



## **ACTS Plus**

I am delighted to announce that our ACTS Plus proposal has been approved by the UK National Agency. The NA informed us of this success on 1 August 2016. It is also worth noting that the previous ACTS project which was concluded in February 2016 was evaluated by the EU and Croatian NA and awarded 9/10. This is an exception grade and an indication of the good work the partners did in achieving all the Intellectual Outputs in full and implementing the project with outstanding effectiveness and efficiency. Well done to all the partners. It is also worth mentioning that the IPR for the first ACTS project prepared by C4FF was ratified and finalised. The new ACTS Plus will build on the principle of the IPR agreement hence making it easier to commence the planned exploitation of the ACTS project outputs and build on these through the Intellectual Outputs of the second ACTS project as they are developed and ready for application.

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 of the partners and submitted to the UK national agency.

This new ACTS project will be led by Southampton Solent University (SSU) and coordinated by C4FF. The project is expected to start in November 2016.

## **MariEMS**

The partner meeting of the MariEMS (Maritime Energy Management Training Strategic Partnership) 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.



Photo 1 – Setting sail to the Island of Kuuskajaskari for the first gathering of the group



Photo 2 – Centre is Professor Reza Ziarati with Mr Enrico Ravida next on the right and Dr Martin Ziarati on the left; also in the photo are Professor German on the right and Dr Charlotte Banks on the left.



**Photos 3 – Partner meeting in session**



**Photo 4 – The five braves bathing in freezing waters of the Baltic sea**

The next meeting of the consortium is Slovenia, on 8-12 February 2017. 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.



### **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.

### **ITEA 3 – An opportunity for a major maritime project**

BAU and their industrial partners are preparing several ITEA3 proposals. BAU sent a delegation to the ITEA3 Open Days in Paris, 13-14<sup>th</sup> September 2016. One of the projects presented by the Team led by Professor Dr Reza Ziarati was the intelliMalPal which concerns the integration of maritime data and development of a platform for it. The proposal if successful will 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 following are some of the memorable moments from the event.



**Photo 5 - ITEA participants commencing their work**



Photo 6 - Chair welcoming address



Photo 7 - Participants at the afternoon presentations



**Photo 8 - Oguzhan Sural, form BAU and DGO Medical, with the Chair of ITEA, Zeynep Sarilar**



**Photo 9 - BAU Team getting ready for their presentations**



Photo 10 - Anil Turkyamali, from BAU, and the Chair of ITEA, Zeynep Sarilar

### MariePRO Project

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.



**Photo 11 – The MariPro Team at their final conference which took place at the same time as the European Maritime Day in Turku, Finland.**



**Photo 12 – Dr Sadan Kaptanoglu, the Managing director of Kaptanoglu shipping and a member of BIMCO Board with Professor Dr Reza Ziarati and the President of European Maritime Safety Agency (EMSA) at the final Conference of project MariePRO.**





### **ACTS Project**

The evaluation of the final report of this project has now been concluded by the Croatian National Agency and the EU assessors and a grade of 9 out of 10 has been awarded. This is excellent news. The partners are delighted with this outstanding recognition of their hard work in the last two and half years. The final draft of the IPR for the project prepared by C4FF is expected to be finalised soon. A new paper is being written for publication on the project results. The importance aspect of the paper, partially published as the MariFuture's December Development Paper - [http://www.marifuture.org/Reports/Development-Papers/ADP\\_11\\_2015\\_MARIFUTURE.pdf](http://www.marifuture.org/Reports/Development-Papers/ADP_11_2015_MARIFUTURE.pdf) - is that it argues for the need for a new EU funded project (ACTS Plus) based on the Pareto analysis carried out as a part of the ACTs project. It has to be realised that the Pareto analysis showed that some of the COLREGS rule 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. The project, if successful, will be led by Southampton Solent University and coordinated by C4FF. The result of the proposal is expected in August 2016.

### **SeaTALK Project**

The SeaTALK project was recently evaluated by the Commission, The SeatALK Course was also accreditation by IMarEST (Institution of Marine Engineering, Science and Technology) and received recognition as a Continuing Professional Development (CPD) course. This is a major achievement as all professional Engineers, Scientists and Technologists are expected to develop themselves by taking part in CPD courses such as SeaTALK.



**Photo 13 – The IMareEST Certificate of Continuing Professional Development (CPD) awarded to SeaTALK**

The European Commission evaluation of the SeaTALK project ([www.seatalk.pro](http://www.seatalk.pro)) is highly encouraging. The project scored 9 out of 10 for final results and 9 for dissemination. evaluation. The average grade awarded was 7.24.

The SeaTALK project was an important undertaking as it gathered all the accessible learning and teaching materials in connection with the English language aspects of relevance to seafaring and developed content for Maritime English in line with the IMO's new Model Course as well as ensuring compliance with the CEFR. The SeaTALK assessment system is based on the successful EU funded MarTEL and MarTEL Plus projects. A great deal of work was devoted to ensure the assessment system is fair by making sure it is repeatable, valid and relevant to the profession of each type and rank of seafarer.



The SeaTALK partners worked hard and gave their own time to ensure that the IMO's new Maritime English Model Course 3.17 receives all the support that it deserves. It is sad that the Course still excludes a provision for Ratings who form the majority of seafarers in all countries worldwide without exception. It is pleasing to note however that there is now a provision for crew-passenger interactions. This provision should have been in place soon after the Scandinavian Star disaster in which many passengers lost their lives due to the poor communication and linguistic skills of the Ratings.

MariFuture will continue encouraging IMO to recognise the importance of Maritime English and show that the longer it resists recognising English as the language of the sea then the livelihoods of many future passengers as well as the ship crew members are at greater than necessary risk. However the IMO should be given credit that its SOLAS codes recognise that, in a sense, English is seen as the language of the sea and through recognising SMCP it has again it has strengthened the hand of the member states and their shipping companies to recognise the importance of their crew members becoming competent in English language common maritime phrases.

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

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