



## October 2014 News

There are two items good news this month. First is the approval of the new Centre of Excellence in the UK, and the second is the approval of MariEPro Project by the EU. More on these exciting developments will be included the November 2014 News.

### EBDIG-WFSV Project

The EU funded EBDIG-WFSV First Year Conference took place on 3 and 4<sup>th</sup> September 2014 at Coventry University, UK. The Conference was a RINA (Royal Institution of Naval Architects) event and was very successful with some 50 attendees. It is expected that this second EBDIG project will be as successful of the first project. A MariFuture paper on ECVET was presented at this Conference and was well received. Those who wish to read the paper can access it via the Marifuture October 2014 Development Paper (<http://marifuture.org/Report/Development-Papers.aspx>). The paper was also presented in RINA's Marine Design Journal. This Journal commenced with the first EBDIG project and its first edition included all the papers presented at the first EBDIG Conference. For registration and more information about RINA and the conference please see <http://www.rina.org.uk>.

### ACTS project

The first main event concerning the MariFuture partners is the ACTS project meeting in Bulgaria on the 3rd and 4th of October. The ACTS project is an attempt to improve the understanding of the Collision Regulations and to help in their interpretation and hence correct implementation. Many accidents at sea have been attributed to mis-application of these rules.

The second event is the IMLA (The International Maritime Lecturers Association) Conference which this year will take place in China at Jimei University between 10-13<sup>th</sup> October 2014, unfortunately since the EU does not fund dissemination activities outside Europe, it was not feasible to send a ACTS project representative to IMLA this year. However the event will be closely followed by MariFuture, and the proceedings will be carefully studied and reported in an article for publication in November 2014.

Due to its importance, and considering that the next ACTS project meeting will take place in October, it is worth to remind the members that in the latest IMLA Newsletter it was disclosed that the Maritime Safety Committee had reviewed and provided their comments on the development of a specific model course for the 1972 Convention on the International Regulations for Preventing Collisions at Sea (COLREGs) as proposed by the Turkish Maritime Community to "ensure global standards on the understanding, interpretation and application of the provisions of COLREGs". The IMLA feedback points included the fact that the Model Courses are frameworks for Maritime Education providers to develop their training, not a list of concrete knowledge and skills. IMLA also stated that the Model Courses are a set of recommendations for Maritime Education Providers, there is no compulsion to follow or use them. These two points together led IMLA to point out that developing a Model Course might not be the best solution to this problem. IMLA also pointed out that provision for training in COLREGs are already included in Model Courses 7.03 and 7.01, and so any development of additional COLREGs Model Course Information should be based on the existing information and guidance included in these documents. IMLA also stated the opinion that the IMO has provided clear text on COLREGs and that organisations and individuals have developed their own interpretations. IMLA concluded that any COLREGs specific accidents were not due to a lack of uniform interpretation of the COLREGs but due to failures in the training - such as lack of simulator



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time. IMLA suggested that further discussion amongst Maritime Education Institutions needed to take place regarding clarifying COLREGs interpretations, rather than developing a Model Course. These conclusions from IMLA are encouraging for MariFuture's involvement in the ACTS project which has brought together leading Maritime Education Institutions and SME's to research the differing interpretations of COLREGs across the EU, the differing ways COLREGs are taught, and to develop a new online training material and guidelines to make learning and teaching of COLREGs easier - thus improving the understanding of the rules and a better ability to apply them in emergency situations to sea.

More information on the ACTs project can be found in the MariFuture progress reports and the project website: <http://ecolregs.com/>.

### Maritime English Model Course

The SeaTALK project members are working on comprehensive Maritime English Course content. The partners intend to take into account IMLA's announcement in its latest newsletter that it is reviewing the IMO Maritime English Model Course (3.17) to ensure it is in line with the 2010 Manila STCW amendments. The completed revision will be submitted to the IMO by the 24th October 2014 to the IMO Validation Panel for review.

It is worth noting that the existing content of the 3.17 Model Course will be largely retained, with additional sections added containing guidance on how the Knowledge, Understand and Proficiency statements contained in the Manila amendments can be used to enhance Maritime English Training Programmes.

As reported in previous News, MariFuture partners are working through the SeaTALK project to develop a comprehensive framework for the effective teaching, learning and assessment of Maritime English. The SeaTALK framework is being directly linked to the European Common Framework levels, the new ECVET Framework, as well as the IMO 3.17 Maritime English Model Course. With close links to numerous free online learning materials for Maritime English and the MarTEL Tests ([www.martel.pro](http://www.martel.pro)). The SeaTALK framework will be a holistic way for Maritime Education Institutions to embed Maritime English into their curriculum and ensure the highest standards.

Several of the SeaTALK/MariFuture partners are members of the IMLA-IMEC steering committee, as well as being members of the IMLA Working Group assigned to revise the 3.17 Model Course. As such these partners will work to ensure not only the quality of the new Model Course and SeaTALK framework, but also ensure that the SeaTALK framework truly reflects and includes all aspects on the Model Course revisions.

More information about the SeaTALK project can be found in the MariFuture progress reports and the project website: <http://seatalk.pro/>

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