



June News 2017

To celebrate the Year of Efficient Ship MariFuture will continue publishing a development paper each month for the whole of 2017.

IMarEST AGM

IMarEST AGM took place in London on 16th March 2017. There were some discussion as to how IMarEST and MariFuture could work together to improve the services provided to members. It was noted that the video of Professor Ziarati's Lecture given on 29th March 2017 can be obtained from MariFuture if requested by members.



From left to right, Professor Ziarati (MariFuture founder and Chairman of C4FF, Professor John Chudley, Vice President of IMarEST and Mr Bill Harris the Secretary of IMarEST at the IMarEST AGM meeting



European Maritime Day (EMD) – The Future of our Seas

The event this year took place at the Light House Art Centre, Poole, UK. There were several introductory speeches, one given by Mr Karmenu Vella, European Commissioner for Environment, Maritime Affairs and Fisheries. There two inspirational Key-notes, Panel discussions and several workshops.



Commissioner Vella given the Keynote speech on recent developments and achievements



Participants at the European Maritime Day

Professor Ziarati while acknowledging the importance of EMD for bringing various stakeholders in the maritime sector together and hear about the work of the Commission specifically DG MARE and have the opportunity to exchange knowledge and experiences with other actors in the field, argues that it is equally important to be aware of the environmental challenges faced by all concerned, for instance the million tonnes of CO₂ alone, year on year, being pumped into the atmosphere by ships adding to what already has been pumped into it in the past. The million tonnes are almost of %5 of the total CO₂ emitted into atmosphere every year. He mentioned that the process of CO₂ absorption by the sea is a reversible one viz., while CO₂ is absorbed somewhere in the sea there are places where CO₂ is pumped back into the atmosphere from sea. The question was raised in support of the argument concerning the need for legislation in specific areas. Although there are good practices taking place not needing a legislative oversight, when it comes to areas where we know there are serious challenges such as emission of harmful pollutants into the atmosphere by ships then legislation surely make sense. The representative from Carnival mentioned that emission from their ships is about 1.25%. He did not clarify and was not challenged to state if this is 1.25% of 5% emissions from ships but this seems to be the likely answer. Even if cruise ships are only responsible for 1.25% of overall 5% emissions from ships this amounts to 12500 million tonnes of CO₂ alone and slightly lesser amount of emissions of NO_x. Professor Ziarati demonstrated what one kg weight and what is the weight of a suitcase we take on holiday; this he stated was the same amount CO₂ or NO_x produced by an average car travelling from Poole to Southampton, he iterated one can imagine the scale of the problem when knowing how much bigger a cruise ship diesel engines are and what they pump into atmosphere every Km or mile of travel. The life cycle of a ship is about 25 to 30 years and



they are primarily fuelled by diesels and in some by heavy diesels oil with large engines. Professor Ziarati was concerned if the members of the panel were aware of all these facts. Although it was not mentioned at the time due to proceeding running late, MariFuture publishes development papers every month on ship energy issues including some the topic mentioned by Professor Ziarati. The articles can be found in Development Papers, www.marifuture.org. In later discussions Professor Ziarati was of the view that ships should run on their electric motors when entering, staying and leaving ports and that a port should not be allowed to receive cruise ships unless they have facilities to connect them to land electricity grids.



Panel discussions

At EMD discussions took place with Alison Hunter, Director of EPPC; Joint Coordinator of Interreg, Christelle Perira; BONUS Coordinator, Mrs Maija Sirola; Coordinator of MarineBoard, Dr Gro I. Van der Meeren and its Scientific Administrator, Joke Coopman; on the their work and areas that might be identified for future collaborations with MariFuture members. An interesting discussion concerned a project known as FAMOS (www.famosproject.eu) which can complement MariFuture's ACTS and ACTS Plus and SSU' MAXCMAX. FAMOS is about future navigation which could benefit from COLREGs related projects. The FAMOS Project leader is Benjamin Hell and it was agreed that a review of the FAMOS will take place with a view to see how MariFuture projects and FAMOS could benefit from each other. A short meeting also took place with Grahma Candy, the Head of Commercial Management Unit of MCA. It was noted that a meeting between C4FF and MCA could be beneficial.



From left to right, Benjamin Hell (FAMOS), Silja Teege (SeaTech) and Professor Ziarati (C4FF)

H2020

MariFuture has been informed that the proposal it has been supporting has gone through stage 1 of the evaluation. More on this in July 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 eventual 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, 13-14th 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 14th 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 April 2017 News.

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. New proposals are being considered by MariFuture coordinating team at C4FF.

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 details of these meetings will be published in May 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 1st October 2016.

MariEMS

The next meeting of MariEMS partner meeting is planned for 14-15th September 2017 and will be held in Barcelona, Spain.

MariEMS UK Multiplier event which took place a Warwick University supported by IMarEST on 29th March 2017 at 18.30-21.30 was very successful. The feedback received is being review and as a result the Job Specification and Training Programme Specification for the Energy Manager/Team will be review and revised.



Above - Professor Reza Ziarati giving the keynote speech as part of the UK MariEMS Multiplier event
Below – Capt. Zakirul Bhuiyan coordinating the UK Multiplier event

MariEMS will have a presentation during the Maritime exhibition at Rauma Maritime Campus on 4th May 2017. The event on being put on Facebook; Shipping companies like Finnlines, OSM, Langh ship etc., as well as Port of Rauma and other ports are expected to participate.

The partners of the MariEMS (Maritime Energy Management Training Strategic Partnership) project met in Slovenia in February (8-12th) 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.

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 was delayed due to changes to the job specification and training programme content and will now take place on 29th March 2017 at Warwick University. 6-9 pm. A visit was made to EMSA to discuss the MariEMS project and seek feedback.



A day at EMSA - From Left to right: Capt. Heikki Koivisto (SAMK), Professor Reza Ziarati (C4FF), Mrs Zena Ziarati (C4FF) and far right Capt. Zakirul Bhuiyan

The project was disseminated at the 55th International Boat Show exhibition in Barcelona by UPC team from the Faculty of Nautical Studies, 12-16 October 2016. A paper is being prepared for presentation a IAMU 2017 in September 2017 in Bulgaria.

MariLANG Project

The fourth partner meeting of MariLANG will take place in Slovenia on 23-24 June, 2017.

The third partner meeting took take place 16-17th January 2017 at Antwerp Maritime Academy, Belgium. The next meeting is planned to take place in Slovenia.



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 MariePRO received a grading of 81%. This is very high grade and the partners hope that the project would receive the 'Best in Europe' Award for their outstanding work.

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), 16-20th May 2016. The final conference was very successful and over 50 delegates attended the event on 17th 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 then in the MariFuture website in the next few months.



A summary of all the projects can be found in www.marifuture.org. For further information about MariFuture please refer to the MariFuture website.

Dr Martin Ziarati