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\$25 million fund launched for World Maritime University

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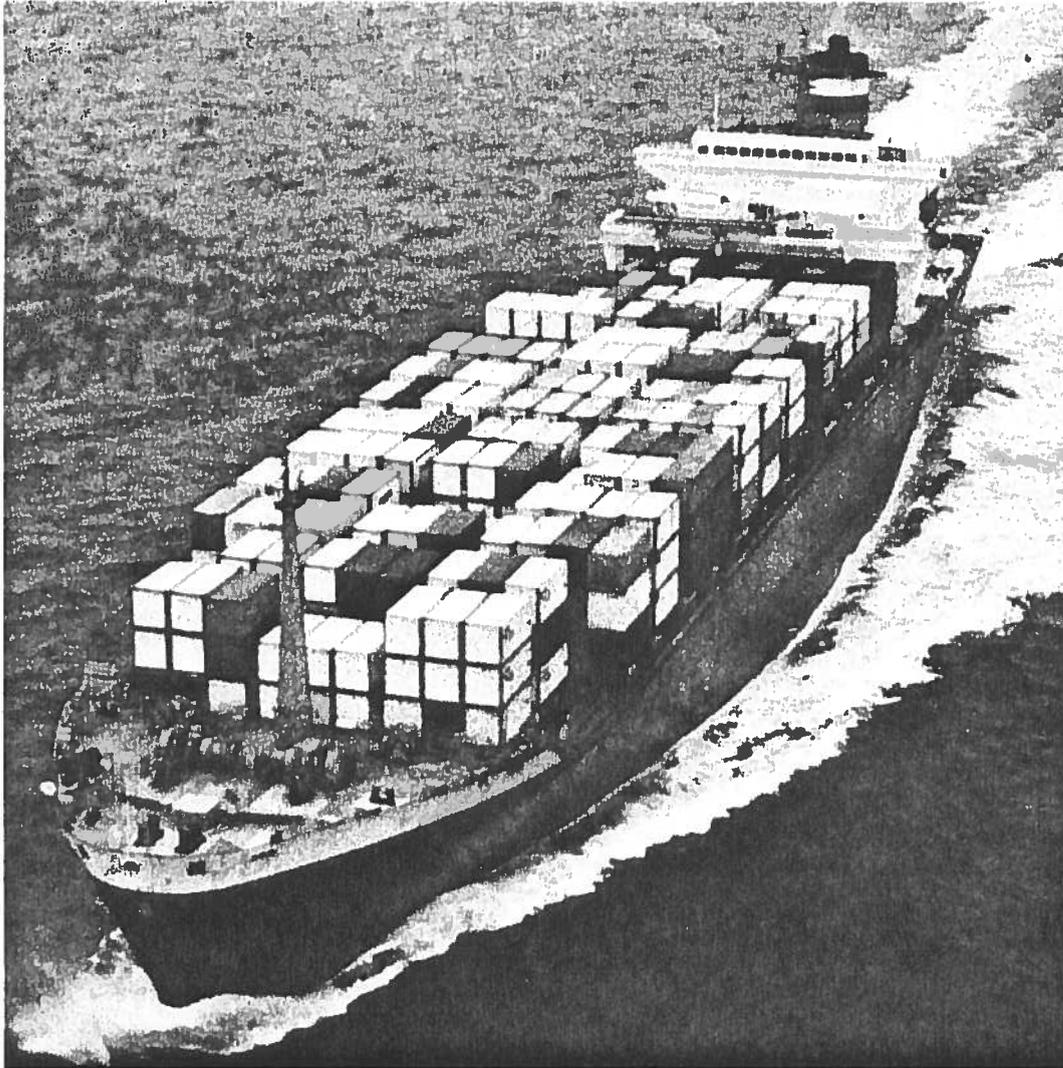
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IMO NEWS



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Container ships like the one shown left have revolutionized shipping in the last two decades and made training and high levels of expertise more important than ever before. (Hapag Lloyd)

limited number of places will also be made available to students from developed countries. Financial support has come from a variety of sources, including the United Nations Development Programme, the Commonwealth Secretariat, Sweden, Norway and a number of other IMO Member States. But only about half of the annual \$4 million budget is on a recurring basis, and the Board of Governors is anxious to ensure that the remainder should also be guaranteed by building up a capital fund of \$25 million to provide sufficient investment income.

Mr Srivastava said: 'The Capital Fund needs to be built up by voluntary donations. In the circumstances of today it would not be practical to expect very large donations from individual Governments, organizations or individuals and yet the achievement of the target would not be impossible if every member of the world maritime community were to make a small donation.'

Mr Srivastava pointed out that two prominent Greek shipowners, Mr A.J. Chandris and Mr Georges P. Livanos had both made personal donations of \$10,000 and appealed to shipowners, shipbuilders, equipment manufacturers, port authorities, maritime organizations and individuals to support the project.

He said: 'The World Maritime University is a unique example of global co-operation between the developed and the developing, between the countries of the North and the countries of the South, between the East and the West.'

The choice of the training theme for this year's World Maritime Day was particularly timely because of the entry into force on 28 April of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. This convention is generally regarded as the most important international treaty dealing with crew standards ever adopted. Most merchant marine academies now base their courses on the convention and it is an important part of the syllabus of the World Maritime University.

\$25 million fund launched for World Maritime University

A \$25 million appeal for funds for the World Maritime University has been launched by the Secretary-General, Mr C.P. Srivastava, as part of his annual World Maritime Day message.

The theme for this year's World Maritime Day was 'Global co-operation for the training of maritime personnel'. It was the second time that training has been chosen as the World Maritime Day theme, an indication of the importance attached to the subject by IMO.

Mr Srivastava explained that

while IMO Member States all believe in the importance of implementing IMO's technical standards as effectively as possible, some developing countries found it difficult to do so, primarily because of the shortage of sufficient highly-trained staff for senior posts.

In 1981 to help make good these shortages, which have a serious impact on maritime safety and pollution prevention, the IMO Assembly unanimously decided to create a new World Maritime

University, based at Malmö, Sweden, to provide the intensive training and practical experience needed.

The University was opened in July 1983 and began its second academic session earlier this year. It now has 136 students from 59 different countries, most of them undertaking a two-year course in maritime administration.

The University has already proved to be extremely popular and successful from an academic point of view and from next year a

WORLD MARITIME DAY - 1984

The message of the Secretary-General, Mr C.P. Srivastava, for World Maritime Day

On the occasion of the World Maritime Day this year, it is, once again, a great honour and privilege for me to convey to the world maritime community the greetings and warmest good wishes of the International Maritime Organization. This gives me the most welcome opportunity to address each one of you directly, whether you are a high government official or a maritime administrator, a shipowner or a seafarer, a shipbuilder or a member of a classification society, a port manager or a participant in some other capacity in the maritime activities of the world.

As you know, it is the constant endeavour of the International Maritime Organization and all its Member States to promote in every practicable manner, the enhancement of the safety and efficiency of international shipping operations as well as the prevention of marine pollution from ships. A number of Conventions, Protocols, Recommendations and Codes of Practices have been adopted containing global technical standards, rules and regulations for the achievement of this objective. But, clearly, the adoption of these global technical standards is not enough. These standards need to be effectively implemented. In recent years shipping has undergone an unprecedented technological revolution.

It has become a very complex and sophisticated industry. The safe and efficient operation of modern ships requires highly trained personnel both afloat and ashore. For a global industry like shipping, it is essential to have global standards also for training and certification. Recognizing the vital role of the human element in shipping and the crucial importance of maritime training, the International Maritime Organization — IMO — has developed the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, which has entered into force this year. It is in this context that this year the World Maritime Day has been dedicated to the subject of 'Global co-operation for the Training of Maritime Personnel'.

GLOBAL CO-OPERATION FOR MARITIME TRAINING



A party of students from the World Maritime University visited London in October — including the IMO headquarters. Some of them are shown in the picture above, together with two members of the faculty who accompanied the party. They are from the left Mr A.K.B. Beecham, Ghana; Professor G. Stubberud; Mr Charles Afouda, Benin; Miss Antonella Gaviria de Lavalle, Colombia; Mr Chul Kim, Republic of Korea; Professor Ken Nomoto; and Mr Abraha Ambachew, Ethiopia. (By courtesy of Lloyd's List)

I am very pleased to be able to mention to you that all Member States of the Organization, developed and developing alike, are giving special attention and high priority to the training of maritime personnel. I have had the honour of visiting a large number of Merchant Marine Academies in Africa, Asia and the Pacific, Latin America, North America and Europe and everywhere I have found a keen and genuine desire to enhance the level of maritime education on the basis of the technical standards established by our Organization. However, while this objective is clear and well accepted there are a number of difficulties which need to be overcome. Many developing countries have invested substantial sums of money in the creation of Merchant Marine Academies but they are facing an acute shortage of qualified and professionally trained maritime teachers. Some institutions have been able to recruit a few expatriates but this has not provided a long-term solution. In order to ensure safer shipping and cleaner oceans it is obviously necessary to have an adequate maritime safety administration, staffed by well trained nautical surveyors, engineer surveyors, casualty investigators and other similar personnel. It is only through such senior specialist maritime personnel that maritime administrations can effectively implement the global technical standards and rules and regulations which have been developed by this Organization. Here again, there is a serious problem — that of a shortage of suitably trained national expert personnel.

In the ultimate analysis it is the responsibility of shipowners and shipping companies to ensure

that their ships are operated in compliance with rules and regulations relating to safety and pollution prevention. For their part, the shipping companies need competent managers and superintendents. The merchant marine administrations of Member States need knowledgeable and experienced technical advisers as well as general maritime administrators. Without them it is obviously difficult to formulate and to implement sound maritime policies.

The Assembly of the International Maritime Organization, which has always accorded the highest priority to maritime training, considered this matter in detail and resolved that a global institution needed to be established to enable Member States, particularly developing countries, to train senior specialist maritime personnel. In pursuance of this decision, the International Maritime Organization has established the World Maritime University at Malmö in Sweden. Courses of study developed by a team of internationally renowned experts are now being provided at the University to train maritime teachers, surveyors, examiners, technical advisers to Government Ministries, general maritime administrators and technical managers of shipping companies. Advanced maritime education is imparted to enhance the professional knowledge of students to the high level required for the efficient discharge of their important future responsibilities, comparable to the level now obtaining in the leading maritime nations. In addition there is a heavy and very desirable practical bias. A substantial period of time is devoted to practical on-the-job training.

The World Maritime University is receiving every possible encouragement and support from all Member States. In particular, the developed maritime nations are helping with the services of highly qualified experts who are lecturing at the University as members of the regular staff or as Visiting Professors. I am most grateful to the Visiting Professors, all of them renowned specialists, who are providing their invaluable services without charging any fees. Maritime administrations and other technical institutions are receiving groups of students from the World Maritime University for practical training in diverse ways. Today, students from as many as 59 countries of all regions of the world are undergoing this unique education and training on the basis of a two-year course designed specially to meet their requirements. On the successful completion of this two-year course, the candidates will be awarded a Master of Science Degree. In order to enhance the global character of the university and to enable students from all over the world to study together for the benefit of all and for promoting global contacts and future global co-operation, the University is now admitting some students from the developing maritime countries as well.

My friends, this new and unique institution, the World Maritime University, is thus already training future maritime policy makers, technical advisers, surveyors, examiners, casualty investigators, technical managers of shipping companies and maritime teachers. What a marvellous resource they will be for making our Member States self-reliant in their maritime infrastructure. What a

unique group of people these will be for enhancing the efficiency of shipping and port operations throughout the world and for promoting effective and peaceful global co-operation to the benefit of the entire world maritime community. This, then, is a development of great interest to all maritime States, shipowners and seafarers, shipbuilders and ship-repairers, ship machinery manufacturers and equipment suppliers and indeed to all others who are involved in the world's maritime activities.

As Chancellor of the World Maritime University, I am very gratified that the establishment of the University has been welcomed all over the world. This institution provides training facilities which in no way duplicate the training provided at the national and regional maritime training academies. In fact, the World Maritime University complements and supplements the work of other institutions. It is the apex of a global network which is intended to include all maritime educational institutions which follow IMO's global technical standards.

Establishment

For the establishment of the World Maritime University the International Maritime Organization has received extremely generous support from Sweden. The Government of Sweden is providing a recurring grant of US\$1 million to meet a part of the annual running expenditure, at present estimated at about US\$4 million. The city of Malmö, a city of 230,000 warm-hearted and generous Swedish citizens, has provided the buildings for the University totally free of charge and is, indeed, maintaining these buildings at its own expense. The United Nations Development Programme is contributing US\$800,000 per annum. The Government of Norway is donating US\$350,000 per annum on a recurring basis. The Commonwealth Secretariat is providing another US\$100,000 per annum. The Governments of Denmark, Federal Republic of Germany, France, Greece, Italy, Kingdom of Saudi Arabia, Mexico, Republic of Korea and the United Kingdom have provided generous ad hoc donations or fellowships and these are gratefully acknowledged. In the United States of America, a corporate body called the Friends of the World Maritime University has been established and the Government of the United States has granted tax exemption in respect of any donations made to this body for the benefit of the World Maritime University. This group has already provided magnificent assistance which is greatly appreciated. Other organizations, individual shipowners, private citizens and manufacturers of equipment have made generous ad hoc grants in cash or in

kind and these have been most helpful.

But an institution needs assured recurring financial support in order to plan its activities appropriately and to function efficiently. The Board of Governors of the World Maritime University, a very distinguished body which includes eminent personages from all parts of the world, has resolved that the University should establish a Capital Fund with a target of US\$25 million to provide sufficient investment income on a recurring basis. This Capital Fund needs to be built up by voluntary donations. In the circumstances of today, it would not be practical to expect very large donations from individual Governments, organizations or individuals and yet the achievement of the target would not be impossible if every member of the world maritime community were to make a small donation. The University will play a crucial role in ensuring the safety of lives at sea and in protecting the seafarers' environment. How marvellous and encouraging it would be if every ship under the leadership of its Master could arrange for some voluntary donations. Every such donation of \$500 or more would be acknowledged by a permanent record at the University, which would give the name of the ship and the names of all donors.

All shipowners and shipping companies would undoubtedly benefit from this new project directly or indirectly. Two renowned shipowners, Mr Chandris and Mr Livanos of Greece, have already contributed US\$10,000 each to the Capital Fund. May I appeal to all shipowners to support the World Maritime University by a donation to the Capital Fund.

The shipbuilders of this world, who constitute such an important part of the world maritime community, are similarly invited to provide assistance. The manufacturers of equipment and machinery could also help us greatly. So can numerous maritime organizations, port authorities and other individuals.

The World Maritime University is a unique example of global co-operation between the developed and the developing, between the countries of the North and the countries of the South, between East and the West. It has been described by Norway's Minister for Development Co-operation as 'a new platform for peace'. With your help this unique institution can be sustained. I appeal to each one of you for donations. These donations may be sent to the Rector of the World Maritime University at Post Office Box Number 500, Malmö, Sweden.

May I, in concluding this message, express once again my sincerest good wishes and my profound gratitude to each one of you for any help which you may be able to provide.

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