

Brussels, 17 May 2024

COST 016/24

DECISION

Subject: Memorandum of Understanding for the implementation of the COST Action “Life, liberty and health: ensuring universal protection of human rights at sea” (BlueRights) CA23103

The COST Member Countries will find attached the Memorandum of Understanding for the COST Action Life, liberty and health: ensuring universal protection of human rights at sea approved by the Committee of Senior Officials through written procedure on 17 May 2024.

MEMORANDUM OF UNDERSTANDING

For the implementation of a COST Action designated as

COST Action CA23103

LIFE, LIBERTY AND HEALTH: ENSURING UNIVERSAL PROTECTION OF HUMAN RIGHTS AT SEA (BlueRights)

The COST Members through the present Memorandum of Understanding (MoU) wish to undertake joint activities of mutual interest and declare their common intention to participate in the COST Action, referred to above and described in the Technical Annex of this MoU.

The Action will be carried out in accordance with the set of COST Implementation Rules approved by the Committee of Senior Officials (CSO), or any document amending or replacing them.

The main aim and objective of the Action is to assess how basic universal human rights – the rights to life, liberty and health – can be enjoyed also by people at sea and by all people at sea, and what action needs to be taken to this end by States and non-State actors.. This will be achieved through the specific objectives detailed in the Technical Annex.

The present MoU enters into force on the date of the approval of the COST Action by the CSO.

OVERVIEW

Summary

While the oceans are attracting growing attention, people at sea still receive little consideration by stakeholders, scholars and the public at large. The frequent violations of their most basic human rights, which safeguard their life, liberty and health, often go unseen and unpunished. This happens all over the world, including in European seas. Thus, death, slavery, unlawful arrest and other human rights violations result in practical negation of the universality of human rights – the idea that all persons are equally entitled to human rights – advocated by the European Union and the United Nations. The Action aims to assess, from a legal perspective, how human rights can be enjoyed *also* by people at sea and by *all* people at sea. It will answer two fundamental questions: What is the content and scope of the rights to life, liberty and health when applied at sea and who is responsible for protecting them and how? The Action will create an international, multidisciplinary, cross-sectoral and cross-institutional network, which will engage in depth with the conceptual and practical issues that arise from the need to protect these human rights of people at sea. Using the most appropriate means, including conferences, open and closed workshops, Training Schools and Short-Term Scientific Missions, the Action will bring together scholars and stakeholders working in this area, raising awareness about people at sea and their most basic rights, elaborating the theoretical framework within which to locate legislative efforts, and producing ready-to-use tools for governments, industry and civil society.

<p>Areas of Expertise Relevant for the Action</p> <ul style="list-style-type: none"> ● Law: International law ● Law: Criminal law ● Law: Labour law 	<p>Keywords</p> <ul style="list-style-type: none"> ● human rights law ● law of the sea ● right to life ● right to liberty ● right to health
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Specific Objectives

To achieve the main objective described in this MoU, the following specific objectives shall be accomplished:

Research Coordination

- Develop a common understanding of the notion of human rights at sea, and the rights to life, liberty and health specifically, across relevant disciplines of law, sectors, nations and institutions, that duly takes into account the idea of universality.
- Coordinate information seeking, identification, collection and data curation concerning the protection of life, liberty and health of people at sea, which is a precondition to understand how the law currently protects these rights and which gaps the Action will address through research and policy proposals.
- Achieve specific tangible outputs that cannot be achieved without international coordination, including a repository with case-law on the protection of life, liberty and health at sea, the collection and systematization of which require knowledge of national jurisdictions and different languages.
- Develop new knowledge and a new narrative, that fills in gaps in research and law, allowing to coherently and comprehensively protect life, liberty and health at sea; and promotes the narrative that all people at sea have rights for the simple fact that they are human beings.
- Provide input and develop tools for stakeholders, by breaking down academic research and findings into actionable, policy-relevant knowledge that will support stakeholders whose activities are directly or

indirectly relevant for the protection of people at sea (e.g., judges, advocates, law enforcement officials, international civil servants, NGO staff).

Capacity Building

- Foster knowledge exchange and develop a joint research agenda across disciplines of law, scientific and economic sectors, nationals and representatives of institutions regarding protection of the right to life, liberty and health at sea, identifying gaps in the state of the art and elaborating a joint research agenda.
- Bridge separate disciplines of law and research environments to create knowledge in relation to transversal issues by bringing together lawyers specialized in legal fields relevant for the protection of life, liberty and health at sea and by offering venues and formats for exchange that allow creating new knowledge.
- Integrate missing perspectives allowing for a universal understanding of human rights at sea by involving scholars and practitioners from states with less capacity in the field of human rights at sea, integrating their often-missing perspective, which is essential when aiming for a universal understanding in this field.
- Involve, train and empower a future generation of human rights at sea scholars and practitioners by involving young researchers in the network. This helps anchoring the maritime dimension of human rights in various settings and contexts as they will go on reinvesting their knowledge beyond the Action.
- Act as a stakeholder platform in the field of human rights at sea by offering stakeholders opportunities for an ad-hoc and institutionalised exchange with academics and other stakeholders, allowing them to address queries on the legal aspects of human rights at sea, and to benefit from trainings and capacity-building.

TECHNICAL ANNEX

1. S&T EXCELLENCE

1.1. SOUNDNESS OF THE CHALLENGE

1.1.1. DESCRIPTION OF THE STATE OF THE ART

In recent years, the seas and oceans have attracted growing attention from states, stakeholders and the public at large. Discussions about the Blue Economy, maritime security, the importance of the oceans for international trade, the world's oil and gas supply and global data flow through undersea cables intensified. However, one aspect seems to be missing in many of these debates: that the sea is also the place where millions of people work and live and that these people often suffer egregious violations of their most fundamental rights (Papanicolopulu 2018; Haines 2021).

At any given time, there are millions of people at sea. These include, among others: the **1.9 million seafarers** that allow for the transportation of 90% of the volume of international trade in goods and the **44.9 million fishers** who provide the world's population with a valuable source of protein; **253,000 irregular migrants** who tried to cross the Mediterranean in 2022, risking their lives to seek a better future; and **260 million passengers** embarking and disembarking in European ports alone in 2021 (Human Rights at Sea 2022; EU Eurostat).

People at sea – which include seafarers, fishers, offshore workers, marine scientists, passengers, irregular migrants, military personnel, pirates, traffickers and others – often go unnoticed, unless a major disaster catches the attention of the public, such as the sinking of the cruise vessel *Costa Concordia* in 2012 causing the death of 32 passengers; the stranding of hundreds of seafarers in Ukrainian ports at the beginning of the war in 2022; the sinking of the *Adriana* off Pylos in June 2023, which left hundreds of migrants dead; or, during the same week, the implosion of the *Titan* submersible while transporting tourists to the wreck of the Titanic.

Many threats to individuals, however, remain largely invisible, not only to the general public, but also to stakeholders. They notably include: inhuman and degrading working conditions on board commercial vessels (Carballo Piñeiro 2016; Papanicolopulu 2023); widespread slavery in the fishing sector (Ridings 2021; Armstrong 2022); abandonment of seafarers in distant ports without means to return home (Dombia-Henry 2020); murder, rape and other crimes committed on board cruise vessels (Urbina 2019); and excessive use of force in maritime law enforcement (Treves 2009; Wilson 2016).

The invisibility of people at sea and the lack of attention for their rights is often reflected in policy instruments and reports. For example, the 2023 Blue Economy Report only mentions the work done by some people at sea, but does not address their rights (EU Blue Economy Report 2023). The EU Maritime Security Strategy of 2014, which has been updated in 2023, is silent on human rights of individuals subjected to enforcement measures at sea (EU Maritime Security Strategy 2014; EU Maritime Security Strategy update 2023).

The visibility of people at sea and the threats and dangers to their rights vary greatly, and so does the protection they receive from the law. Many individuals at sea do not even benefit from the most basic protection of their life, liberty and health. This is due to multiple reasons.

First of all, **existing rules are not evenly enforced** at sea. Monitoring and patrolling the oceans, which occupy more than 70% of the Earth's surface, is challenging and many abuses remain undiscovered.

Furthermore, uneven protection is also a consequence of a **lack of adequate legal rules and remedies for many people at sea**. For example, people who work at sea are unevenly protected. The 2006 Maritime Labour Convention (MLC), which protects seafarers' rights, applies to more than 95% of the world's commercial vessels. By contrast, the 2007 Work in Fishing Convention (WFC), which protects fishers, applies only to 20 States. Even worse, there is no international treaty at all which safeguards the basic rights of people working on oil and gas platforms (Papanicolopulu 2018).

Finally, the **difference in protection is also qualitative**. For example, the MLC protecting seafarers is much more detailed in setting out the duties of States and private actors than the WFC protecting fishers. Does this mean that seafarers should enjoy more human rights than fishers? Similarly, efforts to rescue the 7 persons entrapped in the *Titan* submersible, which imploded on its way to the wreck of the *Titanic*, involved more means and persons than those deployed to rescue the *Adriana*, which transported some 750 irregular migrants and sunk off the coasts of Pylos, resulting in the death of most people on board. Should this mean that the right to life of tourists deserves more protection than that of migrants?

This fragmented approach stands in stark contrast to the idea of universality that has pervaded human rights law since its inception. Universality means that **all persons are equally entitled to human rights**, regardless where they are, what their status is and what particular characteristics they have. All sorts of human rights documents – from international treaties to resolutions and textbooks – restate the notion that human rights apply to all people everywhere. The Universal Declaration of Human Rights, the founding document of international human rights law, is called “universal” precisely because it acknowledges that human rights apply to every human being (Donnelly 2013).

However, **this universality struggles to be recognised and realized at sea**, as illustrated above. At sea, workers, fishers, illegal migrants, pirates, sailors and tourists continue to be seen *as separate groups* and the international community struggle to view *people at sea as a whole*. This fragmentation hinders a truly universal application of human rights at sea and it is notably the result of an equally fragmented political and scholarly discourse, which is due to several, inter-linked factors:

- So far, **policy discourse and research** on the legal protection of people at sea have been **crises-driven** and thus **narrowly focused and sectoral** (Charlesworth 2002). As a result, the focus was often on specific categories of people and specific rights – piracy’s procedural rights upon arrest (liberty: Guilfoyle 2010; Petrig 2014), migrant’s right to be assisted when in distress at sea (life: Trevisanut 2014; Papachristodoulou 2022), or seafarers right to access medical care when their ship was not allowed to enter port (health: Klein 2020; Galani 2021). But people other than pirates may be deprived of their liberty at sea, fishers working on board unseaworthy ship also risk their life, and health is a right that everyone should enjoy.
- Researchers focusing on human rights at sea often carry out their research in isolation and, to the extent that they exist, **research communities tend not to interact** (e.g., the migration lawyers and the security lawyers form distinct circles of persons, attending different events, contributing to different journals, etc.). This **perpetuates and cements the sectoral approach**. For example, migration lawyers discuss the right to life in relation to rescue at sea, while labour lawyers discuss it with respect to the safety of vessels; law enforcement officials think of personal liberty in the context of arrest, while fisheries experts will consider it in connection to forced labour.
- Law has become a highly specialized field and lawyers – academics and practising lawyers alike – tend to look at the protection of people at sea from their **distinct disciplinary perspective only, hindering an understanding** of how the different subdisciplines of law (such as maritime law, law of the sea, criminal procedural law and labour law) interact, concretize, complement – or contradict – human rights law.
- Human rights violations tend to be perceived as **regional or country-specific** occurrences or concerns, affecting only specific people in these areas and only of concern to specific states. This understanding, which **fails to see the transnational nature** of the maritime domain and of most human rights abuses at sea, has resulted in insufficient exchange among researchers and stakeholders across borders.
- The **picture** about human rights at sea is also **incomplete and fragmented due to a lack of exchange between lawyers and stakeholders**. The latter often have accurate factual knowledge about abuses or operational difficulties in ensuring human rights at sea, which lawyers do not possess and can thus not subject to legal scrutiny. Stakeholders, in turn, may not be familiar with the legal framework protecting people at sea and, thus, can benefit from an exchange with lawyers.
- At the **institutional level, mandates of organizations are often very specific**, resulting in a fragmented approach that focuses on a specific category of people or even a single situation only.

In sum, the legal and policy discussions in relation to the protection of people at sea remain fragmented, focusing on specific categories of people, specific abuses or specific regions only. This stands in the way of realizing universality of human rights at sea, meaning that **all people at sea – whatever their status, activity or characteristics – are entitled to basic human rights**.

1.1.2. DESCRIPTION OF THE CHALLENGE (MAIN AIM)

The number of people at sea is constantly increasing. Notwithstanding advancing automation, vessels still need crews, and the growth in seaborne trade is matched by a rising demand for seafarers. Constant increase in request for fish means that the number of fishers has been on the rise for decades. The turn to aquaculture, which is often seen as a sustainable alternative to fishing, requires an ever-growing number of workers. Following the lifting of Covid-19 restrictions, cruising is again augmenting, with up to 8,000 people on one single cruise vessel.

The increasing presence of people at sea presents both challenges and opportunities.

First, the turn towards the Blue Economy will require an increasing presence of people at sea, not only in the traditional occupations of shipping and fishing, but also to operate wind farms and fish farms, to cater for tourists, and to explore the richness of the sea. At the same time, **being at sea makes it more difficult for people to uphold their rights**. There is usually no police officer nearby and the closest land is often days of navigation distant. What is perhaps worst, most parts of the sea are high seas, where no state has jurisdiction and thus control. In principle, the state whose flag a vessel flies should ensure that the law is upheld on board its ships. However, the widespread use of flags of convenience – flags issued by states for monetary reasons primarily and without any real intention to enforce the law on board these ships – makes this illusory. A seafarer who is segregated, a fisher who is tortured, or a tourist who is raped, have often little possibility of bringing a case against their aggressor, even if they have the necessary evidence, because **most states will argue that it is not their duty to protect human rights outside their territory**.

Second, globalisation makes it **impossible for one state to ignore human rights violations committed elsewhere**. If forced labour is used to catch fish in the waters of one state, this will also affect all other states to which the fish is landed, processed and exported. Similarly, the navy vessels of maritime powers now navigate all around the world, and unlawful arrests may happen thousands of nautical miles from their home country. If a flag State, such as China, does not control whether forced labour is used on its fishing vessels, and the latter fish in EU waters, this will have a repercussion on the EU as well: The operating costs of Chinese fishing vessels will be lower, giving them an unfair advantage vis-à-vis fishing vessels registered in EU states. Further, it may prompt reckless European shipowners to also register their ships in states with low standards, thus **causing a race to the bottom** – where the bottom is utter **disregard for human rights, one of the founding values of the EU**.

Third, the increase of the negative impacts of climate change, including extreme weather phenomena, draughts, and rising sea level, together with armed conflicts in different parts of the world, and persisting inequalities between the Global North and the Global South, will **continue to cause migration**. Yet as recent events have shown, migration by sea also stretches to the breaking point the difficult **balancing of border security and respect for human rights**.

Against this background, there is a need to better clarify the content of individual human rights when applied at sea and the corresponding duties of states to protect them.

On the one hand, it is necessary to **move beyond the fragmented approach illustrated above**, which has characterised most of the research and policy efforts so far. Human rights have to be studied, understood, and applied as the rights of every individual who is at sea, rather than as the rights of one group only. In other words, it is necessary to research how the universality of human rights can be applied at sea.

On the other hand, there is a **need to assess what the duties of every state are in this respect**. As mentioned above, the seas are a complex space: in each maritime zone there may be more than one state which can – and should – take action to protect human rights. However, the extraterritoriality of most of sea space and the uncertainty concerning the application of human rights therein, in combination with the responsibility given to the flag state in enforcing the law and the widespread use of flags of convenience, often results in states' inaction. In light of this lack of action – and *in spite of it* - it is paramount to clearly identify which state or states have the duty to protect human rights in the different maritime zones, what these duties exactly entail, and how they can be practically complied with.

Hence, the aim of this Action is to assess how the most basic human rights – the rights to life, liberty and health – can be enjoyed *also* by people at sea and by *all* people at sea. The guiding research questions are:

- 1) **What is the content and scope of these human rights when applied at sea?**
- 2) **Who is responsible for protecting them and how?**

First, the Action will meet the pressing need to closely investigate how the law currently protects the rights of life, liberty and health of people at sea (**stock tacking, mapping**). It will then investigate the legal gaps in terms of regulation and implementation (**gap identification**). Third and finally, it will examine responses to the identified problem and advance normative proposals to fill in gaps in law and enforcement (**gap filling**). And it will create awareness among academics and stakeholder that law must protect the life, liberty and health of all persons at sea and work towards the understanding that the seas and oceans are not an exceptional place in terms of human rights protection (**changing the narrative**).

While it is **always timely** to address gaps in human rights protection, the recent development of several key international documents addressing the need to strengthen human rights at sea demonstrates that the **international community is ready to tackle the issue**:

- In January 2022, the Human Rights at Sea NGO published the “*Geneva Declaration on Human Rights at Sea*” (Human Rights at Sea 2022). The document, according to the website, is a practical guide for states aimed at detecting, remedying and ultimately ending human rights abuse at sea.
- In March 2022, the report “*UNCLOS: The Law of the Sea in the 21st Century*” published by the International Relations and Defence Committee of the UK Parliament highlighted the need to protect human rights at sea (UK House of Lords 2022).
- In 6 October 2022, the EU Parliament stressed in its resolution “*Momentum for the Ocean: Strengthening Ocean Governance and Biodiversity*” (P9 TA(2022)0356) the importance of integrating labour and human rights considerations within the overall global ocean framework.
- In July 2023, the Council of the International Maritime Organizations (IMO), the specialized UN agency for shipping, agreed during its 129th session on the IMO draft “*Strategic Plan for 2024-2029*”. For the first time in the IMO’s history, a strategic goal directly speaking to the human element has been included, which refers to the fair treatment of seafarers, seafarer abandonment and gender equality.

1.2. PROGRESS BEYOND THE STATE OF THE ART

1.2.1. APPROACH TO THE CHALLENGE AND PROGRESS BEYOND THE STATE OF THE ART

The Action is innovative in that it will overcome the current fragmented approach described above by promoting a transversal, cross-disciplinary, cross-sectoral, cross-national and cross-institutional approach to the identified challenge – that is, the *universal protection* of human rights at sea.

1) Research on protecting human rights at sea has so far mostly focused on the rights of specific groups of people, in particular seafarers, migrants and pirates. This Action will change this perspective and will adopt a novel, **transversal approach, focusing on rights, rather than groups of people**. The benefits of this approach are twofold:

- First, the Action will assess the content and scope of rights in light of their universality, ensuring they can be claimed by all people at sea, addressing uneven protection (for example, of tourists as opposed to migrants, or of fishers as opposed to seafarers).
- Second, the Action will identify best practices from specific sectors and will elaborate on ways and tools for transposing these best practices to other sectors and thus other persons.

In light of the multiplicity of rights and of the need to optimise the finite resources of the network, this Action will **focus on three core rights to be protected at sea**:

- **Right to life** (including use of force, accidental/intentional loss of life, rescue of people in distress)
- **Right to liberty** (including forced labour, slavery-like conditions, arrest and detention)
- **Right to health** (including occupational health, mental health, effects of pandemics, crises and war)

These rights have been selected because:

- They are **key rights**, on which many other rights hinge. For example, the protection of life is a precondition to enjoy other rights. Also, because of their importance, they are, in principle, universally valid.
- They are **applied in varying degrees to different categories of people**. As such, case law and research already exist on these rights – albeit in a piecemeal fashion – and practitioners are already familiar with them. Thus, they form an ideal starting point for an analysis of whether and to what extent they apply to all persons at sea.

- They reflect **traditional civil rights** (life and freedom) and a **new-generation social right** (health). They thus allow for the results of the research to be tested in different contexts and with different stakeholders, promoting the universality of such findings.

2) While human rights law is often considered a discipline in itself, the discussion of human rights at sea requires a **transdisciplinary approach drawing on various subdisciplines of law because of the specificities of the sea, vessels and platforms, and everything else related to salty waters**. For example, the challenges posed by Covid-19 illustrated that the protection of the right to health of people on board a vessel will need health law experts to discuss quarantine measures, law of the sea experts to discuss access to ports, human rights experts to explain freedom of movement, and shipping lawyers to clarify the powers of the master as the supreme authority on board a vessel. This Action will draw on all these subfields of law, thus allowing for a comprehensive understanding of how law protects life, liberty and health at sea and for cross-fertilisation.

3) In addition to different disciplines of law, addressing the challenge will also require the insights from other disciplines, notably political science and sociology. **Interdisciplinarity** is critical because it is **important to understand what needs to be regulated (legal expertise), as well as how to regulate and achieve compliance (political and social sciences)**. For instance, creating rules that protect fishers would be insufficient if not coupled with an understanding of socio-economic incentive schemes to achieve compliance. While interdisciplinary approaches have already been adopted with respect to some maritime activities, such as migration by sea and maritime piracy, the Action will innovate by extending these approaches to all groups of people and by promoting their regular use.

4) Although scholarly work and analysis are necessary to clarify the content of rights and the duties of states, the **research results would be sterile theory without the active participation of stakeholders** in the network. This Action will thus adopt a **cross-sectoral approach, breaking silos between academia and practice**. For example, academics need the experience of practitioners to understand how national agencies and international organizations function and which regulations are adopted and implemented. Additionally, stakeholders usually have access to accurate data and may reach the very individuals involved in maritime activities. Conversely, stakeholders can benefit greatly from academics' in-depth understanding of the law. This, for example, ensures that the technical instruments they develop, such as operational guidelines and checklists, comply with their human rights obligations.

5) This Action pursues a **cross-national approach** in order to account for the **transnational character of activities at sea** and the fact that human rights **violations often have linkages with several states**. Bringing together academics and practitioners from different countries allows for **exchanging both good and bad practices**, enables thinking outside the box by understanding how other countries tackle human-rights related issues at sea and will **improve cooperation** on such key matters.

6) Finally, this Action will pursue a **cross-institutional approach**, whereby **national and international institutions that have different mandates, which however impact on the same right, will be brought together**. This approach has already been successfully adopted in specific cases. For example, the joint work of the International Maritime Organization (IMO) and of the International Labour Organization (ILO) addresses abandonment of seafarers. The Action, building on such experiences, will develop conceptual and practical tools for enlarging cross-institutional cooperation and for combining it with cross-national cooperation.

1.2.2. OBJECTIVES

1.2.2.1. Research Coordination Objectives

The Action's main goal is to understand how the universality of the rights to life, liberty and health can be ensured at sea by, first, mapping the law as it stands and identifying current gaps in the protection and, second, addressing gaps and developing a more universal approach to their protection. To do so, the research coordination objectives (RCO) of this Action are:

RCO 1) **Develop a common understanding** of the notion of human rights at sea, and the rights to life, liberty and health specifically, across relevant disciplines of law, sectors, nations and institutions, that duly takes into account the idea of universality.

RCO 2) **Coordinate information seeking, identification, collection and data curation** concerning the protection of life, liberty and health of people at sea, which is a precondition to understand how the law currently protects these rights and which gaps the Action will address through research and policy

proposals.

RCO 3) **Achieve specific tangible outputs that cannot be achieved without international coordination**, including a repository with case-law on the protection of life, liberty and health at sea the collection and systematization of which require knowledge of national jurisdictions and different languages.

RCO 4) **Develop new knowledge and a new narrative**. The Action will create new knowledge that fills in gaps in research and law, allowing to coherently and comprehensively protect life, liberty and health at sea. This is accompanied by promoting the narrative that *all* people at sea have rights for the simple fact that they are human beings.

RCO 5) **Provide input and develop tools for stakeholders**, by breaking down academic research and findings into actionable, policy-relevant knowledge that will support stakeholders whose activities are directly or indirectly relevant for the protection of people at sea (e.g., judges, advocates, law enforcement officials, international civil servants, NGO staff).

1.2.2.2. Capacity-building Objectives

The Action will create the first network of a cross-disciplinary, -sectoral, -national and -institutional nature dedicated to the universal protection of the most basic rights of people at sea. This approach will allow to reach the following capacity-building objectives (CBO):

CBO 1) **Foster knowledge exchange and develop a joint research agenda** across disciplines of law, sectors, nationals and representatives of institutions regarding the protection of the right to life, liberty and health at sea. This will notably enable the identification of gaps and shortcomings in the current state of the art, on the basis of which a joint research agenda can be elaborated. This, in turn, allows to conduct research in a more consistent and coordinated fashion, allowing for scientific breakthroughs during the lifetime of the Action and beyond and to, inter alia, realize RCO 4.

CBO 2) **Bridge separate disciplines of law and research environments to create knowledge in relation to transversal issues** – by bringing together a critical mass of academics and practising lawyers who are specialized in the various legal fields relevant for the protection of life, liberty and health at sea; and by offering venues and formats for exchange that allow creating new knowledge in relation to these transversal issues.

CBO 3) **Integrate missing perspectives allowing for a universal understanding of human rights at sea** – by involving scholars and practitioners from states with less capacity in the field of human rights at sea, integrating their often-missing perspective, which is essential when aiming for a universal understanding in this field.

CBO 4) **Involve, train and empower a future generation of human rights at sea scholars and practitioners** – by involving young researchers in the network, as participants or on an ad-hoc basis (e.g., training schools and workshops), they will acquire knowledge about human rights at sea. This not only empowers young researchers, but also helps to anchor the maritime dimension of human rights in various settings and contexts as they will go on reinvesting their knowledge beyond the Action.

CBO 5) **Act as a stakeholder platform in the field of human rights at sea** – by offering stakeholders opportunities for an ad-hoc and institutionalised exchange with academics and other stakeholders. This will allow them to address queries to experts on the legal aspects of the protection of human rights at sea, and to benefit from trainings and capacity-building.

2. NETWORKING EXCELLENCE

2.1. ADDED VALUE OF NETWORKING IN S&T EXCELLENCE

2.1.1. ADDED VALUE IN RELATION TO EXISTING EFFORTS AT EUROPEAN AND/OR INTERNATIONAL LEVEL

Stimulated by the visibility of recent events bearing witness to massive violations of the human rights of people at sea, **academic research on the human element at sea has started to develop** roughly a decade ago in universities in Europe and beyond and **gained momentum recently**.

However, most researchers exploring human rights at sea do so in relative isolation and, to the extent that research communities exist, their focus is on a specific sector and category of people at sea (e.g., migration or fisheries) and little interaction takes place between them. This network will finally **integrate these researchers and communities**, which come from almost all European countries, including Inclusiveness Target Countries (ITC), and from key maritime states around the world.

This Action **creates the so-far missing structure to formally and informally exchange knowledge, approaches and research results beyond disciplinary, sectoral and national boundaries** and to test ideas and concepts in front of a vast and diverse audience. This allows to ultimately produce new knowledge in the field of human rights at sea and to achieve a more complete and comprehensive understanding of how law protects people at sea.

The Action **will build upon past research projects, networks and initiatives**, notably the experience of COST Action IS1105 MARSAFENET (2012-2016), which considered human rights at sea, yet only at the fringes and in the context of security and safety. It will also take into account of the findings of past projects including HUMANSATSEA (2010-2012), which addressed the institutional and legal gaps that undermine the protection of individuals at sea for the first time, the Jean Monnet Chair on International and European Law of the Sea (2017-2020) and HUMAN SEA (2014-2019). This Action will also build upon the expertise of projects focusing on one single aspect relating to the interaction between the law of the sea and the human rights law regimes, such as the Jean Monnet Centre of Excellence on Migrants' Rights in the Mediterranean (2014-2017).

In addition, this Action will seek to **establish linkages, since its inception, with current projects** addressing related issues, including the Jean Monnet module project EHRAS (2022-2025) and the COST Action CA22122 RethinkBlue (2023-2027). Furthermore, this Action will **reach out to intergovernmental organisations conducting hands-on research** on topics such as fishers, seafarers, and migrants, civil society organisations, networks and trade unions active in the protection of human rights at sea, and the newly constituted International Law Association Committee on Protection of People at Sea, which focuses on jurisdiction only and thus a different, yet complementary, aspect to this Action.

Creating synergies and linkages with ongoing research teams across Europe and around the world, the Action will thus establish a unique platform to coordinate research efforts in relation to the emerging societal challenge to protect people at sea, which are funded at the national, European or international level, within a well-defined framework, thus enhancing research output both qualitatively and quantitatively.

2.2. ADDED VALUE OF NETWORKING IN IMPACT

2.2.1. SECURING THE CRITICAL MASS, EXPERTISE AND GEOGRAPHICAL BALANCE WITHIN THE COST MEMBERS AND BEYOND

The Action will involve participants from several States, which cover all major maritime regions of Europe and the world. This geographical balance and expansion make the network particularly suitable to address the challenge of the Action, which is the *universal* protection of people at sea. Specific attention will be to create a network that is

- pan-European;
- involving all major European maritime regions;
- taking into account also States on the Southern coast of the Mediterranean; and
- involving participants from seas and oceans worldwide.

In addition, the network will reflect the transnational and global character of maritime activities and bring together participants from states which are key players in maritime affairs. **Together, these states will bring a universal perspective to the Action**, allowing it to take stock and accounts for the varied, sometimes differing, interests involved in maritime affairs, which are not always conducive for the protection of people at sea. Integrating these perspectives when analysing and developing the legal framework protecting life, liberty and health at sea is key, as its implementation is only possible with and through these states. Among these key states are:

- States hosting shipping companies;

- shipowning states;
- port states;
- flag states;
- Seafarer supplying states;
- fishing states; and
- major maritime powers.

The network will also **cross different sectors**, bringing together:

- academics leading the field;
- academics specialized in capacity-building and training; and
- practising lawyers.

Among **practising lawyers**, the network will represent a range of **different activities and professions**, including:

- litigators;
- advocates;
- international civil servants;
- State agents and officials;
- legal adviser;
- and NGO and civil society organisations representatives.

2.2.2. INVOLVEMENT OF STAKEHOLDERS

During the phase in which the network was built, a significant number of stakeholders expressed their wish to formally join the Action once it is established or in an ad-hoc fashion for specific activities. They will bring key expertise to the Action, complementing the one brought in by people from academia. These stakeholders are **affiliated with institutions playing a key role in enhancing the protection of basic rights of people at sea**, such as government and international organisations, private non-profit and NGOs and business enterprises.

The **network is open and will grow** over time. To do so the Action participants will adopt a **snowballing approach**, using their personal and institutional networks to specifically recruit interested persons to join. Also, **specific stakeholders** will be invited to Action activities, which allows to introduce them to the idea of the network. Further, **network members will take part in external stakeholder events**, including side events at intergovernmental meetings, industry meetings and fairs dedicated to the maritime sectors, in order to **make the existence of the Action widely known and to attract** relevant stakeholders.

Close collaboration and cooperation with stakeholders throughout the Action's lifetime are necessary to tackle the challenge and to increase the relevance and usefulness of the Action's outcome for stakeholders and society at large. To achieve this, the following steps will be taken:

- From the very beginning and throughout the Action, stakeholders will be **involved in the Action's management structure** and thus in the **planning and realization of Action activities**, notably in the MC, WG co-leadership and co-rapporteur role.
- **Quota of slots** for stakeholders will be reserved for training schools and formats aimed at education and training, but also for workshops and conference.
- **Formats suitable to engage with stakeholders** will be organized in order to secure their perspectives; for example, **tabletop-exercises**
- **Formats designed to bridge perspectives from academics and stakeholders** will be organized, such as dedicated stakeholder roundtables. These roundtables will be designed to be conducive to building the necessary trust for a frank and open exchange on sensitive issues (e.g., closed meetings following the Chatham House rules) and to accommodate the busy schedules of high-level stakeholders (e.g., meetings in hybrid or online format or alongside events where stakeholders gather for other purposes).
- **Events hosted by stakeholders** will be encouraged, augmenting the interest and understanding of academics in the work, mandate and functioning of the respective stakeholder and providing young researchers with networking and career opportunities.
- **Moments for networking activities** during all events will further nurture long-lasting partnerships between academia, practising lawyers and stakeholders.

3. IMPACT

3.1. IMPACT TO SCIENCE, SOCIETY AND COMPETITIVENESS, AND POTENTIAL FOR INNOVATION/BREAKTHROUGHS

3.1.1. SCIENTIFIC, TECHNOLOGICAL, AND/OR SOCIOECONOMIC IMPACTS (INCLUDING POTENTIAL INNOVATIONS AND/OR BREAKTHROUGHS)

Scientific impact:

Short-term, this Action will produce scientific impact at the conceptual-theoretical level in the emerging field of human rights at sea, where there is still no common understanding of how to universally ensure the legal protection of people at sea as regards life, liberty and health. This Action will **enhance knowledge exchange** among Action members, **extend their knowledge** and **create new knowledge** in the field of human rights at sea. It will notably **develop a common understanding** of the rights to life, liberty and health and how they apply at sea. It will thus contribute towards the **development of a shared approach to the universality of human rights at sea**, across disciplines, sectors, institutions and geographical regions.

The Action will result in collaborative scientific articles and special issues/collective volumes and open scientific events, which will **promote the new theoretical approach** and **open up new research agendas**. It will also **create a community of scholars** that will **pursue further joint research projects and apply for respective funding**, thus furthering knowledge and excellence in Europe and beyond the lifetime of the Action.

At the empirical level, this Action will **address the lack of information concerning the concrete application of human rights** by different States and international organs in the maritime environment, most notably through the creation of a case-law repository comprising domestic, regional and international decisions involving the rights to life, liberty and health at sea. This repository, the creation of which is only possible thanks to the information brought by participants to the Action from their respective country and sector and the (full or partial) translation from domestic languages into English, will **increase the international availability of data**, free of charge and in a systemized manner, and the **sharing of information** about how human rights at sea are interpreted and applied by courts in different States. It will **empower members** of the Action, including young researchers and those from ITC, and stakeholders who are in particular need of accessible and systematized information.

Long-term, this Action will **strengthen the research capacity of ITCs** and allow them to contribute on an equal footing to the development of this rapidly emerging field of research. It will also contribute to **broaden the competencies, network, and career perspectives of young researchers**, who will be exposed to the emerging field of law. More generally, the Action will create a long-lasting **network of scholars and stakeholders** and contribute to a **critical and comprehensive understanding** on how law protects life, liberty and health at sea.

Socio-economic impact:

Short-term, this Action will produce **impact at the level of law-making** within European, international and national bodies, as well as **contributing to evolving case-law** in national and international courts and the **development of best practices** that promote compliance with human rights by private companies.

The involvement of key stakeholders in the WGs – notably representatives of key international organisations and of EU institutions– will ensure that these **organisations are aware of new research** in the field of human rights protection at sea, and at the same time allows them to **bring forward major issues** that may be neglected by scholars.

The sharing of experience and knowledge among Action participants will be at the **basis of the practical tools destined to stakeholders** (such as policy briefs, model laws/best practices), ensuring that these reflect cutting edge research, take into account the practicalities on the ground, and are designed in a way that can be of immediate use to legislators at different levels (international, EU, national) and in different sectors (shipping, fishing, oil and gas, migration, crime prevention). Data and theories thus provided will **spur normative reforms** in different sectors of the Blue Economy.

Furthermore, the **participation of industry representatives and civil society organisations** in the Action, and their collaboration with legal scholars, will produce reports of best practices, from which

industry actors may draw, eventually leading to an **improvement of the conditions of maritime workers** along different sectors (shipping, fishing, oil and gas, marine scientific research). In addition, national and international **judges may draw theoretical approaches and practical arguments** from the case-law repository when deciding cases involving human rights at sea. This Action will also **strengthen the leading role played by the EU in the protection of human rights** and the adherence to the rule of law, including at sea.

Long-term, it will bring together scholars and stakeholders with diverse backgrounds, create lasting ties that are likely to **orient the position of states and the EU towards a more human-oriented approach to maritime activities** for many years to come, which will ultimately benefit the society at large. Lastly, it will **raise awareness** about human rights at sea among stakeholders, academics and civil society.

3.2. MEASURES TO MAXIMISE IMPACT

3.2.1. KNOWLEDGE CREATION, TRANSFER OF KNOWLEDGE AND CAREER DEVELOPMENT

Knowledge creation. Thanks to the interaction among lawyers with different backgrounds (e.g. maritime law, international law, EU law, human rights law, labour law, refugee law) and between them and stakeholders from different backgrounds (e.g. government, industry, civil society) and sectors (e.g. shipping, fishing, oil and gas, marine science, police and military forces), this Action will produce innovative ideas and deliverables that will substantially contribute to the creation of new knowledge on the legal framework directed at the protection of people at sea.

Knowledge transfer. The creation of new knowledge closely relates to the transfer of this knowledge among participants. This Action will provide the opportunity for its members to share their own individual data and knowledge, discuss similarities and divergences in their approaches, and jointly elaborate new knowledge in the form of the theoretical framework and concrete tools for its implementation.

To achieve this creation and transfer of knowledge, this Action promotes a **series of activities that will maximise interaction** between researchers from different backgrounds (each WG will be composed of researchers from various legal disciplines and familiar with different maritime activities/sectors) and among researchers and stakeholders (each WG will be cross-sectoral and will include both researchers and stakeholders). The **comparative perspective** adopted in WGs, Conference and Training Schools will stimulate cross-fertilization, knowledge exchange and further new insights.

- The Opening, Mid-Term and Final Conferences will allow Action members to meet, establish links and exchange and generate ideas.
- The Closed WG Research Seminars, bringing together researchers and stakeholders who will openly share their knowledge and concerns, will build trust and will lead to a fruitful exchange.
- The Training Schools will allow Action participants and third parties to acquire the necessary conceptual and practical skills that will enable them to make the most of the knowledge produced by the Action and to practically apply it.
- The Mentoring Programme will allow the transfer of knowledge and experience from more senior member to Young Researchers; the latter's network will allow for similar exchange among peers.
- Transfer of knowledge beyond the Action will be ensured by a series of targeted actions. For example, local Stakeholders Roundtables carried out in the language of the country hosting the workshop, is a means to enable different stakeholders from that country to access knowledge produced by the Action, overcoming language barriers.
- Events in ITC will raise the research profile of the respective state and will expand knowledge among the scientific and stakeholder communities, spurring further collaborative projects.

Career development: The creation of a network bringing together academics from countries across Europe and beyond and stakeholders from institutions and bodies highly relevant for maritime activities will allow Action participants to considerably broaden their networks. Such network, in turn, provides ample opportunities to cooperate during and beyond the Action's lifetime and provide academics with opportunities to collaborate with relevant stakeholders and give practical application to their research outputs. This Action will put particular emphasis on the development of the career of Young Researchers. They will have the possibility to collaborate or co-author with established scholars, to participate in the Mentoring Programme to be set up at the initial phases of the Action, widening their networks and knowledge bases, gaining experience in project management and enhancing their mobility through Short Term Scientific Missions (STSM), all of which are factors boosting their career prospects. Attending events hosted by stakeholders will allow them to create links with a variety of institutions.

More broadly, **by significantly contributing to an emerging research field** and by contributing to the refocusing of attention on the human element of maritime activities, this Action will contribute to **creating a new market of experts in human rights at sea**, who will be able to advise governments, international institutions, and industry actors. Additionally, the focus on remedies and the participation of practising lawyers and legal trainees will create a new field of expertise, where Action participants and those that have participated in the Training Schools will be able to advocate human rights protection in front of national and international courts and tribunals.

3.2.2. PLAN FOR DISSEMINATION AND/OR EXPLOITATION AND DIALOGUE WITH THE GENERAL PUBLIC OR POLICY

The objective of the Action is to maximise its impact at the level of academia and stakeholders; this is achieved by a dissemination strategy that is adapted to these two target audiences. Further, measures will be taken that allow for a dialogue with the general public.

Dissemination efforts tailored to academics.

- **Research results** will be published as **articles in peer-reviewed, open-access journals**; thereby, the goal is to reach an already interested and specialized audience, but also lawyers featuring an interest in international law in general. This can be achieved by publishing outputs in both specialized journals and also high-ranked journals on international law in general.
- **Proceedings** from conferences or workshops organized within the Action will be published in **renowned journals** or as **collective volumes** published in renowned outlets.
- **Blogs** will be used to test and discuss new and innovative ideas and to address topical issues.
- **Yearly and final reports** produced by each WG will be published on the Action website and made available to all those who are interested.
- **Presentations at scientific events of the Action** will reach a small, yet highly interested audience. If appropriate and speakers consent, presentations will be registered and made available on the Action website.
- **Presentations at events** organized by third parties (e.g., meetings of learned societies) through Action participants can draw the attention to the Action and its activities and output.
- Specific efforts to disseminate outputs among students and Young Researchers will be undertaken, notably by reaching those designing **curricula, programmes or trainings** in the field of human rights to ensure that the maritime dimension is included.

Dissemination efforts tailored to stakeholders. While some stakeholders may be reached by the dissemination efforts aimed at academics, a series of stakeholder-tailored dissemination measures will be taken.

- **Activities specifically designed for stakeholders**, for example:
 - **Roundtables**, to be organised at the European level and at the national level. These workshops will see the involvement of stakeholders both as speakers, sharing their perspectives and presenting the outcomes of the Action, and as participants, benefitting from researchers' presentations and from the conversation with their peers.
 - **Online briefings** concerning action at international institutions: as the engagement of international and EU institutions with the protection of human rights at sea is set to increase, the Action will organise briefings aimed at briefing at stakeholders prior to their institutional meetings.
 - **Table-top-exercises**: discussion-based exercises where participants meet in an informal classroom setting to discuss their roles and responses to a particular situation.
- **Training Schools** are a forum where stakeholders can be made familiar with the Action's ideas, benefit from up-to-date training and conversations with trainers and peers (a quota of slots will be reserved for stakeholders in each Training School).
- **Tools destined to stakeholders**: Each WG will produce deliverables specifically targeted at stakeholders, namely policy briefs in a first phase of the Action and model laws/best practices in a later phase. These documents, jointly produced by the researchers and stakeholders participating in the WGs, transform academic findings into policy-relevant and actionable knowledge.

Dialogue with the general public. The general public will be informed about the Action's outputs through the Action website and social media presence. The fact that various members of the network have strong connections with media in their countries will also facilitate the use of traditional media channels. Moreover, various members of the network belong to academic or non-academic institutions

that have their own formats to promote dialogue with the general public (e.g., evening events open to the public or children’s university), which can be used to promote the outputs of the Action. The NGOs among the network participants have ample experience and have developed dedicated ways of engaging with the general public; these channels will also be used for creating a dialogue with the broadest possible audience.

4. IMPLEMENTATION

4.1. COHERENCE AND EFFECTIVENESS OF THE WORK PLAN

4.1.1. DESCRIPTION OF WORKING GROUPS, TASKS AND ACTIVITIES

Management:

- **Management Committee:** The Action will be managed by the Management Committee (MC), which will meet up to twice a year to plan activities, oversee implementation and adjust plans if/as required.
- **Core Group:** The MC will be supported by the Core Group (CG) consisting of the Action Chair, Action Vice-Chair, Working Group (WG) leaders, Grant Awarding Coordinator, Grant Holder Scientific Representative and Science Communication Coordinator. The MC and CG are responsible for coordinating and overseeing the organisation of activities that go beyond the activities of one specific WG and which are specifically aimed at fostering knowledge exchange within the Action and enhance the coherence of its overall output: 1) **Opening, Mid-Term and Final Conference** (to which each WG will contribute to the various sessions) 2) **Case-Law Repository** (to which each WG will contribute with content) 3) **Training Schools** (to which each WG contribute with training session and materials). The CG meets four times a year, mainly online.
- **Officers:** The Action will designate specific members responsible for: 1) STSM, 2) website and social media presence, 3) mentoring programme, 4) long-term cooperation and funding strategy.

Implementation of Research Coordination and Capacity Building Objectives by WG 1-3:

The scientific work is carried out by three thematic Working Groups (WGs) organized along the three basic rights on which this Action focuses. According to the research questions set out in Section 1.1.2, each WG analyses what the content and scope of the right to life, liberty and health respectively is when applied at sea and who is responsible for protecting them and in what way by focusing, inter alia, on the following scenarios:

Working Group	Non-exhaustive lists of scenarios scrutinized
WG1 Protection of Life at Sea	<ul style="list-style-type: none"> - Search and rescue - Use of force - Incidental and accidental loss of life, including in armed conflict
WG 2 Protection of Liberty at Sea	<ul style="list-style-type: none"> - Arrest and detention - Forced labour - Slavery-like conditions
WG3 Protection of Health at Sea	<ul style="list-style-type: none"> - Living and working conditions - Mental health - Effects of pandemics, crises and armed conflict

While each WG focuses on one specific right, they follow a similar workplan and contribute to activities and deliverables of the Action from their specific thematic perspective.

- **Internal management:** Each WG will:
 - 1) organise an agenda-setting meeting at the beginning of the Action;
 - 2) hold regular WG planning meetings to exchange information and plan/coordinate activities;
 - 3) write work plans, progress and final reports.
- **Research coordination:** Each WG will carry out activities focused on research in pursuance of a comparative approach. This will enable an in-depth understanding of the rights to life, liberty and health beyond sectors, disciplines and nations. Together with the collection, systematization and publication of data and results, they will allow to identify gaps and develop a common and coordinated research agenda. This will form the basis for engaging in collaborative research, ultimately creating new knowledge published in various formats and through a collaborative approach (co-writing, co-editing). Each WG will
 - 1) organise Closed WG Research Seminars;
 - 2) organise and contribute to sessions of the Opening, Mid-Term and Final Conferences;

- 3) contribute to the Case-Law repository;
- 4) write/co-write scientific articles;
- 5) co-edit special issues and collective volumes (editorial teams will be responsible for the entire publication process: book proposal, call for papers, peer review process).
- **Capacity building:** Each WG will
 - 1) organise sessions for Training Schools;
 - 2) develop teaching modules for use during the Training Schools and potentially beyond;
 - 3) teach modules and involve external experts if need be.
- **Stakeholder involvement:** Each WG will
 - 1) organise activities specifically designed to involve stakeholders (for example, stakeholder roundtables, online briefings or table-top-exercises) to receive their input and to ensure a steady and effective exchange;
 - 2) develop stakeholder tools in the form of policy briefs in a first phase and model laws/best practices in a later phase of the Action.

4.1.2. DESCRIPTION OF DELIVERABLES AND TIMEFRAME

The activities described in Section 4.1.1. will produce the following deliverables (D) in the following periods (Q):

D1	Action website: comprising reports, newsletters, blogs, agenda, etc.	Q4-Q16
D2-7	Scientific articles: peer-reviewed, open access, leading journals	Q5, Q15
D8	Special issue/collective volume: results from Mid-Term Conference	Q12
D9	Special issue/collective volume: results of Final Conference	after Q16
D10	Repository: case-law repository on rights to life, liberty and health at sea	Q15
D11-16	Policy briefs, model laws/best practices	Q8, Q15

Open Access: Deliverables will, if legally possible, be made available on the Action's website. Publications will be published open access and, if not funded through the authors' own institutions, supported by the Action.

4.1.3. RISK ANALYSIS AND CONTINGENCY PLANS

The Action faces five main risks. 1) Difficulty of coordinating a large group/low engagement of participants: To remedy the risk, responsibilities and tasks will be clearly assigned, milestones and working plans elaborated and their implementation closely monitored by the MC, GC and WG leaders. Work will be distributed among as many different members as possible, ideally to small teams whose members can back-up each other; all WGs will have co-leaders; and for specific activities officers will be designated to take the lead. Members will be regularly informed about opportunities to participate and WG leaders will specifically reach out to suitable members. Pure coordination and follow-up meetings can be conducted in hybrid or online format to lower the hurdle for participation. 2) Low engagement of stakeholders: To remedy the risk, the Action will identify, contact and invite relevant stakeholders by relying on the vast networks of Action participants; some Action activities could take place in local language, if this allows reaching out to a bigger circle of stakeholders. 3) Delays of activities or deliverables. To remedy this risk, clear deadlines will be fixed and progress monitored through reports and close communication. Participants will be made aware that any difficulties in keeping deadlines should be communicated as soon as possible in order to find solution through a common effort. 4) Budget over- or underspending/less funds allocated by COST than anticipated: To remedy this risk, spendings will be closely monitored by the MC and CG and unused funds swiftly re-allocated or additional external/institutional funding secured. The Action cannot currently foresee the budgetary outlook, as it is designated by the COST Association. If need be, measures will be taken to save money for specific activities (e.g., online meetings for administrative matters; simplify the design of the repository) and additional external or institutional funding possibilities explored. 5) Long-term viability of the repository: To remain a valuable source for academics and reliable tool for stakeholders beyond the lifetime of the Action, the repository must be continuously updated and curated. To ensure this, the Action will make efforts to secure long-term funding for maintaining the repository. Should these efforts fail, institutional funds and personnel of researchers involved in the Action will allow to maintain the repository.

4.1.4. GANTT DIAGRAM

ACTIVITY, REPORTING	YEAR 1				YEAR 2				YEAR 3				YEAR 4			
	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16
Management																
Bi-annual MC meeting*	x		x		x		x		x		x		x		x	
Quarterly CG meeting*	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Long-term strategy report													x			
WG1-3 Internal Management Activities																
Agenda-setting meeting*	x															
Planning meeting*					x				x				x			
Adoption of workplan	x				x				x				x			
Progress/final report				x				x				x				x
WG 1-3 Research Coordination Activities																
Research seminar meetings*				x		x		x		x		x		x		x
Opening Conference		x														
Mid-Term Conference									x							
Final Conference																x
WG 1-3 Capacity Building Activities																
Training Schools			x				x				x					x
STSM		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Mentoring Programme			x	x	x	x	x	x	x	x	x	x	x	x	x	x
WG 1-3 Stakeholder Involvement Activities																
				x				x				x			x	

* partly in-person, online, hybrid

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