

IMO INTERNATIONAL MARITIME LAW INSTITUTE

(IMLI)

MALTA

MASTER OF LAWS (LL.M.)

in

INTERNATIONAL MARITIME LAW

APPLICATION PACKAGE

for

SELF-FINANCED CANDIDATES

ACADEMIC YEAR 2017-2018

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A. THE PROGRAMME

1. *Programme Objectives*

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

2. *Academic Content*

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

Introductory courses:

Introduction to Ships and Shipping;
Introduction to Public International Law;
The Law of International Organizations;
Introduction to Shipping Law.

Foundation courses:

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

The detailed programme structure is contained in Annex 1.

The assessment of students is based on five equally valued components. There are two examinations, one in Shipping Law and one in International Law of the Sea. In addition, each student is required to submit a 10,000-word dissertation, independently researched and supervised by a member of the Institute's Faculty. Each student is also required to submit a maritime legislation drafting project under the supervision of a designated member of the Faculty. Finally, students are expected to undergo continuous assessment in the form of written assignments, tutorials, two written tests and attendance at lectures, seminars, conferences, field trips and other activities organized by the Institute. The Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations are contained in Annex 2.

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

The teaching programme is delivered by the academic staff of the Institute including professors and lecturers as well as by visiting fellows who are practitioners and academics of international repute in various fields of maritime law.

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

B. ADMISSION REQUIREMENTS AND PROGRAMME FEE

3. *Academic Requirements*

The basic requirements are:

- (a) a degree in law with a high standing from a recognised university; and
- (b) proficiency in the English language: all students must be fully proficient in the English language by the time they begin their studies. This means that they should be fully acquainted with the fundamentals of that language; i.e. in reading, writing, listening, comprehension and speaking skills. Students who have not studied or made active use of the English language in recent years are **STRONGLY** advised to refresh their English knowledge **PRIOR** to their arrival in Malta. They should bear in mind that the study of international maritime law in the English language demands a sophisticated knowledge of the language. **Production of evidence of English language proficiency is required. Therefore, as a pre-requisite for admission, the Institute may require candidates to undertake one of the tests for language referred to in Annex 3**

4. *Programme Fee*

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

5. *Financial Aid*

Candidates requiring financing are encouraged to seek sponsors.

C. APPLICATION PROCEDURE

6. *How to Apply*

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

- (a) copies of the University degrees held by the candidate officially authenticated by the University concerned;
- (b) a copy of the certificate of proficiency in English held by the candidate (see paragraph 3(b) above and Annex 3 for further information) or a statement by the candidate explaining the reasons why he deems he should be exempt from presenting such certificate;
- (c) the attached Medical Report Form duly completed by a registered Government Medical Practitioner;
- (d) a letter of intent written by the candidate and stating the candidate's reasons for applying to the LL.M. programme and his/her career objective. Candidates may use the attached Motivation Form;
- (e) two letters of reference covering the candidate's ability to undertake the LL.M. programme. Referees are persons who are not related to the candidate and who are familiar with the candidate's character and qualifications. Referees should use, where possible, the attached Reference Form;
- (f) a non-refundable application and processing fee of €150.

Applications should be sent to:

The Director
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 Msida Heights, Tal-Qroqq
 P.O. Box 31
 Msida MSD 1000
 MALTA

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

7. Academic and Medical Clearance

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

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

8. Admission

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

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

9. Payment of Programme Fee

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

Bank in Malta: HSBC Bank (Malta) plc
 196/198, The Strand
 Gzira, Malta
 Account Name: IMO International Maritime Law Institute
 Account no. 039-035241-451
 SWIFT Transfer Code – MMEBMTMT
 I.B.A.N.: MT65 MMEB 4439 2000 0000 3903 5241 451

D. JOINING THE INSTITUTE

10. Travel

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

Students should arrive in Malta ahead of the programme starting date. To find out the exact starting date of the forthcoming programme, please refer to Annex 4. In view of the fact that a three-day field trip to London may be organized at the end of the academic year, participants are asked to arrange for their return ticket with Air Malta via London Heathrow Airport, leaving departure dates and the exact stop-over period in London open pending final booking, which may be effected in Malta. This would avoid the student incurring unnecessary expenses. Should the student need an entry visa for the United Kingdom, the Institute will assist in order to obtain it from the British High Commission in Malta. **However, the cost of the visa is to be paid by the student.**

11. Visa

Students are requested to arrange for a visa, if this is required, for their initial travel to Malta. Malta is a member of the European Schengen Agreement. Therefore, the Institute cannot procure visas on

behalf of students. Students coming from countries with no Maltese embassy or consulate have to apply for their visas to enter Malta from the Italian, French, Spanish or Austrian Embassy in their respective countries. For more information relating to visa requirements and where to apply please visit the website of the Malta Ministry for Home Affairs and National Security at <https://homeaffairs.gov.mt/en/Pages/Home.aspx> (information on visas is found on the home page menu (sub-section Information) located on the top side of the Ministry's homepage). The Institute may assist in providing the students with the relevant information relating to the Embassy they need to approach.

12. Health Care

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

13. Books and Other Instructional Material

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

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

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

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

14. IMLI Student Rules

Student life at the Institute is governed by the IMLI Student Rules, copy of which is attached hereto as Annex 5. **BY APPLYING TO THE INSTITUTE, CANDIDATES UNDERTAKE TO COMPLY STRICTLY WITH THESE RULES SHOULD THEY BE ADMITTED TO THE PROGRAMME.**

15. Location

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

E. FACILITIES AND AMENITIES PROVIDED TO STUDENTS AT THE INSTITUTE

16. *Library*

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

17. *IT Facilities*

A communal printing facility is available. A wireless network is available at the Institute's Library. Students may access this network from their notebooks. There are also PC terminals with internet connections available at the student's Common Room.

18. *Accommodation*

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

19. *Cafeteria*

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

20. *Laundry*

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

21. *Telecommunications*

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

22. *Recreational Facilities*

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

F. INFORMATION ABOUT MALTA

23. *Geographical Location and Climate*

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

The climate is generally warm. Temperatures are as follows:

35°C highest summer temperature

14°C average November to April temperature
7°C lowest winter temperature

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

24. Living Costs

The currency of Malta is the Euro (€). For the latest exchange rates visit www.centralbankmalta.com.

Rental accommodation is available in residential areas, in the vicinity of the University. The monthly rent of a modest furnished apartment is approximately €600 to €800, depending on the number of bedrooms. The monthly expenses of food and other living expenses amount to €300 to €400 per person depending on one's lifestyle.

For more detailed information about Malta please refer to www.visitmalta.com.

ANNEX 1

DETAILED LL.M. PROGRAMME STRUCTURE

1 INTRODUCTORY COURSES

1.1 INTRODUCTION TO SHIPS AND SHIPPING

- 1.1.1 Major Categories of Ships
- 1.1.2 Shipping and International Trade
- 1.1.3 Types of Shipping
- 1.1.4 Operation and Management of Ships

1.2 TECHNICAL ASPECTS OF SHIPPING

- 1.2.1 Physical Attributes of a Ship
- 1.2.2 Basics of Navigation and Ship Handling
- 1.2.3 Types of Cargo and Cargo Handling

1.3 THE ECONOMIC ASPECTS OF SHIPPING

- 1.3.1 The Role of Shipping in International Trade
- 1.3.2 Liner and Tramp Trade
- 1.3.3 The Liner Conference System
- 1.3.4 The United Nations Convention on the Code of Conduct for Liner Conferences
- 1.3.5 The Economic Impact of Open Ship Registry Systems
- 1.3.6 Regional Approaches to Shipping Law

1.4 INTRODUCTION TO PUBLIC INTERNATIONAL LAW

- 1.4.1 Nature and Origin of Public International Law
- 1.4.2 Subjects of Public International Law and International Personality
- 1.4.3 Sources of Public International Law
 - 1.4.3.1 International Conventions
 - 1.4.3.2 Customary International Law
 - 1.4.3.3 General Principles of International Law
 - 1.4.3.4 Judicial Decisions and the Teachings of Publicists
 - 1.4.3.5 Codification of International Law through Conventions
 - 1.4.3.6 Relationship between International Conventions and Customary International Law, with special reference to the Law of the Sea
- 1.4.4 The Law of Treaties
 - 1.4.4.1 The Vienna Convention on the Law of Treaties, 1969
 - 1.4.4.2 The Vienna Convention on the Law of Treaties between States and International Organizations or between International Organizations, 1986
- 1.4.5 Role of "Soft Law" in International Law
- 1.4.6 International Law and Municipal Law
- 1.4.7 Jurisdiction
- 1.4.8 Extradition
- 1.4.9 Immunities
 - 1.4.9.1 State Immunity
 - 1.4.9.2 Diplomatic Immunity
- 1.4.10 State Responsibility

1.5 THE LAW OF INTERNATIONAL ORGANIZATIONS

- 1.5.1 Historical Development of International Organizations
- 1.5.2 International Organizations as Subjects of International Law
- 1.5.3 Institutional Law of International Organizations
 - 1.5.3.1 Classification of International Organizations
 - 1.5.3.2 Role and Functions of International Organizations
 - 1.5.3.3 Constituent Instruments of International Organizations
 - 1.5.3.4 The Applicable Law
 - 1.5.3.5 Privileges and Immunities of International Organizations
 - 1.5.3.6 Responsibility of International Organizations

- 1.5.3.7 Powers of International Organizations
 - 1.5.3.8 Membership
 - 1.5.3.9 Dissolution
 - 1.5.4 The United Nations System
 - 1.5.4.1 The United Nations
 - 1.5.4.1.1 The United Nations General Assembly
 - 1.5.4.1.2 The United Nations Security Council
 - 1.5.4.1.3 United Nations Division for Ocean Affairs and the Law of the Sea (DOALOS)
 - 1.5.4.1.4 Commission on the Limits of the Continental Shelf (CLCS)
 - 1.5.4.1.5 International Law Commission (ILC)
 - 1.5.4.1.6 International Seabed Authority (ISA)
 - 1.5.4.1.7 UN-Oceans
 - 1.5.4.1.8 International Court of Justice (ICJ)
 - 1.5.4.1.9 International Tribunal for the Law of the Sea (ITLOS)
 - 1.5.4.2 Specialized Agencies
 - 1.5.4.2.1 The International Maritime Organization (IMO)
 - 1.5.4.2.1.1 History, Aims and Functions;
 - 1.5.4.2.1.2 Structure of IMO;
 - 1.5.4.2.1.3 Committees of IMO;
 - 1.5.4.2.1.4 IMO as a Law-Making Body;
 - 1.5.4.2.1.5 The Process of Development and Amendment of an IMO Convention
 - 1.5.4.2.2 Other Agencies and Bodies
 - 1.5.4.2.2.1 UNEP, UNESCO (IOC), UNCTAD, FAO, ILO, UNCITRAL
- 1.5.5 Role of Non-Governmental Organizations
 - 1.5.5.1 Comité Maritime International (CMI)

1.6 INTRODUCTION TO SHIPPING LAW

- 1.6.1 Historical Development of Maritime Law
- 1.6.2 Characteristics of Maritime Law and Main Differences between the Major Legal Systems
- 1.6.3 Regional Maritime Law, including EU Shipping Law
- 1.6.4 Regulatory Maritime Law: International Conventions
- 1.6.5 Admiralty and Shipping Practice
- 1.6.6 Statutory Law on Shipping
- 1.6.7 Judicial Remedies in Maritime Law
- 1.6.8 Shipping Institutions
- 1.6.9 Law of Contracts
- 1.6.10 Law of Torts/Delict
- 1.6.11 Law of Property
- 1.6.12 International Trade Law
 - 1.6.12.1 International Sale of Goods
 - 1.6.12.2 Sale of Goods Legislation (Comparative Law)
 - 1.6.12.3 International Commercial Terms (INCOTERMS)
 - 1.6.12.4 The United Nations Convention on Contracts for the International Sale of Goods, 1980

1.7 SIGNIFICANCE OF ETHICS IN INTERNATIONAL MARITIME LAW

- 1.7.1 The Role of Ethics in the Law of the Sea
- 1.7.2 The Role of Ethics in Shipping Law

2 INTERNATIONAL LAW OF THE SEA

2.1 HISTORICAL BACKGROUND

2.2 GENERAL INTRODUCTION AND ELEMENTS OF THE LAW OF THE SEA

- 2.2.1 First United Nations Conference on the Law of the Sea (UNCLOS I)
- 2.2.2 Second United Nations Conference on the Law of the Sea (UNCLOS II)

- 2.2.3 Third United Nations Conference on the Law of the Sea (UNCLOS III)
- 2.2.4 1958 Geneva Conventions on the Law of the Sea
 - 2.2.4.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
 - 2.2.4.2 Convention on the Continental Shelf, 1958
 - 2.2.4.3 Convention on the High Seas, 1958
 - 2.2.4.4 Convention on Fishing and Conservation of the Living Resources of the High Seas, 1958
- 2.2.5 United Nations Convention on the Law of the Sea, 1982 (UNCLOS)
- 2.2.6 Post-UNCLOS Developments
- 2.2.7 Customary Law
- 2.3 BASELINES**
- 2.3.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.3.2 Part II of UNCLOS
- 2.4 INTERNAL WATERS AND TERRITORIAL SEA**
- 2.4.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.4.2 Part II of UNCLOS
- 2.4.3 Customary Law
- 2.5 STRAITS USED FOR INTERNATIONAL NAVIGATION**
- 2.5.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.5.2 Part III of UNCLOS
- 2.5.3 Customary Law
- 2.6 ARCHIPELAGIC STATES**
- 2.6.1 Pre-UNCLOS position
- 2.6.2 Part IV of UNCLOS
- 2.6.3 Customary Law
- 2.7 CONTIGUOUS ZONE**
- 2.7.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.7.2 Part II of UNCLOS
- 2.7.3 Customary Law
- 2.8 CONTINENTAL SHELF**
- 2.8.1 Convention on the Continental Shelf, 1958
- 2.8.2 Part VI of UNCLOS
- 2.8.3 Customary Law
- 2.9 EXCLUSIVE ECONOMIC ZONE**
- 2.9.1 Pre-UNCLOS position
- 2.9.2 Part V of UNCLOS
- 2.9.3 Customary Law
- 2.10 FISHERIES**
- 2.10.1 1958 Geneva Convention on Fishing and the Conservation of the Living Resources of the High Seas
- 2.10.2 Parts V and VII of UNCLOS
- 2.10.3 1993 Food and Agriculture Organization (FAO) Compliance Agreement
- 2.10.4 1995 Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks
- 2.10.5 1995 Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries
- 2.10.6 Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2009
- 2.11 LAND-LOCKED STATES AND GEOGRAPHICALLY DISADVANTAGED STATES**
- 2.11.1 Pre-UNCLOS position

- 2.11.2 Part X of UNCLOS
- 2.11.3 Customary Law

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

- 2.13 REGIME OF ISLANDS**
- 2.13.1 Pre-UNCLOS position
- 2.13.2 Part VIII of UNCLOS
- 2.13.3 Customary Law

- 2.14 ENCLOSED AND SEMI-ENCLOSED SEAS**
- 2.14.1 Pre-UNCLOS position
- 2.14.2 Part IX of UNCLOS
- 2.14.3 Customary Law

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

- 2.16 MARINE SCIENTIFIC RESEARCH**
- 2.16.1 Convention on the Territorial Sea and the Contiguous Zone, 1958
- 2.16.2 Convention on the Continental Shelf, 1958
- 2.16.3 Convention on the High Seas, 1958
- 2.16.4 Part XIII of UNCLOS
- 2.16.3 Customary Law

- 2.17 DEVELOPMENT AND TRANSFER OF MARINE TECHNOLOGY**
- 2.17.1 Part XIV of UNCLOS

- 2.18 GENETIC RESOURCES OF THE SEA**

- 2.19 PROTECTION OF UNDERWATER CULTURAL HERITAGE**
- 2.19.1 Articles 149 and 303(2) of UNCLOS
- 2.19.2 Convention on the Protection of Underwater Cultural Heritage, 2001

- 2.20 THE LEGAL REGIME OF THE ARCTIC**
- 2.20.1 Defining the Arctic Region
- 2.20.2 Implications of the Opening of the Northwest and Northeast Passages
- 2.20.3 Overview of the Application of UNCLOS and other International Treaties to the Arctic
- 2.20.4 Maritime Zones in the Arctic and their Delimitation
- 2.20.5 The Arctic Council
- 2.20.6 Development of National Policies regulating the Arctic Region

- 2.21 THE LEGAL REGIME OF THE ANTARCTIC**

- 2.21.1 Defining the Antarctic Region
- 2.21.2 The Antarctic Treaty System
- 2.21.3 Overview of the Application of UNCLOS to the Antarctic Ocean
- 2.21.4 Maritime Zones in the Antarctic Ocean and their Delimitation
- 2.21.5 Recent Trends and Challenges: Shipping in the Antarctic Ocean

2.22 HUMAN RIGHTS AND THE LAW OF THE SEA

- 2.22.1 Introduction to Human Rights
- 2.22.2 Sources of Human Rights
- 2.22.3 The Scope of Human Rights
- 2.22.4 The Content of Human Rights
- 2.22.5 The Relationship between Human Rights and the Law of the Sea

2.23 SETTLEMENT OF DISPUTES

- 2.23.1 The International Tribunal for the Law of the Sea (ITLOS)
- 2.23.2 The International Court of Justice (ICJ)
- 2.23.3 Arbitration and Other Forms of Alternative Dispute Resolutions (ADR)

2.24 THE INTERNATIONAL MARITIME ORGANIZATION AND THE LAW OF THE SEA

3 INTERNATIONAL MARINE ENVIRONMENTAL LAW

3.1 Introduction to Marine Environmental Law

- 3.1.1 Historical Background
- 3.1.2 Development of Principles for the Sustainable Development of the Environment under the United Nations Conferences
- 3.1.3 UNEP and its Regional Seas Programme
- 3.1.4 Basis of Liability for Marine Pollution
 - 3.1.4.1 Law of Negligence in Relation to Marine Pollution
 - 3.1.4.2 Doctrine of Strict Liability / Polluter Pays Principle
 - 3.1.4.3 Criminal Law Relating to Marine Pollution: Application of Mens Rea
- 3.1.5 State Responsibility
- 3.1.6 Inter-Relationship between Prevention of Pollution of the Marine Environment and Protection and Conservation of the Living Resources of the Sea

3.2 Prevention of Pollution

- 3.2.1 UNCLOS and the Protection and Preservation of the Marine Environment (Part XII)
- 3.2.2 International Convention for the Prevention of Pollution from Ships, 1973; the 1978 and 1997 Protocols thereto (MARPOL), as amended
- 3.2.3 International Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and the 1996 Protocol thereto, as amended
- 3.2.4 Helsinki Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992
- 3.2.5 Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposals, 1989 as amended
- 3.2.6 International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001
- 3.2.7 International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
- 3.2.8 Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009
- 3.2.9 Prevention of Pollution in Polar Regions
 - 3.2.9.1 International Code of Safety for Ships Operating in Polar Waters (Polar Code)

3.3 Preparedness, Response and Co-operation

- 3.3.1 International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969
- 3.3.2 Protocol Relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973 as amended

- 3.3.3 International Convention on Oil Pollution, Preparedness, Response and Co-operation, 1990
- 3.3.4 Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)

3.4 Liability and Compensation

- 3.4.1 International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) and the 1992 Protocol thereto (1992 CLC) as amended
- 3.4.2 International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (1992 Fund Convention) as amended
- 3.4.3 Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (Supplementary Fund Protocol)
- 3.4.4 International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (HNS Convention 2010)
- 3.4.5 Basel Protocol on Liability and Compensation for Damage resulting from Transboundary Movements of Hazardous Wastes and their Disposal, 1999
- 3.4.6 International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention)
- 3.4.7 United States Oil Pollution Act, 1990

4 INTERNATIONAL MARITIME SECURITY LAW

4.1 INTRODUCTION TO INTERNATIONAL MARITIME SECURITY LAW

4.2 PIRACY, HIJACKING AND ARMED ROBBERY AGAINST SHIPS

- 4.2.1 UNCLOS
- 4.2.2 United Nations Measures to Combat Piracy
- 4.2.3 IMO Measures to Combat Piracy
 - 4.2.3.1 Djibouti Code of Conduct
 - 4.2.3.2 Code of Conduct Concerning the Repression of Piracy, Armed Robbery against Ships, and Illicit Maritime Activity in West and Central Africa, 2013
 - 4.2.3.3 Recommendations to Governments for Preventing and Suppressing Piracy and Armed Robbery against Ships
 - 4.2.3.4 Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships
 - 4.2.3.5 Maritime Criminal Acts – Draft Guidelines for National Legislation
- 4.2.4 Regional Cooperation among States to Combat Piracy and Armed Robbery against Ships
 - 4.2.4.1 Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)

4.3 THE HUMAN DIMENSION

- 4.3.1 Stowaways
 - 4.3.1.1 International Convention Relating to Stowaways, 1957
 - 4.3.1.2 Convention on Facilitation of International Maritime Traffic, 1965, as amended, (The FAL Convention)
 - 4.3.1.3 IMO Resolution FAL.11(37) in “Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases”
- 4.3.2 Human Smuggling and Human Trafficking
 - 4.3.2.1 United Nations Convention against Transnational Organized Crime, 2000
 - 4.3.2.2 Protocol against the Smuggling of Migrants by Land, Sea and Air, supplementing the United Nations Convention against Transnational Organized Crime
 - 4.3.2.3 Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children, supplementing the United Nations Convention against Transnational Organized Crime

4.4 THE TRAFFICKING OF ILLICIT DRUGS

- 4.4.1 United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, 1988

4.5 THE TRAFFICKING OF ILLICIT ARMS

- 4.5.1 Protocol against the Illicit Manufacturing of and Trafficking in Firearms, their Parts and Components and Ammunition, supplementing the United Nations Convention against Transnational Organized Crime, 2001

4.6 MARITIME TERRORISM AND UNLAWFUL ACTS AGAINST THE SAFETY OF MARITIME NAVIGATION

- 4.6.1 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA Convention) and the 2005 Protocol thereto
- 4.6.2 Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, 1988 (SUA Protocol 1988) and the 2005 Protocol thereto

4.7 CYBER TERRORISM

- 4.7.1 Introduction to Cyber Terrorism
- 4.7.2 The Anti-Terrorism Treaties and Cyber Terrorism
- 4.7.2.1 International Convention for the Suppression of Terrorist Bombings, 1997
- 4.7.2.2 International Convention for the Suppression of the Financing of Terrorism, 1999
- 4.7.2.3 International Convention for the Suppression of Acts of Nuclear Terrorism, 2005
- 4.7.3 Counter-Terrorism Activities Mandated by the UN Security Council

4.7 SHIP AND PORT FACILITY SECURITY

- 4.7.1 International Ship and Port Facility Security Code (ISPS Code)

4.8 OTHER MARITIME SECURITY ISSUES

- 4.8.1 Prohibition of the Transport of Slaves
- 4.8.2 Unauthorized Broadcasting from the High Seas
- 4.8.3 The Right of Visit
- 4.8.4 The Right of Hot Pursuit

5 SHIPPING LAW

5.1 NATIONALITY, REGISTRATION AND OWNERSHIP OF SHIPS

- 5.1.1 Nationality of Ships
- 5.1.2 Ship Registration
- 5.1.2.1 Registration and Ownership of Ships
- 5.1.2.1.1 The Concept of 'Genuine Link'
- 5.1.2.2 Types of Ship Registries
- 5.1.2.2.1 Closed Registries
- 5.1.2.2.2 Open Registries
- 5.1.2.2.3 International Registries
- 5.1.2.3 Types of Ship Registration
- 5.1.2.3.1 Regular Registration
- 5.1.2.3.2 Bareboat Registration
- 5.1.2.4 Provisions on Ship Registration in the Convention on the High Seas, 1958
- 5.1.2.5 Provisions on Ship Registration in UNCLOS
- 5.1.2.6 United Nations Convention on Conditions for Registration of Ships, 1986

5.2 PROPRIETARY INTERESTS IN SHIPS

- 5.2.1 Acquisition and Transfer of Title and Ownership in Ships
- 5.2.2 Shipbuilding Contracts
- 5.2.2.1 The Shipbuilding Contract (Formation of the Contract, Rights and Obligations of the Parties Involved)
- 5.2.2.2 Agreements Ancillary to Shipbuilding Contracts
- 5.2.2.3 Standard Forms of Contracts
- 5.2.2.4 Ship Conversion Contracts

- 5.2.2.5 Commercial Practices
- 5.2.3 Sale and Purchase of Second-hand Tonnage
 - 5.2.3.1 Sale and Purchase of Second-hand Tonnage Contracts (Formation of the Contract, Rights and Obligations of the Parties Involved)
 - 5.2.3.2 Standard Forms of Contracts
 - 5.2.3.3 Alternative Security Arrangements
 - 5.2.3.4 Commercial Practices
- 5.2.4 Security Rights in Ships
 - 5.2.4.1 Ships Mortgages and Hypothecs
 - 5.2.4.1.1 Nature and Characteristics of Ship Mortgages and Hypothecs
 - 5.2.4.1.2 Mortgages and Hypothecs Distinguished
 - 5.2.4.1.3 Formation of Ship Mortgages and Hypothecs
 - 5.2.4.1.4 Registration of Ship Mortgages and Hypothecs
 - 5.2.4.1.5 Rights and Duties of the Parties Involved
 - 5.2.4.1.6 Priority and Ranking of Ship Mortgages and Hypothecs
 - 5.2.4.1.7 Extinction of Ship Mortgages and Hypothecs
 - 5.2.4.1.8 Conflict of Laws in Relation to Ship Mortgages and Hypothecs
 - 5.2.4.2 Maritime Liens and Privileges
 - 5.2.4.2.1 Historical Development of Maritime Liens and Privileges
 - 5.2.4.2.2 Sources of Maritime Liens and Privileges
 - 5.2.4.2.3 Nature and Characteristics of Maritime Liens and Privileges
 - 5.2.4.2.4 Distinction between Liens / Privileges and Mortgages / Hypothecs
 - 5.2.4.2.5 Types of Maritime Liens and Privileges
 - 5.2.4.2.6 Priority and Ranking of Maritime Liens and Privileges
 - 5.2.4.2.7 Enforcement of Maritime Liens and Privileges
 - 5.2.4.2.8 Extinction of Maritime Liens and Privileges
 - 5.2.4.2.9 Conflict of Laws in Relation to Maritime Liens and Privileges
 - 5.2.4.3 International Conventions on Maritime Liens and Mortgages: 1926, 1967 and 1993

5.3 ENFORCEMENT OF MARITIME CLAIMS

- 5.3.1 *In Rem* and *In Personam* Proceedings
- 5.3.2 Arrest of Ships
 - 5.3.2.1 Historical Development of International Regulations
 - 5.3.2.2 International Convention Relating to the Arrest of Sea-Going Ships, 1952
 - 5.3.2.3 International Convention on the Arrest of Ships, 1999
 - 5.3.2.4 Arrest of Ships (Comparative Law)
- 5.3.3 Mareva Injunction and Attachment
- 5.3.4 Establishing Jurisdiction for the Enforcement of Maritime Claims

5.4 CARRIAGE OF GOODS BY SEA

- 5.4.1 Carriage of Goods by Sea under Bill of Lading Terms
 - 5.4.1.1 Bills of Lading and Other Transport Documents (Negotiable Bills of Lading, Straight Bills of Lading, Sea Waybills, Delivery Orders, Through Bills of Lading)
 - 5.4.1.2 Conventions Relating to International Carriage of Goods by Sea
 - 5.4.1.2.1 International Convention for the Unification of Certain Rules of Law relating to Bills of Lading, 1924 (Hague Rules)
 - 5.4.1.2.2 Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading, 1968 (Hague-Visby Rules)
 - 5.4.1.2.3 United Nations Convention on the Carriage of Goods by Sea, 1978 (Hamburg Rules)
 - 5.4.1.2.4 United Nations Convention on Carriage of Goods (Wholly or Partly) by Sea, 2008 (Rotterdam Rules)
 - 5.4.1.3 Electronic Commerce and Electronic Transport Documents for the Carriage of Goods by Sea
- 5.4.2 Charterparties

- 5.4.2.1 Different Types of Charterparties
- 5.4.2.2 Rights and Obligations of the Parties Involved
- 5.4.2.3 Bills of Lading Issued under Charterparties
- 5.4.3 Multimodal Transport
 - 5.4.3.1 Multimodal Transport Documents
 - 5.4.3.2 United Nations Convention on International Multimodal Transport of Goods, 1980
 - 5.4.3.3 Impact of the Rotterdam Rules on Multimodal Transport
- 5.5 CARRIAGE OF PASSENGERS AND THEIR LUGGAGE**
 - 5.5.1 Historical Development of International Regulation (1961 Convention and 1967 Convention).
 - 5.5.2 Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 (Athens Convention)
 - 5.5.3 Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (Athens Convention 2002)
 - 5.5.4 Guidelines for the Implementation of the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002 (IMO Reservation and Guidelines 2006)
 - 5.5.5 Relationship between the Athens Conventions and Other Conventions on Limitation of Liability
 - 5.5.6 Regulation (EC) No. 392/2009 on the Liability of Carriers of Passengers by Sea in the Event of Accidents of 23 April 2009
- 5.6 MARITIME LABOUR LAW**
 - 5.6.1 Status of the Captain and the Crew
 - 5.6.2 International Labour Organization (ILO) and Maritime Labour Conventions
 - 5.6.3 International Maritime Organization (IMO) and the Maritime Labour Convention, 2006 (MLC 2006)
 - 5.6.4 Seafarers' Rights: The MLC 2006 and Amendments thereto
 - 5.6.4.1 MLC 2006: Preamble and Articles
 - 5.6.4.2 Explanatory note to the Regulations and Code of the MLC 2006
 - 5.6.4.3 Minimum requirements for seafarers to work on a ship
 - 5.6.4.4 Conditions of employment
 - 5.6.4.5 Accommodation, recreational facilities, food and catering
 - 5.6.4.6 Health protection, medical care, welfare and social security protection
 - 5.6.4.7 Compliance and enforcement
 - 5.6.4.8 Duties of consuls to protect seafarers including obligations of flag States to care for their crews
 - 5.6.4.9 Immigration/shore leave/maritime security
- 5.7 LAW OF MARITIME SAFETY**
 - 5.7.1 Ship Safety
 - 5.7.1.1 International Convention for the Safety of Life at Sea, 1974 (SOLAS) and the 1978 and 1988 Protocols thereto as amended
 - 5.7.1.2 Torremolinos Protocol of 1993 Relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (SFV PROT)
 - 5.7.1.3 International Convention on Load Lines, 1966 and the 1988 Protocol thereto
 - 5.7.1.4 International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)
 - 5.7.1.5 Classification Societies
 - 5.7.2 Cargo Safety
 - 5.7.2.1 SOLAS Chapters VI and VII
 - 5.7.2.2 Code of Safe Practice for Cargo Stowage and Securing (CSS Code)
 - 5.7.2.3 International Maritime Solid Bulk Cargoes Code (IMSBC Code)
 - 5.7.2.4 International Code for the Safe Carriage of Grain in Bulk (International Grain Code)
 - 5.7.2.5 Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code)

- 5.7.2.6 International Convention for Safe Containers, 1972 (CSC Convention) as amended
- 5.7.2.7 International Maritime Dangerous Goods Code (IMDG Code)
- 5.7.2.8 International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
- 5.7.2.9 International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
- 5.7.2.10 International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code)
- 5.7.3 Occupational Safety
 - 5.7.3.1 The Human Element and Safety Management
 - 5.7.3.1.1 SOLAS Chapter VIII
 - 5.7.3.1.2 International Safety Management Code (ISM Code)
 - 5.7.3.2 Ship Operation, Manning Standards and Certification of Seafarers
 - 5.7.3.2.1 Principles of Safe Manning
 - 5.7.3.2.2 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 (STCW Convention) as amended
 - 5.7.3.2.3 International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995)
 - 5.7.3.2.4 International Labour Organization (ILO) Conventions
- 5.7.4 Navigational Safety
 - 5.7.4.1 SOLAS Chapter V
 - 5.7.4.2 Aids to Navigation
 - 5.7.5.3.1 Maritime Signals and Beacons
 - 5.7.5.3.2 Radio Aids
 - 5.7.5.3.3 Meteorological Aids
 - 5.7.5.3.4 Hydrographic Aids
 - 5.7.4.3 Navigational Aids
 - 5.7.4.4 International Convention on Maritime Search and Rescue, 1979 (SAR) as amended
 - 5.7.4.5 Convention on the International Maritime Satellite Organization, 1976 (INMARSAT) as amended
 - 5.7.4.6 International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, 2004
- 5.7.5 The Control of Ship Safety
 - 5.7.5.1 Flag State Control
 - 5.7.5.2 Substandard Ships and Actions against Substandard Shipping
 - 5.7.5.3 Port State Control
- 5.7.6 Maritime Safety in Polar Regions
 - 5.7.6.1 International Code of Safety for Ships Operating in Polar Waters (Polar Code)
- 5.8 LAW OF MARINE COLLISIONS**
 - 5.8.1 Basis of Liability in Collision Cases
 - 5.8.1.1 International Convention for the Unification of Certain Rules of Law Relating to Collision between Vessels, 1910
 - 5.8.2 Jurisdiction in Collision Cases
 - 5.8.2.1 International Convention on Certain Rules Concerning Civil Jurisdiction in Matters of Collision, 1952
 - 5.8.2.2 The Draft International Convention for the Unification of Certain Rules Concerning Civil Jurisdiction, Choice of Law, and Recognition and Enforcement of Judgments in Matters of Collision, 1977 (Rio Rules 1977)
 - 5.8.2.3 International Convention for the Unification of Certain Rules of Law Relating to Penal Jurisdiction in Matters of Collisions or Other Incidents of Navigation, 1952
 - 5.8.3 Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) as amended

- 5.8.4 Casualty Investigation Code
- 5.8.5 Case Law on Collisions
- 5.8.6 Apportionment of Fault in Collision Cases

5.9 LAW OF SALVAGE AND WRECK

- 5.9.1 Principles of the Law of Salvage
- 5.9.2 International Convention on Salvage, 1989
- 5.9.3 Draft (Brice) Protocol to the International Convention on Salvage, 1989
- 5.9.4 Salvage under Standard Contract Terms - Lloyds Open Form of Salvage Agreement
- 5.9.5 Salvage and the Environment
- 5.9.6 Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention)

5.10 LAW OF GENERAL AVERAGE

- 5.10.1 Historical Background
- 5.10.2 York-Antwerp Rules
- 5.10.3 CMI Guidelines Relating to General Average
- 5.10.4 Cases on General Average
- 5.10.5 Inter-Relationship between General Average, Marine Insurance and Salvage

5.11 LAW OF TOWAGE

- 5.11.1 Historical Background
- 5.11.2 Relationship between Towage and Salvage
- 5.11.3 Towage Contracts
- 5.11.4 Implied Obligations of Tug and Tow
- 5.11.5 Collisions Occurring During a Towage Service

5.12 LAW OF PILOTAGE

- 5.12.1 Legal Status of a Pilot
- 5.12.2 Compulsory Pilotage
- 5.12.3 Duties of the Master and Pilot during the Pilotage Service
- 5.12.4 Illegal Interference during the Pilotage Service
- 5.12.5 Liability
 - 5.12.5.1 Liability of a Pilot
 - 5.12.5.2 Liability of the Master
 - 5.12.5.3 Liability of Harbour Authorities
- 5.12.6 Pilot's Right to Limit Liability
- 5.12.7 International Pilotage Associations

5.13 LIMITATION OF LIABILITY FOR MARITIME CLAIMS

- 5.13.1 Concept of Global Limitation of Liability in Maritime Law
- 5.13.2 Historical Development of International Regulation (1924 Convention and 1957 Convention)
- 5.13.3 Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Convention)
- 5.13.4 Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims of 19 November 1976 (1996 LLMC Protocol) as amended by the 2012 limits of liability
- 5.13.5 Relationship between Global Limitation of Liability Conventions and Particular Liability Regimes

5.14 LAW OF MARINE INSURANCE

- 5.14.1 Historical Background
- 5.14.2 The Nature and Extent of Marine Insurance
 - 5.14.2.1 Subject Matter Insured
 - 5.14.2.2 Insurable Interest
- 5.14.3 Formation and Form of the Marine Insurance Contract
 - 5.14.3.1 Preliminaries to the Issue of a Policy
 - 5.14.3.2 When is the Contract Deemed to be Concluded?
- 5.14.4 The Doctrine of Utmost Good Faith
- 5.14.5 The Role of Marine Insurance Brokers
- 5.14.6 Payment of Premium and Duration of Cover
- 5.14.7 Classification of Marine Policies

- 5.14.7.1 Voyage Policies
- 5.14.7.2 Time Policies
- 5.14.8 Conditions and Warranties in Marine Insurance
- 5.14.9 Change of Voyage, Deviation and Delay
- 5.14.10 Marine Perils
 - 5.14.10.1 Insured Perils
 - 5.14.10.2 Excluded Perils
- 5.14.11 Types of Losses
 - 5.14.11.1 Actual Total Loss
 - 5.14.11.2 Constructive Total Loss
 - 5.14.11.3 Loss of Freight
 - 5.14.11.4 Partial Losses
- 5.14.12 Measure of Indemnity
- 5.14.13 Standard Insurance Clauses
 - 5.14.13.1 Hull and Machinery Insurance
 - 5.14.13.2 Cargo Insurance
- 5.14.14 Liability Insurance (P&I Insurance)

5.15 PRIVATE INTERNATIONAL LAW

- 5.15.1 General Conflict of Laws Theory
 - 5.15.1.1 Competent Jurisdiction
 - 5.15.1.2 Applicable Law (Choice of Law)
 - 5.15.1.3 Recognition and Enforcement of Foreign Judgments
- 5.15.2 Conflict of Laws Conventions
 - 5.15.2.1 Convention of 27 September 1968 on Jurisdiction and the Enforcement of Judgments in Civil and Commercial Matters (Brussels Convention)
 - 5.15.2.2 Convention on Jurisdiction and the Recognition and Enforcement of Judgments in Civil and Commercial Matters, 2007 (Lugano Convention 2007)
 - 5.15.2.3 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
 - 5.15.2.4 Convention on the Law Applicable to Contractual Obligations, 1980 (Rome Convention)
 - 5.15.2.5 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)
 - 5.15.2.6 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)

6 MARITIME LEGISLATION

6.1 GENERAL

- 6.1.1 Forms of Legislation
- 6.1.2 Types of Statutes
- 6.1.3 Anatomy of a Statute
- 6.1.4 Use of Language in Legislation Drafting
- 6.1.5 The Drafting Process
- 6.1.6 The Legislative Process
- 6.1.7 Relationship between International Law and Municipal Law
- 6.1.8 Rules of Statutory Interpretation

6.2 MARITIME

- 6.2.1 Types of Maritime Legislation
- 6.2.2 Subject Matter of Maritime Legislation
- 6.2.3 Options for Developing Maritime Legislation
- 6.2.4 The Role of Governments in the Negotiation, Development and Drafting of International Maritime Conventions
- 6.2.5 Incorporation of Maritime Conventions into Municipal Law

- 6.2.6 Drafting Techniques for the Adequate Implementation of International Maritime Conventions in Municipal Law
- 6.2.7 Drafting Exercises

ANNEX 2

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

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

As amended as at 1 October 2013

Citation and interpretation

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

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

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

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

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

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

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

Assessment and Examination

2. (1) Candidates pursuing the Programme at the Institute will be assessed and examined in the following five (5) study units:

- a) the law of the sea examination,
- b) the shipping law examination,
- c) the maritime legislation drafting project,
- d) the dissertation, and
- e) the continuous assessment.

(2) Each study unit will carry a maximum of one hundred (100) marks.

Law of the Sea and Shipping Law Examinations

3. The law of the sea examination and the shipping law examination will be set in the form of written papers and/or oral examinations at the end of the Academic Year.

Dissertation

4. The dissertation will be a supervised original written work of not more than ten thousand (10,000) words submitted by the candidate on a subject of his or her choice within the syllabus of the Institute.

Maritime Legislation Drafting Project

5. The maritime legislation drafting project will be an original written work submitted by the candidate in the form of a project of law dealing with a subject within the syllabus of the Institute and which relates to the specific needs of the candidate's country.

Copyright

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

Disclaimer

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

Continuous Assessment

8. (1) The continuous assessment will be based on the following components:

- a) attendance at lectures, tutorials, seminars, conferences, specialized courses, field visits and other activities organized by the Institute during the course of the Academic Year and for which attendance by candidates is compulsory, which shall represent ten *per centum* (10%) of the total marks awarded to candidates in this respect;
- b) performance in the written assignments and related tutorials in the law of the sea, which shall represent fifteen *per centum* (15%) of the total marks awarded to candidates in this respect;
- c) performance in the written assignments and related tutorials in shipping law, which shall represent fifteen *per centum* (15%) of the total marks awarded to candidates in this respect;
- d) performance in the public international law / law of the sea written test held in respect of the first semester of the Academic Year, which shall represent thirty *per centum* (30%) of the total points awarded to candidates in this respect; and
- e) performance in the shipping law written test held in respect of the first semester of the Academic Year, which shall represent thirty *per centum* (30%) of the total marks awarded to candidates in this respect.

(2) For the purposes of this regulation:

- a) During any Academic Year attendance at every lecture and other academic activity referred to in regulation 8 (1)(a) hereof is compulsory unless an exception is made in the event of illness of the candidate or for any other valid reason, in which case prior permission must be granted by the Director.
- b) Candidates are required to sign the attendance book for every lecture and academic activity referred to in regulation 8 (1)(a) hereof.
- c) Marks awarded in terms of regulation 8 (1)(a) hereof shall be calculated pro rata based on the total number of lectures and other academic activities held throughout the Academic Year and the number of lectures and other academic activities the candidate has attended.

Award of Degree

9. Subject to regulation 10 hereof candidates will be awarded the Degree if they obtain a total number of marks equivalent to at least forty-five *per centum* (45%) of the aggregate marks for all five (5) study units referred to in regulation 2 hereof, provided, however, that failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the Degree.

10. Without prejudice to regulation 9 hereof candidates must also obtain a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of the law of the sea examination referred to in regulation 3 hereof, and a total number of marks equivalent to at least thirty *per centum* (30%) of the marks set in respect of the shipping law examination referred to in regulation 3 hereof.

11. Without prejudice to the generality of regulation 9 hereof candidates who obtain at least seventy-five *per centum* (75%) of the aggregate marks for all five (5) study units referred to in regulation 2 hereof will be awarded the Degree with Distinction.

Award of Diploma

12. A candidate who fails to satisfy the provisions of regulations 9 and 10 hereof will not be awarded the Degree but shall be eligible, upon applying to the Director, to receive the Diploma.

Re-sits of Examinations

13. (1) A candidate who is not awarded the Degree in terms of regulations 9 and 10 hereof may apply to the Director for permission to re-sit, at his or her expense before the commencement of the following Academic Year, such examination or examinations as would enable him or her to obtain the required marks for the conferment of the Degree.

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

Prizes

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

ANNEX 3**ENGLISH LANGUAGE PROFICIENCY TESTING SYSTEMS**

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

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

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

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

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

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

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

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

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

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

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

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

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

ANNEX 4

PROGRAMME FEE AND STARTING DATE

The programme fee for the academic year 2017-2018 is €23,500.

The academic year 2017-2018 programme will start on 16 October 2017.

ANNEX 5

IMLI STUDENT RULES (Amended July 2012)

These rules are promulgated pursuant to the Statute of the IMO International Maritime Law Institute.

1. Definitions

For the purposes of these rules:

- 1.1 "Institute" or "IMLI" means the IMO International Maritime Law Institute.
- 1.2 "Director" means the Director of the Institute.
- 1.3 "Administration" means the faculty and members of staff with administrative and secretarial duties at the Institute.
- 1.4 "Programme" means the programme leading to the Degree of Master of Laws – LL.M – in International Maritime Law.
- 1.5 "Premises" means the premises of the Institute including all residential accommodation as well as parking areas.
- 1.6 "Flat" means a residential unit designated as accommodation.
- 1.7 "Student" means an individual registered as an IMLI student in the programme.
- 1.8 "Resident" means a student to whom a flat has been allocated.

2. Allocation and Vacation of Flats

- 2.1 Allocation of flats to residents will be made by the Administration.
- 2.2 A resident shall occupy the same flat for the whole duration of the programme unless a different flat is allocated by the Institute on a temporary or permanent basis.
- 2.3 Flats shall be vacated at the end of the programme. All personal property shall be removed and the flat left in a clean condition.

3. Safety, Security, Care and Maintenance of Premises

- 3.1 No heating or cooking appliances other than those provided or approved by IMLI may be used in any flat.
- 3.2 Damage caused by any resident to property owned or possessed by IMLI will be charged to that resident.
- 3.3 Property owned or possessed by IMLI shall not be removed from the flat.
- 3.4 Residents shall report to the Administration any damage or defects occurring in any flat or in any property or fixtures therein so that they may be repaired as necessary and responsibility for such damage or defect be determined.
- 3.5 Residents shall not make any alterations or repairs whatsoever to the property, furniture, appliances or fittings provided by or through IMLI without the express approval of the Director.
- 3.6 No potentially dangerous substance or weapon shall be brought into the premises.

3.7 No smoking is allowed on the premises except in the flats and in areas designated for smoking.

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

3.9 Residents shall ensure that their flats are securely locked at all times. IMLI does not accept responsibility for the private possessions of residents that are lost in their rooms/flats.

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

4. Orderliness on the Premises

4.1 Only persons identified by the Administration shall be admitted to the premises.

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

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

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

4.5 No resident shall be permitted to sublet any flat.

4.6 Residents shall not be permitted to bring motorcycles, scooters or bicycles or parts thereof into the flats and shall not park any vehicles or other means of transportation anywhere on the premises except in designated parking areas.

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

4.8 No parties or assemblies of more than four persons shall be held by residents on the premises without the express permission of the Director.

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

4.10 Should a student be in breach of the provisions of paragraph 4.9, there shall be deducted from the stipend payable to him/her in terms of Rule 14 hereof, a sum proportionate to the duration of his/her absence.

5. Visitors and Guests of Residents

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

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

5.3 No visitors or guests of residents are permitted to enter or remain on the premises between the hours of 10 p.m. and 8 a.m.

5.4 Residents are personally responsible for their visitors and guests and are accountable for the conduct of such visitors and guests.

5.5 IMLI does not accept any responsibility for the private possessions of visitors or guests or residents.

6. Health, Hygiene and Cleanliness

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

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

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

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

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

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

7. Laundry Facilities

7.1 Residents may use for their personal washing, the laundry facilities of the Institute designated for student use, according to the schedule set by the Administration.

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

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

8. Courtyards

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

8.2 Any furniture placed in the courtyards shall not be removed without the permission of the Administration.

8.3 No noise, nuisance or playing of loud music is permitted in the courtyards.

9. Lecture Hall and Common Room

9.1 Students shall keep the Lecture Hall and Common Room in a clean and tidy condition.

9.2 No furniture or appliances shall be removed from the Lecture Hall or Common Room.

9.3 Students shall ensure that the Common Room is securely locked whenever not in use.

9.4 No food shall be consumed in the Lecture Hall unless provided by the Institute.

9.5 No smoking shall be allowed in the Lecture Hall and Common Room.

9.6 The use of mobile phones in the Lecture Hall shall be strictly prohibited.

9.7 The use of computers and/or electronic devices in the Lecture Hall shall be strictly prohibited, except as provided in rule 11.4 hereof.

10. Library

10.1 The IMLI Library shall be available for use by students at designated times.

10.2 No books or materials shall be removed from the library, whether for reading or photocopying, other than in conformity with the Library Rules.

10.3 No smoking shall be allowed in the Library.

10.4 The use of mobile phones in the Library shall be strictly prohibited.

11. Attendance to Lectures and other Academic Activities

11.1 Attendance at every lecture and other academic activity is compulsory unless an exception is made in the event of illness of the student or other valid reason in which case prior permission shall be granted by the Director.

11.2 Students are required to sign the attendance book for every lecture and academic activity. Failure to attend at least eighty percent (80%) of the lectures and other academic activities held throughout the year shall prevent a student from meeting the requirements for the award of the Master of Laws (LL.M.) Degree.

11.3 No tape or electronic recording of the lectures shall be allowed.

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

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

12. Books

12.1 Personal copies of selected text books will be provided to each student.

12.2 Other study materials will be provided to all students as deemed necessary by the faculty member concerned.

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

13. Posting of Books and Study Material

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

14. Stipend

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

14.2 No stipend shall be paid after the students leave the Institute at the end of the programme provided that a subsistence allowance shall be paid if the field trip, referred to below, takes place.

15. Photocopying Allowance

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

15.2 The rate for photocopying at IMLI is 10 euro cents per page payable to the Administration. Less expensive photocopying facilities are available off the University Campus.

15.3 Students are not permitted to approach any member of the Administration for doing any photocopying other than in conformity with set procedures.

16. Word-Processing Allowance and Facilities

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

16.2 Students may avail themselves of the I.T. facilities located in the Common Room and the Library of the Institute at designated times, provided that they shall not remove, transfer or in any other way tamper with any of the furniture, equipment or software found therein.

17. Assessment

17.1 Students shall be assessed in accordance with the Master of Laws – LL.M. – in International Maritime Law Programme Assessment and Examination Regulations.

18. Copyright

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

19. Examinations

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

20. Duration of the Programme

20.1 The Director has the right to determine the date of commencement and termination of the programme.

21. Field Trip

21.1 Subject to availability of sufficient funds and approval of the Governing Board, an educational field trip may be organized as part of the programme.

21.2 It is stressed that the Institute is under no obligation to hold a field trip. However, if a field trip is held, participation at such trip and attendance at all events thereof are compulsory.

22. Telecommunications

22.1 All telephone calls may be made from card phone installations (there are few such installations in Malta) or from mobile phones. Faxes may be sent through the Institute's facilities against immediate payment to be made to the Administration after the termination of communications.

23. Electricity Consumption

23.1 Residents are allowed 600 units of electricity consumption free of charge per month.

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

24. Important Visitors

24.1 Throughout the academic year, many dignitaries visit the Institute and it is customary to greet them in an appropriate manner. Students hereby agree to greet the visitors in accordance with the procedures established by the Institute.

25. Violations

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

26. Supplements and Amendments

26.1 These rules may be supplemented or amended at any time and as deemed necessary by the Director.

I hereby agree to abide by these Student Rules.

IMO INTERNATIONAL MARITIME LAW INSTITUTE

SUMMARY FORM

INSTRUCTIONS

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

The Director
IMO International Maritime Law Institute
Msida Heights, Tal-Qroqq
P.O. Box 31
Msida MSD 1000
Malta

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

Application Form

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

Documents relating to university qualifications

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

Documents relating to English language proficiency

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

Medical Report Form

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

Motivation Form

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

Reference Forms

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

Application and Processing Fee

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

IMO INTERNATIONAL MARITIME LAW INSTITUTE
APPLICATION FORM
ACADEMIC YEAR 2017-2018

<p><u>INSTRUCTIONS:</u> Please answer each question clearly. Type or print in ink. If you need more space, attach additional pages.</p>	Please affix photo here		
<p>1. FULL NAME (please underline family name) </p>			
<p>2. Mailing address: Telephone (with country & area code): (Office) (Residence) (Mobile)</p> <p>Facsimile: E-mail:</p>			
<p>2. Mailing address: Telephone (with country & area code): (Office) (Residence)</p> <p>Facsimile: E-mail:</p>			
<p>3. (a) Date of birth:..... (b) Nationality:..... (c) Sex:..... (d) Marital status:..... (e) Mother Tongue:.....</p> <p>(f) Passport details: (i) Passport no:..... (ii) Date & Place of issue :..... (iii) Valid until:.....</p>			
4. LANGUAGES	READING	WRITING	SPEECH
	Excellent Good Fair	Excellent Good Fair	Excellent Good Fair

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

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

(A) University or equivalent.

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

PLEASE ATTACH CERTIFIED COPIES OF DOCUMENTS SUPPORTING UNIVERSITY QUALIFICATIONS

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

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

6. PROFESSIONAL QUALIFICATIONS:

Name/Country of institution	Qualifications obtained	Study period	Subjects

7. MEMBERSHIP OF PROFESSIONAL SOCIETIES, PUBLICATIONS, ETC :

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

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

8. EMPLOYMENT RECORD (Continued):	
Dates :	Exact title of your post :
From :	To :
	Type of business :
Name of Supervisor:.....	Name of Employer:.....
.....
.....
Address of Employer :	
.....	

.....
Description of work you do:

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

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

8. EMPLOYMENT RECORD (Continued):		
Dates	Exact title of your post :	
From :	To :	Type of business :
Name of Supervisor:..... Name of Employer:.....		

IMO INTERNATIONAL MARITIME LAW INSTITUTE
MEDICAL REPORT FORM

INSTRUCTIONS

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

Name of candidate: _____ Age: _____ Sex: _____

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

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

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

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

Full name and address of
examining physician
(print clearly)

Signature of examining physician:

Stamp:

Date: _____

To be completed by a registered Government medical practitioner.

