



## November News 2017

To celebrate the 'Year of Efficient Ship' MariFuture will continue publishing a development paper each month for the whole of 2017 – see the Development Paper for November 2017.

MariFuture has been informed that its proposal project UniBus has been approved by the EU. The first partner meeting will take place in November 2017. MariFuture once gain would wish to thank partners for their contributions and wish them well in implementing the project as proposed. MariFuture has been informed that another of its proposal is on top of the reserved list and may get funded.

MariFuture has been working on two H2020 proposals with several partners Europe-wide. The two approved Eureka project will start shortly. C4FF supported the visit to the Eureka ITEA 3 event which took place in September 2017 in Berlin, Germany. Several proposals are being considered for further developments.

## IAMU 2017

MariFuture presented two papers at the IAMU 2017. The first paper related to Avoiding Collision at Sea – Pareto Analysis and was presented early in the opening day of the conference on 11 October 2017. The second paper, Maritime Ship Efficiency Energy Management was presented on 13<sup>th</sup> conference early in the morning. Both papers were well received. Several participants expressed interest to work with MariFuture partner initiating new proposals. More information on these developments will be given in December 2017 news.



Picture 1 ACTS Plus Conference



Picture 2 MariEMS Conference

### ACTS Plus

The first partner meeting for this newly approved project took place on 17-19 November 2016 in Istanbul. The second meeting took place on 30-31 March 2017 in Croatia. The third meeting took place in Varna, Bulgaria on 11-12 October 2017 at the same time as the IAMU conference. The ACTS Plus paper prepared by Professor Ziarati and partners was presented at IAMU by Professor Ziarati, Capt. Mohavic (UoR) and Capt. King (SSU) after the keynote speech by the Rector of NVNA.

The next partner meetings will take place in Spain on 18-19 April 2017.

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 and expected to be concluded in March 2019.



**Picture 3 Partner Meeting in Varna**

### **H2020 Proposals**

MariFuture has now been informed that another of the proposals it has been supporting has gone through stage 1 of the evaluation. To this end, there are two H2020 proposals which will be prepared for stage 2 evaluation; more on this in December 2017 News.

### **EUREKA ITEA Proposals**

The Eureka project consortia for both successful proposals IntelliMariPal and OPTIMUM are working hard to prepare all the necessary documentation for the national Governments' consideration and expected approval. An agreement for IntelliMariPal has now been prepared and being considered by partners.

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. The deadline for submission of final proposal was 14<sup>th</sup> February 2017 and the project team worked hard to conclude the proposal and submit it on time. It was recently announced that Proposal was successful. This is great news for MariFuture and its members.

It is equally pleasing to note that project OPTIMUM which was named by Professor Ziarati and supported has also received approval after a 2-stage assessment by Eureka ITEA3 assessors. This is also a very exciting news. More on these successes will be revealed in December 2017 News.

### **MariEMS**

The fifth MariEMS partner meeting took place on 14-15<sup>th</sup> September 2017 in Barcelona, Spain. A paper has also been prepared for presentation at IAMU 2017, 11-13 October 2017, to disseminate the results of the project to that date. MariFuture has been notified that its paper has been accepted for presentation and publication by IAMU.

MariEMS held a presentation during the Maritime exhibition at Rauma Maritime Campus on 4<sup>th</sup> May 2017. The event on being put on Facebook; Shipping companies like Finnlines, OSM, Långshipp etc., as well as Port of Rauma and other ports are expected to participate. Professor German De Malo is holding the first MariEMS course this month in Barcelona. The outcome of the course will be reported in the August News.

The partners of the MariEMS (Maritime Energy Management Training Strategic Partnership) project met 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 second 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.



**Picture 4 MariEMS Partner Meeting**

### **MariLANG Project**

The fifth partner meeting of MariLANG will take place in the UK in March 2018.

The fourth partner meeting of MariLANG was held in Slovenia on 23-24 June, 2017.

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.

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.

Dr Martin Ziarati