



## January News 2016

**MariFuture wishes all its partners a prosperous year ahead. “2016 was a good year at MariFuture. It was pleasing to note that the ACTS Plus project was approved and partners met in Istanbul in November 2016 to start the project. Another joint project with BAU has been approved by the TR NA and the project is expected to begin in January 2017; more on this exciting news in February 2017 News. Our EUREKA ITEA proposals were received well and the project IntelliMariPal received its approval to proceed to the second and final phase. Two of the MariFuture partners were also involved in another EUREKA ITEA project (OPTIMUM) which also received approval. The latter two projects are large projects and are expected to make a huge impact to the Shipping industry.**

### **EUREKA ITEA**

As reported in the November 2016 News BAU with support from C4FF and their industrial partners prepared several ITEA3 proposals. BAU asked Professor Ziarati, the Coordinator of MariFuture and a Professor affiliated to BAU to attend the ITEA3 Open Days in Paris, 13-14<sup>th</sup> September 2016. One of the projects presented by Professor Ziarati was the IntelliMariPal which concerns the integration of maritime data and development of a platform for it. The proposal attracted considerable interest from other ITEA Open Days’ participants. The proposal intends to streamline all the data necessary for ships, ports and shipping and maritime bodies and authorities which then expected to substantially improve the effectiveness and efficiency of ship and port operations Europe-wide. The project proposal was prepared and submitted to the ITEA on time. The partners of the project were informed early in December that their proposal has been successful and that they are invited to proceed to second and final stage of the competition.

A delegation led by Professor Ziarati, visited universities of Plymouth, Coventry and Warwick to discuss new proposals. One interest was the discussion on Warwick University’s submarine project which could form the basis for ITEA proposal to develop a novel under water drone system for ship under water inspection.

### **ACTS Plus**

The first partner meeting for this newly approved project took place on 17-19 November 2016 in Istanbul.

The new ACTS project, ACTS Plus is based on the Pareto analysis carried out as a part of the recently concluded ACTs project. The Pareto analysis showed that some of the COLREGS rules are more complicated than others and that there are situations where a number of rules apply. The paper argues the importance of continuing the ACTs project both according to the plans for its post-funding period and also by preparing a new proposal for EU funding (ACTS Plus). It is worth pointing out that as a result of the new paper a proposal was prepared by some the partners and submitted to the UK national agency.



This new ACTS project is led by Southampton Solent University (SSU) and coordinated by C4FF. The project started officially on 1<sup>st</sup> October 2016.

### **MariEMS**

The partners of the MariEMS (Maritime Energy Management Training Strategic Partnership) project are planning to meet in Slovenia in February (8-12<sup>th</sup>) to monitor progress to date and discuss how to continue the project with a view to make sure the proposal as proposed is implemented successfully and on time.

The last meeting of partners of the MariEMS project took place during 7-9 September, 2016 in Rauma, Finland. The partners discussed the latest developments and reviewed the job specification and the specification for the training of ship energy officers developed so far and attended the project's workshop organised by the Finnish partners, Rauma Port and Satakanta University. The project meetings and the seminar were a great success. On behalf of the Project Manager and partners, Professor Dr Reza Ziarati, gave a key note speech, presenting the importance of the project in reducing energy consumption at sea and in ports. He stated that this project is expected to help reduce energy use on board ships and in port contributing to a significant reduction of marine pollutions and engine emissions. This project proposes the development of an energy management job and training specification, as well as an e-learning delivery system for the new role of the Energy Manager which has been created specifically for the shipping industry. The intention of MariEMS is also to encourage shipping companies to seek compliance with the IMO and relevant ISO requirements.

It is noted that Southampton Solent University is expected to run the first multiplier workshops seeking the view of maritime academics and industrialist on the training programme specification. The workshop is being prepared and is expected to be held later in November 2016.

The project was disseminated at the 55<sup>th</sup> International Boat Show exhibition in Barcelona by UPC team from the Faculty of Nautical Studies, 12-16 October 2016.

### **MariLANG Project**

The third partner meeting will take place 16-17<sup>th</sup> January 2017 at Antwerp Maritime Academy, Belgium.

The MariLANG project intends to develop a Maritime English training programme based on the EU funded SeaTALK learning materials and the EU funded MarTEL assessments, both of which are compliant with the IMO Maritime English Model (3.17). It is worth mentioning that partners from both SeaTALK and MarTEL were involved in the 2015 revision of the IMO Maritime English Model Course through the International Maritime Lecturers Association (IMLA). The funding of MariLANG is very good news as it will complete the process started with MarTEL establishing a Maritime English assessment system, followed by SeaTALK seeking material for it, in conclusion MariLANG will develop an actual training programme for Maritime English which will include the three new



categories defined in the revised model course: Electro-Technical Officers, GMDSS radio operators, and Personnel providing direct service to passengers in passenger spaces on passenger ships.

### **MariePRO Project**

The partners are awaiting the outcome of the Finnish National Agency/EC evaluation.

MariePRO project funding period came to an end on 31 August 2016. The project was to review maritime education and training programmes, searching for good practices and developing an ECVET compliant Maritime Environment Awareness course incorporating the existing IMO Model Course and the and any new developments introduced by the IMO since the inspection of the their Model course 1.38. More details about the project can be found in the Project page of MariFuture or at <http://www.utu.fi/en/units/cms/projects/mariepro/Pages/home.aspx>. The partners held their final meeting and conference in Turku at the same time as the European Maritime Day (EMD), 16-20<sup>th</sup> May 2016. The final conference was very successful and over 50 delegates attended the event on 17<sup>th</sup> May 2016. Professor Ziarati, the Chairman and current Director of C4FF was invited to chair the panel at the MariePRO conference, titled 'Sustainable Shipping'. The keynote speeches by the President of the European Maritime Safety Agency (EMSA) and Dr Sadan Kaptanoglu, Kaptanoglu Shipping and member of Board of BIMCO outlined the challenges the regulatory bodies and shipping companies are encountering respectively. The most important consideration for the shipping companies was noted to be the survival and solvency against severe and adverse market conditions. The summary of the speech by Dr Kaptanoglu can be found in the MariFuture June 2016 Article.

The main output of the project is a report on Maritime syllabus differences, good practice report on application of ECVET primarily in maritime education and a comprehensive and ECVET compliant Maritime Environment Awareness course which includes the content of the IMO Model Course by the same name but also includes all the recent up-dates which have not been included in the IMO course. The novelty of the MariePRO Maritime Environment Awareness course is that it also includes some of the recommendations by the industry and provides two versions of the course, one for the seafarers already working in the sector (2-day) and one for the Cadets aspiring to become ship officers (5-day). There are plans to prepare several articles and papers on these outputs and publish them in the MariFuture website in the next few months.

A summary of all the projects can be found in [www.marifuture.org](http://www.marifuture.org). For further information about MariFuture please refer to the MariFuture website.

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