

World Maritime University
The Maritime Commons: Digital Repository of the World
Maritime University

WMU in the News

8-12-1983

News and notes : The World Maritime University

Anonymous

Follow this and additional works at: http://commons.wmu.se/wmu_news

Recommended Citation

Anonymous, "News and notes : The World Maritime University" (1983). *WMU in the News*. 39.
http://commons.wmu.se/wmu_news/39

This News Article is brought to you courtesy of Maritime Commons. Open Access items may be downloaded for non-commercial, fair use academic purposes. No items may be hosted on another server or web site without express written permission from the World Maritime University. For more information, please contact library@wmu.se.

The World Maritime University

On 4 July this year one of the most important developments in international shipping was officially inaugurated — the World Maritime University (WMU) at Malmö in Sweden. It will offer the developing countries their best opportunity so far to close the technological gap between themselves and the traditional maritime countries.

The inauguration ceremony was attended by His Excellency the Foreign Minister of Sweden, Mr. Lennart Bodström; the Secretary-General of the International Maritime Organization (IMO), Mr. C.P. Srivastava; and the Administrator of the United Nations Development Programme (UNDP), Mr. Bradford Morse.

The aim of the World Maritime University is to provide top-level training for senior administrators and other officials from developing countries which is not available in their own countries. Initially, the University will have about 75 students, but ultimately this will increase to a maximum of 150. Most of the students will be on two-year courses leading to the award of a Master of Science degree.

For many developing countries, the creation of a national fleet is a priority, particularly those with a growing overseas trade.

Many of them have turned for help to the International Maritime Organization, a specialized agency of the United Nations system, which is responsible for promoting maritime safety and preventing pollution from ships.

With strong financial support from the United Nations Development Programme, IMO has built up an extensive technical assistance programme which now provides aid to many of the Organization's 125 Member States and is particularly concerned with training. Experience has shown that most accidents at sea are caused by human error, which can often be attributed to poor training.

IMO has helped to create maritime training academies in many countries and has evolved a successful fellowship programme which enables young people from developing countries to obtain training abroad which is not available in their own countries. This assistance programme is closely linked to IMO's primary task, which is the development of international standards in the form of conventions, codes and recommendations.

Despite the success of this programme, a major problem remains — the shortage of trained, experienced staff at the highest levels of administration and in other key areas. Most developing countries have severe shortages of administrators, surveyors, lecturers for training academies, technical managers in shipping companies and others on whom the successful implementation of international standards most depends.

This difficulty was discussed at a seminar on training standards held in Malmö, Sweden, in November 1980. The seminar, which was organized by IMO in co-operation with the Swedish International Development Authority, concluded that there was a great need for a high-level maritime training institution, preferably located in one of the world's ad-

vanced maritime countries. A resolution supporting the idea was adopted unanimously.

Action then moved to IMO itself. The Malmö resolution was given warm support and in November 1981 the IMO Assembly also adopted a resolution backing the idea.

It called on the Secretary-General of IMO, Mr. C.P. Srivastava, to take the action necessary to secure the establishment of what by then had come to be called the World Maritime University and appealed to the United Nations Development Programme to give the project financial support.

In the meantime, the idea of the University had attracted strong support in Sweden, whose government agreed to make a generous financial contribution towards the university amounting to \$1 million a year. The authorities in Malmö have provided facilities for the University — a former merchant marine academy — as well as a hostel which will be used to accommodate students.

Further support has been provided by the UNDP which has agreed to provide the WMU with \$800,000 a year. Several IMO Member States and other bodies — such as the Commonwealth — have also offered financial support.

This support shows the interest which the University project has aroused in the entire maritime community. The advantages for the developing countries who will provide the students are obvious enough but the established maritime countries see it as a way of helping to maintain and indeed improve safety standards in world shipping in the years to come.

The University will offer two-year courses on maritime administration, maritime safety administration, maritime education, and technical management of shipping companies. In addition, it will provide one-year courses for technical officials engaged in maritime safety administration and technical staff of shipping companies. There will also be shorter courses on specialized subjects.

All the students will have the benefit of first class tuition: in addition to the permanent staff 85 experts from around the world have offered to visit the University to give lectures and short courses in their own specialities. In addition, the students will be able to visit shipyards, ports and other centres in Sweden and other European countries.

Within a few years, the first graduates of the University will be back in their own countries putting their newly acquired knowledge into practice. It is confidently expected that this will not only make shipping more efficient — but safer as well.

Norwegian Order to Uddevalla

Norwegian shipping companies have placed orders for an additional two ships with Uddevallavarvet which now has half a million tons d.w. in its order-book. Employment is secure until the second half of 1985.

A 55,000 tdw OBO ship of the shipyard's standard type has been ordered by the Anders Ugland Group — Ugland Management

— in Grimstad together with foreign interests. The ship will be the fourteenth in the shipyard's series of this type. It will be delivered at the end of 1984.

Anders Wilhelmsen & Co in Oslo have ordered a product tanker of 70,000 tons d.w. for delivery in the second half of 1985. The ship will be a sister ship of the type of product tanker recently developed by the shipyard, one of which was recently ordered by Wilh. Wilhelmsen in Oslo.

Four Newbuildings to Ahlmarks

Ahlmarks in Karlstad is currently expanding rapidly and within a period of twelve months will have added four ships to its fleet: two for the forestry products trade in the Baltic area and two for the traffic on Lake Vänern. The two first-mentioned are being built in China for Swedish shipping partnerships with Ahlmarks as majority shareholder while the other two ships are being built in Holland for Ahlmarks' wholly owned Dutch subsidiary.

The first of the two ships being built in China is on its way to Sweden from Shanghai. She is the *Skagern* which was delivered to Schultz & Clemmensen in Hamburg and changed flags only a couple of days later.

Ahlmarks ships annually about 1 million tons of forestry products for export — half from Lake Vänern and half from the Baltic area. On return trips, about the same amount of pulpwood is transported from ports on the Continent, the England, Scotland and Ireland. A large import product is salt for Sweden and Norway.

90% of Swedish Tonnage from Gothenburg, Stockholm & Skärhamn

The Swedish merchant navy — including the ships owned by the Swedish State — consists of about 460 ships totalling nearly 5 million tons d.w. 25% of this tonnage is owned by the state-owned Rederi AB Zenit and the privately owned Swedish merchant navy consists of no more than 3.6 million tons d.w.

Gothenburg is once again the town in Sweden having most tonnage, i.e. 2.3 million tons d.w. — about half the Swedish tonnage. It should be noted, however, that more than half of Gothenburg's tonnage is in the form of Rederi AB Zenit's ships.

From the point of view of tonnage, Stockholm is Sweden's second city with 1.6 million tons d.w., of which 0.7 million tons consists of the new shipping company Argonaut's two large tankers that have been taken over by Saléns.

Skärhamn is third on the list with about sixty ships totalling approximately 0.5 million tons d.w.

The Danish merchant navy is about twice the size of the Swedish and consists of 664 ships totalling nearly 8 million tons d.w.

The Danish merchant navy has remained at approximately the same tonnage level during the past seven years and at present there are 60 ships totalling 732,000 tons d.w. on order.