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WORLD MARITIME UNIVERSITY OPENS IN MALMO, SWEDENAdvanced Training Will Promote Shipping
By Developing Countries and Safety at Sea

On 4 July 1983, the coastal town of Malmo in southern Sweden becomes the home of the new World Maritime University (WMU). This just-established international institution promises to boost the role of developing countries in world shipping by providing advanced training for up to 150 maritime personnel annually.

Established under the auspices of the International Maritime Organization (IMO), the University will enroll senior maritime teachers, surveyors, inspectors, technical managers and administrators from developing countries.

The Government of Sweden has pledged \$1 million a year towards running costs. Sweden has also contributed \$100,000 for start-up costs through the United Nations Development Programme (UNDP), which is funding the technical assistance needed to set the University in motion. The city of Malmo is providing facilities for the University as well as a hostel for students.

Attending WMU's inauguration in Malmo will be the Foreign Minister of Sweden, His Excellency Mr. Lennart Bodstrom; the Secretary General of the IMO, Mr. C.P. Srivastava; and the Senior Director of UNDP's Division of Global and Interregional Projects, Mr. William T. Mashler, on behalf of UNDP's Administrator, Mr. Bradford Morse.

Initially, the University expects to have about 75 students in its courses beginning in July. Over 100 applications were received from 44 developing countries for this inaugural course. Enrolment is expected to increase to a maximum of 150 by 1984.

Most of the students will pursue two-year courses in general maritime administration, maritime safety administration, maritime education and technical management of shipping companies.

There will also be one-year courses for technical officers engaged in maritime safety administration and technical staff of shipping companies.

Specialized short courses of four to six weeks duration will be offered for personnel serving aboard ships carrying oil, gas and dangerous goods.

Growing merchant fleets

The WMU will help to fill developing countries' urgent need for high-level administrators, surveyors, lecturers for training academies and technical managers in shipping companies. In recent years these countries have substantially increased their merchant fleets and their ability to carry more of their own cargoes, thereby reducing dependence on foreign shipping companies. Because of an acute shortage of maritime personnel, however, these countries have had to turn to expatriates to fill their top-level shipping posts, and this has been very costly.

In addition, the WMU will contribute to maintaining international standards for maritime safety and to preventing pollution of the seas by ships. As the shipping industry is becoming increasingly interdependent, with crews from developing countries frequently employed on foreign ships, developing country maritime personnel must be fully conversant with accepted global standards, as well as with technological advances.

Total running costs of the University for the next few years are expected to be about US\$3.6 million a year. In addition to Sweden's \$1 million a year contribution for the next five years, UNDP will contribute \$800,000 a year for 1983 and 1984. Developing countries themselves are expected to provide another \$1 million a year to cover costs of \$10,000 a year for their

individual trainees. Their contributions may be mobilized from UNDP country allocations, their own resources, funds provided under other multilateral or bilateral aid programmes, or special contributions to WMU or IMO. In a few countries, shipping companies may pay student costs. The remaining \$800,000 per year is to come from voluntary contributions from donor countries, multilateral organizations, non-governmental or other sources.

Funds to support the University or provide fellowships have already been offered by Denmark, Egypt, France, Greece, Italy, Norway, and the Commonwealth Secretariat. The Federal Republic of Germany and Japan have also shown interest in contributing.

Other assistance is coming from the State University of New York, USA, which will organize the University's special language courses and plan its library; the U.S. Naval Institute, which has donated a substantial number of books on relevant subjects; and the Raytheon Corporation of the United States which has arranged to provide, install and maintain and provide instruction in the use of different kinds of radar, satellite navigation systems and other navigation and communication equipment.

"Apex" of maritime training

A principal purpose of WMU is to serve as the apex of an international system of training in the maritime field. It will maintain dialogue and collaboration with regional, sub-regional and national maritime training institutions throughout the world, many of which have benefited from UNDP and IMO assistance in their establishment and growth.

Examples of such institutions can be found in:

- Angola. A Maritime Training Institute in Lobito, scheduled for completion in 1986, is expected to serve Portuguese-speaking African countries.

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- Argentina. The Nautical School is being developed as a regional centre for training merchant marine officers, including those from other Latin American countries. This project is also training women for careers as Merchant Marine Officers in the fields of Administration and Radio-communications.
- Bangladesh. The Marine Academy currently receives some 3,000 applications annually for only 44 available places. All graduates join the Government-run Bangladesh Shipping Corporation, which has been targeted to carry 40 per cent of the country's sea-bound cargo, and to increase its fleet strength from 25 to 40 vessels by 1985.
- Brazil. A modern marine institute, "Centro de Instrucao Almirante Braz de Aguiar" (CIABA), has trained over 4,000 officers and provides grants for foreign students.
- Egypt. The Alexandria Maritime Transport Academy is considering provision of training to other English-speaking African and Asian countries. Its curriculum will include training of trainers to meet staff needs of other maritime training institutions in these regions.
- Ghana. The Regional Maritime Training Academy in Accra is providing West African anglophone countries with the expertise to transport imports and exports in their own national fleets manned and operated by qualified African personnel. This will reduce the drain on their foreign exchange, develop national shipping capacities, create employment and promote exports from the region, reducing economic dependence.
- Ivory Coast. A regional maritime training institution catering to the needs of francophone West African countries is being established.
- Panama. The full training capacity of the Nautical School is being developed to promote administrative, managerial and operational skills of sea-going and shore-based shipping and ports personnel. Nationals of other Central American and Caribbean countries will be able to attend at a later stage.
- Philippines. At the Merchant Marine Academy a project is underway to upgrade the quality of training of approximately 100 deck officers and 100 marine engineers to international standards. Services will also be extended to other developing countries.

As the University develops, it will also establish linkages with other programmes such as the UNDP-supported interregional project called TRAINMAR - Training Development in Maritime Transport. Executed by the United Nations Conference on Trade and Development (UNCTAD), the project is introducing new

and innovative techniques for training port managers and other maritime transport personnel in all regions. It has designed a model training package on Port Planning, prepared courses on Port and Shipping Operations and Maritime Legislation, trained instructors in their use, and trained four teams of course developers. Originally involving maritime training institutions in India, Ivory Coast and Kenya, TRAINMAR has made the materials available to other countries through its technical co-operation network, which includes 40 developing countries.

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