



Newsletter

MariFuture welcomes you to the New Year. Lets us hope that this year is as successful as the last year.

This is the MariFuture year of Maritime English. Communication and linguistic mistakes have been reported to count for some 33% of all reported accidents hence the importance of promoting 'Maritime English' as the language of the sea and ensuring all seafarers are given the opportunity to gain effective competence in this important language hence the reason for giving this subject a priority in the New Year.

SeaTALK Project

This is the first News in 2016 and we are pleased to note that all reports concerning the SeaTALK project (www.seatalk.pro) were submitted to the European Commission on time and we hope the outcome of review is positive as has been the case with all our projects to date. 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 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. 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 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 poor communication and linguistic skills of the Ratings. MariFuture will continue encouraging IMO to recognise the importance of Maritime English and ensure that the longer it resists recognising English as the language of the sea the more vulnerable are the livelihood of many future passengers as well as the ship crew members. However, 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 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.

MariLANG Project

MariFuture's new EU funded project, MariLANG, is welcoming news. 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 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

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

The project partners are:

Jade University, DE - Project Lead;

Centre for Factories of the Future, UK;

Nicola Vaptsarov Naval Academy, BG;

Antwerp Maritime Academy, BE;

Spinnaker, SI;

Southampton Solent University, UK and

1st Evening Vocational Senior High School of Egaleo, GR.



Project ACTs

The Project ACTs 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 proceeding at their next conference. 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 - is that it argues for the need for a new EU funded projects (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 has pointed that some of the COLREGS rule are more complicated than others and that there are situations where a number of rules apply. The new proposal argues the importance of continuing with ACTs project both according to the plans for its post-funding period and also by preparing a new proposal for EU funding based the content of the MariFuture's Development Paper above.

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 16th December 2015. The project can be accessed at www.mariems.com.



Photos 5 and 6 shows the MariEMS partner holding their first meeting in the UK. In the Photo 6, the partners from left to right are Captain Keiki Koivito, representing port of Rauma, Mrs Leila ???? representing Satakunta University, FI, Mrs Raffaella Rovida representing TEAM from Italy, Dr Basak Akdemir, from University of Bahcesehir, Turkey, Dr Enrico Rovida (Also from TEAM, IT), Professor Reza Ziarati (C4FF), Mrs Faye Mundy (C4FF), Chief Engineer Ersin Turkerker (Makroshipping, TR), Professor German De Malo (Politecnica de Barcelona), Tomaz Gregoric (SPIN, SI), Captain Zekirul and William Berkerleg representing Southampton Solent University.

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 the Energy Manager which has been created specifically for the shipping industry. The intention of MariEMS is also to encourage shipping companies to seek ISO 50001 certification.

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 (EDM). The MariePRO Partner meeting and project events will be between morning of 17th and evening of 19th May.

- 17th May: Final conference MariePRO & CHIP

- 18th 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



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- 19th 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

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

Wishing you a prosperous New Year

Dr Martin Ziarati

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