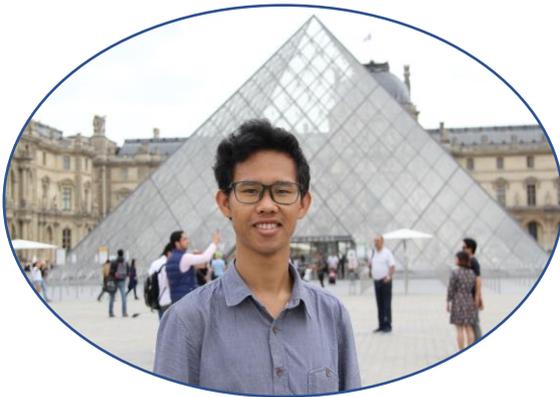




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International Mobility Report March – June 2018
At the University of Nantes, France

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Theme of research: Maritime Law
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INTRODUCTION

DOCKSIDE, which stands for **DO**Ctoral program in **Kh**mer universities Strengthening the **I**nternational **D**evelopment of **E**nvironmental and maritime, is a recent project co-financed by the Erasmus + Program of the European Union in order to develop the educational quality on researching capacity in Cambodian Higher Education Institutions. In cooperation between four different countries: the Ministry of Education, Youth and Sport; the Royal University of Law and Economics; the National University of Management; the Royal University of Agriculture, and the University of Battambang (the Kingdom of Cambodia) – the University of Nantes (France) – the University of Vigo (Spain) – and the University of Southern Denmark (Denmark), DOCKSIDE opens the large opportunities to Cambodian PhDs and researchers to train their researching quality in one of three universities in EU.

In May 24th, 2017, DOCKSIDE launched its first call for PhD candidates, Master Degree students and Researchers to apply for the international mobility from one to three months maximum. After postulated my candidate as a Master student, I was selected to go to France, the University of Nantes, to do my research in the field of environment and surly in maritime law from March 20th to June 16th, 2018.

In this occasion, I would like to address my warm gratitude to Mr. **Thomas VALLÉE**, project coordinator, and Ms. **Ria DENISKA**, project manager, for this gorgeous opportunity that I used to dream for being in France to reinforce my capacity on educational program. I would also present my sincerely thanks to Professor **Patrick CHAUMETTE**, former president of the Maritime and Oceanic Law Centre and currently the Principal Investigator of Human Sea, for all of his kind assistances to realize my research and absolutely for supervising on my Master's thesis. I could not forget to express my acknowledgement to Mr. **Laurent MESMANN**, special advisor to RULE's rector, for his helpfulness and encouragement to me. I know that I am one of the most disturb students who always ask him by all means to find chances to go abroad for studying's purpose but he never ever reject to provide me the best advices. I would like to take this opportunity to respect as well to all administrators at French Cooperation Center base in RULE and Nantes for their supports to facilitate my research.

EDUCATIONAL ACTIVITIES OF THE MOBILITY

On my arrival in Nantes, I spent a half day with my supervisor Prof. CHAUMETTE to discuss about my research plan. We came to an agreement to begin as follow:

1. Determine the final topic of research and which will use to be my Master's thesis. My first proposed topic was "*Maritime Trade Issues: The Influences of Cambodian Maritime Trade on Economic Development and the Environment?*". Through the exchange via emails prior to my arrival and during the discussion, we agreed to modify to "*Maritime Transport: An Important International Framework for Cambodia*".
2. Spend much time on reading the concern books in order to be more awareness on maritime law. In fact, the maritime law is quite different to my Master of International Business Law which I pursue in Cambodia and it seemed so hard to combine these two majors by a relevant topic of thesis. It was not a matter while there is also a maritime business that I can mix the two laws for my research with DOCKSIDE program.
3. I need to provide the thesis plan after having researching and reading to the related documents.
4. Agreed to meet regularly to discuss the progress of my research methodologies and results. While he sometimes is not in office, we decided to connect by emails instead.
5. Start writing the content as soon as possible after the thesis plan is confirmed. My thesis is going to be at least 40 pages; so, the 3 months of research will not be enough to finish as some parts need to be clarified with Cambodian laws.

A. Purpose of research topic

The question is why Maritime Transport? And what are the interests for Cambodia in this area? Are there any effects of maritime law in commerce? As mentioned above, the topic of my research is the combination of two different laws that recently seem so developed in Cambodia. In according to the maritime Silk Road initiated by the People Republic of China, Cambodia is one of the ASEAN countries that will participate to build the link with other nations from Asia and Europe. The MSR intends to build up a strong

economic relation between different continents. Not only economic but personally, it can be also political ideology in the profound concept of Xi.

The main objective of this work is to find out the possibility of Cambodia maritime circulation, how to assure its sustainability during the huge commercialization via maritime manner. Moreover, this research wishes simultaneously to protect the environment in the sea at the time of commercial growth.

B. Research methodologies

The suggested methodologies provided by my supervisor are, firstly, focusing on fundamental books which are useful to learn and to understand from the beginning of maritime law. The essential of them led me to have a strong basis for making my thesis plan happened.

At the University of Nantes, there is a large library that I can find a lot of interesting documents related to my research field. The University Library (*BU : Bibliothèque Universitaire*) offers plenty of sources which assist totally to students in any subject to reach their works. With calm and comfortable environment, I and other students can concentrate well on our individual tasks and can stay as long as we want from the morning to the end of the day. For those who passionate in reading, the library might be their paradise because I felt that students respect and give value to each other's time greatly. After church, library is a wonderful place where we can find peace quietly. The most remarkable for me was the possibility to borrow up to 4 books at the same time with a very quick procedure. I was surprise to get my *BU* card in just 5 minutes after present the attestation signed by my supervisor. I remember that there were several computers in each floor to help students for finding easily their preferring books. The facilitation in the library is a factor that encourage student to take, sometimes, their full day to just stay up late in the library.

Despite this common library, I went often to the Maritime and Oceanic Law Centre (CDMO: <http://www.cdmu.univ-nantes.fr/accueil-884963.kjsp>) where a specialist mini-bibliotheca situated. Here, I can find many concerned documents in maritime as well as in sea law. The CDMO archives properly legal books related to the sea and I also found the magazine that have been organizing since 1960. In addition, the Master and PhD thesis are keeping in this Centre to serves as the references or models for students and researchers. Another way to do research is accessing to E-library with the account and password.

Student can go through the references they want by searching the title and read it in soft copy or print out on some parts needed.

The second methodology is to communicate and exchange with students in the library. From 9:00 till 17:00 in week days, the CDMO hosts in general 20 to 25 students and among them, some are enrolling in year 1 or year 2 of Master on Maritime and Oceanic Activities Law and some are pursuing the PhD. Coming from different countries, we started to know each other and discuss about maritime law as we are in maritime area. I met PhD candidates from France, Vietnam, Nigeria and Israel who helped me to explain and provide some basis documents to read and analyze. So, the benefit from this mechanism is not only interaction between international students but also to create the connection with them through educational system.

The last technique, I need to participate the international conferences. My Prof. always informs me when there is a related workshop or conference. Even it was a little bit complicated base on the subject of discussion but at least I could bring some knowledge to my account and understand what the researchers and professors in EU do during the event. In March 28th, 2018, I had an occasion to join an international seminar on “Oceanic prospects and confrontations” organized by Human Sea. Experts and Professors from Spain, Norway, Brazil and France were sharing their own perspectives and plans to preserve the environment from pollution. Especially, we discussed on environmental liabilities and how to protect the biodiversity. Several PhD candidates and lawyers in environmental sector also presented their project to conserve the maritime space during the seminar. As the result, I could gain more information from the seminar and started to have questions to my research topic.

C. Language

It is important to know that DOCKSIDE is an international project hosted by 3 universities in France, Denmark and Spain. Therefore, English is an official language to communicate starting from the application procedure to the international mobility report.

Even that, the project does not prohibit to use other languages in the time of doing research between researcher and supervisor. For my own case, I use French majority with my Professor as my background is French law. I found out that it is easier to communicate and to understand. One more thing is that 95% of sources are in French and there are less in English. In this situation, I recommend to the next generation of DOCKSIDE to have

average consciousness in French if you want to discover in this country. Anyway, I do not mean English is not applied, just it seems to be more rigid for anglophone researchers.

In the university, most of students and teachers are able to speak English and sometime Spanish or German. They are very talent and you will enjoy if you know several languages as them.

D. Thesis plan

After 2 months spending on researching, reading, analyzing and also rectifying by my supervisor, I came up with my thesis plan.

It divides in 2 parts: Part 1 of Master thesis concerns the maritime law and the transports while Part 2 relates to commercialization by maritime transports.

- ❖ Part 1: aims to present about the creation of maritime law and how it developed. It talks as well on maritime transports that actually are navigating in the sea, the contracts in maritime commerce, and also the liabilities during the process of goods etc. There were 4 mains book in French which help me to realize this first part of work.
- ❖ Part 2: intends to justify what are the essential reasons that maritime transports become the most applied choice for transportation nowadays. This part mentions on the effects to environment at the time of conducting commerce. The mains perspective in this section is to protect the sea by setting the control strategies and try to find solution to obstruct the pollution in blue space.

LIVING AND SOCIAL ENVIRONMENT

As one of the laureate in DOCKSIDE project, I can attest that this program provides me a memorable and unforgettable time in my student life to open the door in order to learn and experience new things in EU, France.

The difficulties do happen to me as it was my first time to be in France but the reflection and intelligence will never make you lost in any stages. I could solve the obstacles in the period of 3 months mobility effectively under the kind assistance of some

respectful people over there. Meanwhile, I have 5 most particular points to share for upcoming candidates to be well prepared before dropping your foots in the new territory as I experienced.

A. Accommodation

The most acceptable price for accommodation is CROUS where various room types existed for students to choose. The request for housing form need to be sent to the administrator of CROUS at least 2 months prior to the arrival date. In some case like university entrance's day, in September every year, the request shall be applied from 3 to 4 months anticipately. Otherwise, you will face to rent other high cost accommodation inevitably like private room, sharing room, or living with the family etc.

I stayed at the *Cité U Launay Violette* where I really like and wish to be there again later. The atmosphere was super great to live and study evenly while it locates over 5 km from the center of the city. Only 2 noises that I heard during my stay, one is the birds and second is the wind. I met several people who work there, they are very friendly and helpfully that I cannot even forget their voices.

The rental fee varies to the room types and location of the residence. I spent 350 euros monthly for my 13 m² private room in the *Cité U*. The electricity and potable water fee are generally included. The lower price has mostly the same facilities except the individual kitchen that I can cook every moment I want.

Check, Check and Check, this is my principle to rent the accommodation. The first day of entry and the last day of leaving I need to keep my room neat and retain in the same circumstance. In contrast case, I would be punished to reclean and CROUS has right to extract my guarantee money before returning back via my bank account.

B. European or French banking account

In France, student or researcher can demand to CAF (Caisse d'allocations familiales) for supporting the accommodation cost. Usually, it equals to 40% of the total value and will transfer directly to the accommodation owner. To request for this help, demander need to have the European or French baking account. The different to use the specific account is that in France, any transaction via bank need IBAN and BIC code while in Cambodia, we use only SWITZ code.

Sim card as well, some companies will charge monthly fee by banking account which user need to complete the form with IBAN and BIC code.

I found it was very hard to make bank account in France for just 3 months and I decided to simply my mobility by not using any operation which need European or French account. Even doing laundry at the *Cité U*, I was required to access with that kind of card and that is why I did my laundry manually as I used to do in my home country.

C. Meals

Individually, I can adapt to western foods and I love to try them as much as possible. In the supermarket like *E. Leclerc* or *Super U*, I could find only several vegetables that exist in Cambodia for my cuisine. I brought my local meals with me too to replace French fromage sometime.

The price is reasonable for cooking by myself only if I want to taste western foods at the restaurants. If you go to Nantes just do not miss “*La Rose Des Sables*” a very good Kebab restaurant in the city Centre.

French citizens prefer bread than rice and that is the reason which I rarely see the *Resto-U*'s menu at the university has rice. Instead, there are sandwiches habitually or pastas with different sauces. In France, coffee is served as a dessert for each time of meal. A cup of coffee will be asked by waiter in restaurant after meal is finished. Even after drinking beer, a caffeine still be asked. A little bit strange but it is familiar for them and I inspired as well.

D. Transportation

In Nantes, there is a company “*Tan*” which provides trams, bus and boat as public transports. For 1 hours' ticket, it costs 1,6 euros that we can buy from every stops or passengers can buy a monthly card for unlimited voyage. The service starts from 4:30 in the morning till 1:00 in the morning of the next day. So, it is not to worry about shifting whether day or night time but make sure it is safe enough to travel.

I took tram only when I go to the city Centre or conference hall while my daily morning, I walked to school for 15 to 20 mn. I think I would like to walk than spend time on trams because Nantes is the greenest city of France and is the only one city where I can take fresh air anytime and anywhere. If you are an environmentalist, Nantes must be a city that catch your heart.

Beside *Tan*, there are electric bicycles in front of schools, universities or crowded locations to use. I am not sure how much does it cost per hours but it should be tried if you can be there.

E. Travel

Please keep in mind that DOCKSIDE is created to strengthen the research capacity of Cambodian students and researchers by forming with the international mobility in EU. Neither of its goals state about tourism nor travel but it is not mean that laureate obligate to spend 1 or 3 full months in library or in front of the books.

France ranks as one of the most popular tourism destinations in the world and there is no exception for anyone who arrive France and do not take some visits. “ *Profitez la vie* ” is a phrase that encourage people to make much more benefits in their life time.

I did spend my days to visit Nantes on weekend and holidays. The most visited destinations are *les Machines de l'Île, le Chateau des Ducs de Bretagne, le Passage Pommeraye, le Basilique Saint Nicolas, le Musée Jules Verne, le Place Royal* and *le Cathédrale Saint-Paul et Saint-Pierre*. Every sunny day, do jogging along the river *Erdre* is highly recommended. The electric boats are always waiting their captains around *l'île de Versailles* where tourists can get a peaceful picnic.

CONCLUSION

The 3 months of international mobility in Nantes was a fruitful mission. I really appreciate DOCKSIDE for your initiation in creating this mobility. My Master's thesis plan will not be realized without this chance and I am conscientious that I gained many experiences in life.

I hope the Erasmus + Program remains its financial aids to DOCKSIDE so as it can continuous its project for years and can allow more researchers to experience this international mobility.

I suggest that DOCKSIDE, hereafter, should provide the information of laureates in each generation to get to know each other very well. They might need helps and contact for some questions related to their researches during the mobility. DOCKSIDE Alumni should

also be organized annually for the reason of keeping them in touch and let them express their competences or share their cognizance to the next generation. The DOCKSIDE fellows are training to proliferate!

DISCLAIMER

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