

MariFuture

Development Paper – July 2011 Issue

Establishment of Turkish Maritime Centre of Excellence

Professor Dr Reza Ziarati – TUDEV, TR and C4FF, UK

TUDEV Institute of Maritime Studies (TUDEV) – rziarati@tudevedu.com

Centre for Factories of the Future (C4FF) – reza.ziarati@c4ff.co.uk

Following many studies, in coordination and cooperation with several European countries, the Chamber of Shipping initiated a detailed study to ascertain the need for establishing a maritime centre of excellence in Turkey in 2003. Some of the findings were included in Turkey's contribution to the EU Green Book in 2007. The study entailed visits to several institutions in Norway, England, Scotland, USA and contacts were established with maritime institutions in Sweden, Finland, Poland, Slovenia, Lithuania, Bulgaria, China, Japan and several other countries. The best maritime policies and practices in these countries were studied carefully. The review of maritime practices in these countries concluded that the existing provisions in Turkey and its European partners while in many aspects are satisfactory and that there are pockets of excellence in several noted practices, overall there are several areas for improvements and the existing maritime institutions, particularly in Turkey, need to rapidly increase their current capacities and seek accreditation from their professional bodies to ensure their provisions meet the standards expected by international and European awarding, accrediting and licensing authorities. The current arrangements within the STCW were also in need of several improvements. The STCW is the minimum standard expected and in view of TUDEV and its European partners this should be seen as a basic core of maritime education and training (MET) practice and supplemented with several good practices. There are also a number of deficiencies in the STCW provisions which should be addressed. Amongst these, improvements in maritime communication and finding ways to avoid automation failures and preventing emergency situations were amongst the main areas identified.

This study also emphasized a greater need for cooperation between the sector and the government in Turkey and TUDEV partner countries.

To address the areas identified in the DTO report, TUDEV has formed or been involved in establishing several European maritime consortia to support the establishment of the Maritime Centre of Excellence in several locations in the EU. The partnerships developed many innovative proposals many of which were successful. Some of the main EU funded projects and a summary of their main aim are listed below:

SOS - To improve and integrate MET requirements in Europe – www.maredu.co.uk.
E-GMDSS (SRC) - To develop an e-learning system for GMDSS SRC – www.egmdss.com.
E-GMDSS (LRC) - To develop an e-learning system for GMDSS LRC - www.egmdss.com.
MarTEL - To provide Maritime English Tests in line with STCW requirements – www.martel.pro.
MarEng and MarEng Plus – To develop content for Maritime English – www.plus.martel.pro.
TRAIN 4Cs I and II- To provide mobility for cadets as suggested in SOS project – www.maredu.co.uk.
SURPASS - To reduce accidents due to automation failure at sea – www.surpass.pro.
M' AIDER - To reduce accidents by developing scenarios based on previous accidents for training of seafarers – www.maider.pro.
EBDIG - To transfer innovations in automotive industry to boat and ship design and construction – www.ebdig.eu.
Newly approved EU funded projects which TUDEV is involved are:
SAIL AHEAD - To provide opportunities for captains to find jobs ashore – www.sailahead.pro
CAPTAINS - To develop innovative content for maritime English and its delivery – www.captains.pro.
MarTEL Plus – To develop Maritime English standards for Ratings- www.martel.pro.
UniMET - To build on the success of SOS and TRAIN 4Cs Projects to reduce variability in MET - www.unimet.pro.

In addition to the national monitoring and evaluation system, being an EU member candidate, Turkey has accepted EMSA (European Maritime safety Agency) inspections. EMSA has conducted inspections of the maritime administration systems in Turkey in 2005, 2007 and 2009, in particular, on education, training and certification system in Turkey. During the inspection conducted in January 2009, EMSA inspectors visited many institutions, including TUDEV, and prepared a report on the arrangements for MET in Turkey.

The EMSA 2005 report indicates some areas for improvements regarding the MET systems of Turkey and the 2009 report summarises the actions taken by the administration and the MET institutions in this regards. This latter report states that most of the areas identified for improvements regarding maritime training, certification and monitoring were carried out. EMSA also reports on TUDEV's MET system which enjoys worldwide recognition.

To this end, the creation of world-class maritime centre is considered necessary both by TUDEV and the Turkish Chamber of Shipping and the proposed centre is expected to facilitate access to resources needed to promote good practice in Turkey and permeate the international recognition of TUDEV programmes and courses throughout the country. The international recognition would solve many problems relating to officer shortages and manning issues and the mobility of seafarers from Turkey to EU and foreign flag ships.

Referring to the Chamber's contributions to the EU Maritime Green Book in 2007, the following extracts from the report were considered useful when considering the

preparation of a proposal for the Turkish Maritime Centre of Excellence. In this report (page 9), references are made to several reports and surveys (Ziarati, 2003, Urkmez, 2005), which had noted that the deficit in seafarer positions would be about 30,000 officers in the UK and 20,000 in Turkey, in the next 10 years. Although due to the recent economic crisis the shortages have not been as severe as expected, nevertheless, a review of the trends clearly indicates that the shortages will be as predicted.

In addition to the lack of employment, a considerable deficit was observed in life-cycle training for experienced seafarers in the maritime sector. Many seafarers, were reported not to have STCW certificates recognised internationally and the necessary training, this was noted to become a more serious problem in the maritime sector, since prospective maritime giants such as China and India, may cause disappearance of available job opportunities for European youth, and therefore may dominate the market by providing qualified personnel.

The report (Page 10) argued that Turkey has an enormous potential to compensate the global (seafarers) deficit; however, this potential was noted not to have yet been exploited (due lack of resources). Many of TUDEV cadets now serve on American liners and many EU flag vessels as their qualifications and certificates are recognised worldwide.

On Page 12, the report it makes comments about the organisation and delivery of short-term courses on the causes of accidents for the managers and employees of maritime companies and port administrations and suggests that this would make a valuable contribution to improvement of safety at sea and ports.

There is a debate amongst the academic, professional and competence bodies regarding the requirements for various certification activities and for issuance of such certificates and how these difficulties are to be resolved. For example, MCA does not recognize the Advance Fighting Course delivered in Turkey but accepts TUDEV cadets to apply for its NoE (Notice of Eligibility). Several TUDEV cadets have successfully applied and received their MCA's NoEs and one obtained its MCA's CoC and its officer licence from MCA. TUDEV therefore can help to obtain recognition for certificates issued in Turkey and help young cadets to obtain the CoC's from the UK MCA. Recently, MCA recognised all GMDSS certificates issued by Turkish Administration based on the recommendation made by TUDEV.

The Page 13 of the report is devoted to TUDEV's successfully concluding the SOS project and the argument for development of internationally recognized education curricula and programmes which is considered an important undertaking to facilitate the recognition of MET programmes worldwide. In addition, it was noted that these programmes should provide gateways and progression routes to higher qualifications and more demanding competences for career development. SOS (2005–07), led by TUDEV, responded to the question of personnel deficit, and indicated how, in practical terms, improvements to the quality of education and training can be made. This project highlighted good practices in common development/adaptation, delivery and external evaluation and verification. The SOS Project led to a significant increase in the number of students who enrolled and also led to international recognition of TUDEV programmes and the safety courses delivered by TUDEV. This solution was

considered not only innovative and effective, but it also provided a way forward for other maritime centres in Turkey.

EU flag ships instead of recruiting personnel from Far East countries should be in a position to employ from countries such as Croatia, Poland and Turkey which have a young population. The international recognition of Turkey's maritime certificates would also allow Turkish seafarers with the right qualifications to serve on board of other EU flag ships as is the case with many TUDEV graduates who are serving on many foreign flag ships including American passenger liners.

The report concludes that the resources already available in the community should be primarily utilized to meet seafarer requirements. The European Commission should be mandated for planning and setting concrete measures in this field, and cooperation should be made with countries having manpower potential.

The research reported on Page 15 has shown that most of the cadets either do not know how long they will stay, or some intend to stay at sea only for a short time. For this reason, for example in the UK, the cadets are encouraged to undergo a short main training programme before proceeding with officer training. Furthermore, the provision of life-cycle training (Page 16) also appears to be an important factor. Any person studying maritime subjects may find that her/his knowledge on the issue becomes rapidly outdated after graduation, unless s/he updates herself/himself with professional training at regular intervals, since maritime technology has been improving on an exponential scale.

References are made (Page 16) to the requirement by IMO that seafarers should update themselves at 5-year intervals on various stated competences. The life-cycle training is not only to refresh the previously obtained knowledge, skill or competence, but also to learn and certify new rules and innovations. It is stated that the maritime training facilities should be relevant and that there is a need for these facilities to undergo a life-cycle updating at certain intervals in parallel to life-cycle training of seafarers. In addition, short-term courses, computer-aided training and continuous training should be taken seriously into consideration.

On Page 18, references are made to TUDEV's higher national diplomas or certificates (HND/HNC – SOS internationally recognised programmes and courses) and their recognition worldwide. Considering the benefits of such training and that many seafarers intend to settle and work ashore after a certain period at sea, these qualifications will help them find good and permanent jobs. TUDEV model is easily transportable and TUDEV can support other maritime centres to obtain recognition, through rapid prototyping and joint accreditation, for their MET programmes and open the road for all their students, and many seafarers working industry, to work on board of the EU or other flag vessels.

TUDEV success has now led to initiation of several new programmes which were reported earlier in this report. TUDEV is now in a position to establish a major maritime centre of excellence to complement the work of its university, Piri Reis, providing high quality training for seafarers and to continue with its research and development. EU and EC officials are aware of TUDEV's efforts and the aspiration to establish a maritime centre of excellence.

