



### SeaTALK Project

The SeaTALK project ([www.seatalk.pro](http://www.seatalk.pro)) final report was submitted to the European Commission and the partners are awaiting to hear the outcome of the evaluation. SeaTALK project was an important undertaking as it gathered all the accessible learning and teaching materials for Maritime English of relevance to various ranks and types of seafarer, as well as developing new content in line with the IMO's new Model Course whilst 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 but it is sad that the Course still excludes a provision for Ratings who form the majority of seafarers worldwide. It is however, pleasing to note 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 the IMO to recognise the importance of Maritime English and assert that the longer the IMO resists formally recognising English as the language of the sea the more vulnerable are future passengers as well as seafarers themselves. However, the IMO should be given credit that its SOLAS codes recognise that, in a sense, English language is seen as the language of the sea, and through recognising SMCP they have again 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.

### ACTs Project

The ACTs Project ([www.ecolregs.com](http://www.ecolregs.com)) was extended and we look forward to its successful conclusion this month. Partners are working hard to ensure all requirements for concluding the project are met. The first draft of the IPR for the project was prepared by C4FF and partners are currently reviewing it. A new paper has been written and will be submitted to IMLA for presentation and inclusion in their proceedings at the next conference. The important 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. The Pareto analysis in question highlighted that some of the COLREGS rules are more complicated than others and that there are situations where a number of rules apply and that it is these situations that cause the most confusion for seafarers. The new ACTS Plus proposal argues that additional learning materials to help seafarers need to be developed to cover these more complex situations, along with training materials to help Maritime Teachers improve their confidence and ability to teach COLREGs.



### MariePRO Project

In a series of Skype meetings the partners have decided to hold their final meeting and conference in Turku at the same time as the European Maritime Day (EMD). The MariePRO Partner meeting and project events will be between morning of 17<sup>th</sup> and evening of 19<sup>th</sup> May.

- 17<sup>th</sup> May: Final conference MariePRO & CHIP
- 18<sup>th</sup> May: European Maritime Day (EMD)  
<http://ec.europa.eu/maritimeaffairs/maritimeday/en/content/conference>; partners are free to attend the key sessions; partner meeting will then be held in the afternoon/evening
- 19<sup>th</sup> May: MariePRO workshop proposed as EMD thematic stakeholder workshop; partner meeting will continue, with a short session to review the action plan for concluding the project as well as for the post-funding period, in the afternoon / evening on the same day.

### MariEMS

The first partner meeting of the project (MariEMS) which was held on 12th and 13th November 2015 in Kenilworth UK was followed up with a Skype meeting on Wednesday 16<sup>th</sup> December 2015. The project can be accessed at [www.mariems.com](http://www.mariems.com).

This project is expected to help reducing energy use on board ships and in ports 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 Energy Manager on board ship. The intention of MariEMS is also to encourage shipping companies to seek ISO 50001 certification.

Partners are preparing their reports which are expected to be used to prepare the first draft of Energy Manager's job specification.

The next partner meeting is scheduled for 21-22 April 2016 at Southampton Solent University.

### MariLANG Project

The first partner meeting of the project took place in Bulgaria in the week beginning 16th November 2015. The first part of the meeting was held in the Bulgarian Maritime Administration and the second part in the Nicola Vaptsarov Naval Academy, both located in Varna.

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 materials for it, in conclusion MariLANG will



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develop the full training programme for Maritime English taking into account SeaTALK and MarTEL and will include the three new categories defined in the 2015 revised IMO model course:

- Electro-Technical Officers,
- GMDSS radio operators, and
- Personnel providing direct service to passengers in passenger spaces on passenger ships

The MariLANG project started in November 2015 and the funded period is expected to be concluded in October 2018.

Arrangements are being made to prepare for the first project workshop which is planned to take place at Southampton Solent University in March 2016.

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.

Wishing you a a prosperous New Year

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