



## **March News 2016**

MariFuture no longer publishes its future plan. However, in February and March MariFuture decides which proposals should be finalised and submitted to the EU for funding under Erasmus +. There are several proposals being considered, more information will be given in March and April News. The partners are also considering preparing one or may be two Horizon proposals. The details of these will be published in March News.

## **SeaTALK Project**

The Commission has commenced evaluating the The SeaTALK project ([www.seatalk.pro](http://www.seatalk.pro)). The final report was submitted by C4FF 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 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



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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.

### Project ACTs

The final report of the Project ACTs ([www.ecolregs.com](http://www.ecolregs.com)) is being prepared and is expected to be submitted to the Croatian National Agency by the end of February 2016. The 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](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 that 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.

### 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 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



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- 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 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.

Partners have now prepared their reports and the first draft of Energy Manager's job specification is being prepared.

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



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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.

Arrangements have now been made to conduct the first training workshop which is planned to take place at Southampton Solent University, 1-3, 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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