.Paul: West, 2009, pág. 956.

⁸ GARNER, Bryan (editor). **Black's Law Dictionary**. 9th edition. St.Paul: West, 2009, pág. 1055.

⁹ GARNER, Bryan (editor). **Black's Law Dictionary**. 9th edition. St.Paul: West, 2009, pág. 1253.

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