

Project Profile Sheet

Name of the Organisation	University of Warwick Science Park	
Organisation Type	University	
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Fields of Activity		
Skills and Expertise Offered		

Project Proposal Title	Maritime Future
Project Proposal Acronym	MariFuture
Topic(s)	Maritime Education, Research and Innovation - Attracting Young People into the Maritime Profession Initially SST.2011.5.2-1.
Abstract	Maritime Education (MarEdu) Partnership (www.maredu.co.uk) was formed in 2005 to tackle the maritime skill deficiencies based on the IMO reports and recent research in skill deficiencies in Europe. IMO has passed the responsibility for delivery and assessment of Merchant Navy education and training to member countries and does not take part, in any shape or form, in the inspection, evaluation or delivery of these programmes (Ziarati, 2003). IMO cannot work alone. EU, Governments, and related industries should show the same determination to implement these standards. Furthermore the majority of accidents at sea and ports are reported to be mainly due to either disregard for rules or inadequate training and their assessment (ibid). In fact EU has helped by establishing EMSA (European

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Maritime Safety Agency) which has commenced monitoring the IMO standards for training and certification of merchant navy personnel (STCW). The Governments have also been active. The formation of Maritime Industries Leadership Council (MILC) are very similar to efforts in France, Italy and Germany, to name but a few, in reviewing the current well being of the maritime industry and planning for its future. Regarding maritime education and training, previous research can be of immense help. The IMO report (MSC, 2006) identified three major deficiencies, that STCW is the minimum requirement and not the desirable criteria, there are failures due to automation on board of vessels and third, there is a compelling evidence that deficiencies in English language competence is a cause for concern (Ziarati, 2006). IMO has also expressed concerns about the shortages, particularly of officers in the future. This has been substantiated by BIMCO/ISF (2005) and OECD (2003) reports. There have been also several research reports which have pointed that while some countries are applying good practices there are those that need support. Recently a study by (Torkel, 2004) reports that 25% of the world fleet was responsible for more than 50% of shipping accidents around the world. The study notes that the top 25% of the safest ships were involved in just 7% of all accidents. The University of Technology and Science in Norway (cited in Ziarati, 2003), reports that by improving the quality of the world fleet to the same level as those in the safest 25% category, there might be an overall reduction of 72% in shipping accidents.

This research clearly indicated that it is possible to draw a map of the previous state of affairs, current situation with a view to visualise what is happening and to develop a future map by identifying the deficiencies one-by-one. It is further evident that there are opportunities to bring safe practices accessible to all by forming partnerships and seeking support from industry and funding bodies to help (Koivisto, Uriasz and Ziarati, 2009). This may sound a tall order but it is what exactly a group of maritime organisation did in 2005 by forming a partnership called MarEdu (www.maredu.co.uk) and transform it into a pan European network of centre of excellence (MariFuture - www.marifuture.org) whose members have all been involved in at least one maritime

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	<p>innovation project and are composed of a whole range of maritime fields of interest viz., progressive companies, universities, social partners, associations, awarding bodies, accrediting institutions, licensing authorities, government agencies, learnt societies, conferences and individuals with zest and energy determined to make the seas safer and improve the maritime education and training through a comprehensive programme of research and human resource development. The following is the list of recent/current projects followed by the list of new project commenced/commencing shortly:</p> <p>MarEdu's Recent/Current Projects:</p> <ul style="list-style-type: none"> • EU SOS (Safety on Sea) Project, TR/05/B/P/PP/178 001, 2005-08 – MET Harmonisation • EU TRAIN 4Cs Mobility Project, TR/06/A/F/PL1-132, 2006-09 – Sea Training • EU E-GMDSS Project, SI/06/B/F/PP-176006, 2006-09 – E-Learning and GMDSS • EU MarTEL Project, UK/07/LLP-LdV/TOI-049, 2007-10- Maritime English Standards • EU TRAIN 4Cs – II Project, 2008-1-TR-LEO01-00681, 2008-11-Sea Training • EU E-GMDSSVET Project, 142173-LLP-1-2008-1-SI-10-GMDSS-LRC • EU EBDIG Project, UK/09/LLP-LdV/TOI-163_262, 2009-11-Yacht Design • EU MarEng Plus Project -Maritime English Programmes • EU M'Aider Project, 2009-1-NL1-LEO05-01624, 2009-11-Emergency Situations • EU SURPASS Project 2009-1-TR1-LEO05-08652, 2009-11-Automation Failure <p>MarEdu's New EU Funded Projects</p> <ul style="list-style-type: none"> • EU SOS (Safety on Sea) Project, TR/05/B/P/PP/178 001, 2005 New Project: UniMET – To consolidate the outcome of the SOS project • EU MarTEL Project, UK/07/LLP-LdV/TOI-049, 2007 New Project MarTEL Plus – To complement the work of MarTEL • New PCAPTAINS – To offer a good and affordable
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	<p>simulators for MarTEL, MarTEL Plus, MarEng and MarEng Plus</p> <ul style="list-style-type: none"> • New Project Sail Ahead – To provide an opportunity for seafarers to found jobs on shore <p>All projects have led to a new major pan European Network called:</p> <p>MariFuture -To continue the work of partnership and develop a future map</p> <p>These are real projects all secured through hard work against tough competition. The MariFuture members are willing to continue their good work and have proposed this proposal to realise the future map. The network is expected to be involved in a continuous programme of research and development and hence the reason for applying for funding.</p> <p>Back ground to MarEdu</p> <p>MarEdu was established to identify, develop and implement solutions to maritime skills deficiency in Europe. It has a strategic roadmap integrating education, research and knowledge being developed in order to ensure the development of adequate skills in Europe and the adequate and timely connection between research and innovation. Based on the identified strategic priorities, the network has developed a model for the creation of collaborative partnerships (www.marifuture.org) in the waterborne sector taking advantage of specific innovation opportunities (EU and national funding) involving many business, universities and research centres and making the optimal use of national and European funding instruments. The Marifuture network has identified several challenges as described in the body of the proposal later the next challenge is develop a programme is to consolidate the work of the MariFuture by inviting many of the MariFuture partners to work on the proposed programme of attracting young people to the seafaring profession. MariFuture has already set the scene and the foundation for this work. Details of the work of the network are given in www.MariFuture.org. As summarised in the project website the network has been active several area summarised in Work Packages section of the form.</p> <ul style="list-style-type: none"> •
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<p>Main Work Packages</p>	<p>Developing tools and services to identify the innovation demand of the maritime industries and enterprises and of provide an efficient feedback mechanism towards the relevant stakeholders through international maritime organisation such as IMO, European maritime agencies such as EMSA, appropriate awarding, accrediting and licensing bodies such as several maritime universities, BTEC/Edexcel, IMarEST and so forth. All tools and services have been developed by experimentation and through actual project work and implementation – See for instance, www.egmdss.com or www.martel.pro.</p> <ul style="list-style-type: none"> Identifying key competences for the waterborne sector and of training needs by working in collaborations with maritime industrial representatives and by involving the leading MET institutions in Europe. Again all work has been carried out through actual projects – see for instance www.martel.pro, www.EGMDSS.com, www.maredu.co.uk, www.surpass.pro, www.ebdig.eu, www.maider.pro. There has been many reports and papers published in learnt maritime societies such as IMLA, IMEC, IAMU and so forth. The elaboration of the strategic agenda and roadmap regarding innovation and education to be integrated into the Waterborne Strategic Agenda and roadmap – this has been successfully attempted and the outcome has been extremely very productive. The elaboration of a model for the creation of collaborative partnerships in the waterborne sector on specific innovation opportunities, making optimal use of national and European funding instruments <p>This proposal is an attempt to supplement and complement the work of the MariFuture network. The proposed work programme is in line with EU’s Waterborne Strategic Agenda and roadmap of the European Union. MariFuture already is a Maritime network of centres of excellence for improving the image of the profession and quality of its provision. While associations such as WEGEMT aims to increase the knowledge base, and updating and extending the skills and competence of</p>
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	<p>practicing engineers and postgraduate students working at an advanced level in marine technology and related sciences</p> <p>MariFuture is an association to support primarily merchant navy personnel which many of whom are university graduates and have special skill needs not catered by organisation such as WEGEMT.</p> <p>Initially SST.2011.5.2-1.</p>
Current Consortium (Partners, Organisation Types)	See Project MariFuture proect summarised in www.marifuture.org
Partners Required	Partners are required from MET institutions, industry and soncial partners including awarding, accrediting and licensing bodies.

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