

3-1-1986

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Recommended Citation

Anonymous, "Second graduation of students at World Maritime University (WMU)" (1986). *WMU in the News*. 238.
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No. 2:86
175



IMCO Inter-Governmental Maritime Consultative Organization

Zwischenstaatliche Beratende Seeschiffsorganisation

Berichte des Bundesverkehrsministeriums, Abteilung Seeverkehr

Second Graduation of Students at World Maritime University (WMU)

Günther Zade,
Vice Rector and Academic Dean
World Maritime University Malmö, Sweden

Sixty students of the WMU received their Master of Science-degrees after two years of postgraduate studies at the WMU in one of the six specializations Technical Management of Shipping Companies, Maritime Education and Training (Nautical and Marine Engineering), Maritime Safety Administration (Nautical and Marine Engineering) and General Maritime Administration. Ten students were awarded a diploma after the successful completion of a one-year course*). The graduation ceremony took place in the City Hall of Malmö, Sweden, on 10 December 1985. Degrees and diplomas were handed to the seventy students by Mr. C. P. Srivastava, Chancellor of the WMU, Chairman of its Board of Governors and Secretary-General of IMO. Speakers on the occasion were Mr. Srivastava, the Under-Secretary of State of the Swedish Ministry of Transport and Communications, Mrs. M. Sundström, the Chairman of the Malmö City Council, Mr. P. Liedholm, Rector and Vice Rector of the WMU, Messrs. E. Nordström and G. Zade and Mr. I. O. Akinsoji, Chairman of the Student Council.

Students take senior positions

Many of the first sixty-eight graduates of the WMU, who received their degrees on 9 July 1985 and returned to their home countries shortly thereafter, have already taken positions of senior responsibility in shipping companies, maritime academies, maritime safety administrations and maritime administrations. Four of the first graduates were members of their national delegations to the IMO-Assembly in November 1985. Graduates occupy positions as e.g. fleet manager, marketing manager or head of personnel in a shipping company, deputy director or head of nautical or marine engineering department in academies, director of a

maritime safety administration or senior ship surveyor, head of department or other senior positions in maritime administrations of their countries. On 9 December this year about seventy students are expected to graduate from the two-year postgraduate courses. Students from seventy-four countries will then have completed their studies at the WMU, three and a half years after its inauguration on 4 July 1983.

Teaching language English

It is a result of the most impressive support to the work and achievements of the WMU from all over the world that the number of annual student intake is to be increased to one hundred in 1987. Already this year about eighty students will take up their studies in Malmö. Nearly half of them attend the ten-week Intensive English Language Programme that has begun on 7 January. The language of the WMU is English and all students are expected to have a good proficiency in English at the beginning of their two-year courses on 17 March 1986. The achieving of this objective is facilitated both by the entrance requirements and the highly qualified English language lecturers of the WMU. Students of five of the six courses are expected to hold the highest certificate of competency in either the deck or engine branch. Students for the course in General Maritime Administration may enter the WMU with the academic degree of Bachelor. In addition to the ten-week Intensive English Language Programme exists an eight-week Intensive Programme that is taken by students with a low proficiency in English prior to the ten-week Programme.

Finance

Students of the WMU have come until now from developing countries. They are from Argentina and Panama, from Algeria and Zambia, from China and the Philippines and nearly seventy other countries. The Board

of Governors of the WMU has agreed in its meeting in June 1985 that up to 10% of the students can join from developed countries. Students from such countries will have to pay for the travelling to and from Malmö, for the living in Sweden and other personal costs in addition to tuition costs. The latter result from academic operation, administration and staff costs.

Students from developing countries are expected to bring a scholarship of USD 13,000 per year to the WMU by which the nontuition expenses can be covered. The tuition costs for these students are paid from financial contributions which are mainly received from Sweden. The United Nations Development Programme and Norway, and to a smaller extent from a number of other countries. A considerable number of scholarships is paid by the students countries. The sending countries are expected to pay the salary that the student has received at home prior to joining the WMU to the Student's family during his absence for studies in Malmö. The largest number of fellowships from a single country is granted by the Federal Republic of Germany from bilateral co-operation funds of the Federal Ministry of Economic Co-operation through the Carl-Duisberg-Society in Cologne.

The recurrent financing of the WMU gave raise to concern in the beginning of its existence. The WMU is on a much safer footing now with the indication of the main sponsors to increase their financial support and with the growing tendency in other countries and organization to make their financial contribution to the WMU a recurrent one. There is reason for being satisfied with the financing for the five-year period 1987-1991.

Recognition of achievements

The indicated increase in financial support can be taken as a sign of the recognition and appreciation which the work and achievements of the WMU have gained in a rather short period. The WMU has already to a considerable extent met the expectations of the maritime authorities, institutions and organizations in developing countries that it would take

* S. a. „Hansa“ Nr. 1-2/1986, S. 136.

the role of an apex institution in advanced maritime training. International Seminars for Heads of Maritime Training Institutions in September 1984 and for Heads of Maritime Administrations in August 1985 have attracted numerous senior maritime experts to Malmö. A centre for specialized short courses has been opened as a branch of the WMU in October 1985 at the Dalian Marine College in the People's Republic of China. The WMU will host a Seminar on Ship Safety and Marine Surveying on 8 and 9 May this year that is being organized together with the Nautical Institute in London. Professors and visiting professors of the WMU will figure prominently in the next biennial conference on Maritime Education and Training of the International Maritime Lecturers' Association (IMLA) in Kotka, Finland, 22-24 September 1986.

The University of Wales Institute of Science and Technology (UWIST) as well as the University of Paris I have recognized the Master of Science-degree of the WMU as entrance qualification for doctorate studies.

Visiting professors

The achievements of the WMU have also been spread by the about seventy visiting professors who have given lectures to students in Malmö. These professors are eminent experts in various maritime subjects. They come from any countries and serve without fee. They supplement the work of the rather small resident staff of eight professors and three lecturers from together ten countries. The visiting professors represent a blend of highly qualified academicians and experience maritime professionals.

Field studies

It indicates the practical bias of the studies at the WMU that students, depending on their course, receive on-the-job training or gain experience on field trips in countries with an advanced maritime infrastructure. Students have visited Canada, Denmark, Finland, France, German Democratic Republic, Greece, Federal Republic of Germany, Iceland, Italy, Japan, Netherlands, Norway, Poland, Spain, Sweden, United Kingdom, USSR, U.S.A., Yugoslavia and a few other countries. The most useful support that the WMU has been given and can expect to receive for such training can be called magnificent.

Co-operation with maritime institutions and experts in the FRG

Students of the two marine engineering courses in Maritime Safety Administration and Maritime Education and training have received

training in ship automation in Flensburg. Students of the course for prospective nautical lecturers have attended shiphandling simulator training in Hamburg and advanced tanker operation and safety training in Bremen. Some students of the nautical course in Maritime Safety Administration have visited the Germanischer Lloyd, the ports of Hamburg and Bremen, the See-Berufsgenossenschaft, the German Hydrographic Office, the Deutsche Gesellschaft zur Rettung Schiffbrüchiger and a number of other institutions. The visits and the training were jointly organized by the Hamburg office of the Carl-Duisberg-Society, the Bundesministerium für Verkehr, Abteilung Seeverkehr, the receiving institutions and the WMU. They have become successful through the most generous support of numerous maritime experts to the WMU.

The flourishing and mutually beneficial co-operation between the WMU and maritime institutions and organizations in the Federal Republic of Germany is highly appreciated. A further development of these already excellent relationships is considered useful by both sides. The interest of the WMU lies mainly in the taking advantage of the advanced maritime infrastructure and the expertise of visiting professors from Bremen, Flensburg and Hamburg. The interest of German maritime circles in the WMU could a.o. result from the seeking of a close contact with the future decision makers in the maritime industry, who are trained in Malmö, and in the exchange of views and experiences with the international community of maritime experts who work in the WMU or assist it as visiting professors.

SCHIFFFAHRTSRECHT

Zum Vorrecht der Großschiffe im erweiterten Küstenmeer

Kapt. Hanno Weber, Hamburg

The Federal Republic of Germany has introduced a local rule with a special obligation not to impede the safe passage of large vessels within the area of extension of the territorial sea in the German Bight. This local rule does not conform to the Collision Regulations. The essay describes legal complications arising from that fact and concludes with an appeal: Local rules as well as alterations of the Collision Regulations in force should retain the definitions of "to give way" and "not to impede" as clarified by the "Guidance for the Uniform Application of Certain Rules of the 1972 Collision Regulations" (MSC/Circ. 320).

In der „Box“ (Bereich der Erweiterung des Küstenmeeres in der Deutschen Bucht) gelten gegenüber tiefgangbehinderten Fahrzeugen seit Mitte März 1985 gemäß § 24a SeeSchStrO besondere Verhaltensregeln. Um Unklarheiten auszuräumen, hat der Bundesminister für Verkehr in zwei Mitteilungen („Hansa“ Nr. 6/1985, S. 190, und Nr. 21/1985, S. 2186¹⁾) beschrieben, wie er die Norm verstanden wissen will. Die damit keineswegs ausgeräumten Unklarheiten geben Anlaß, sich mit der verkehrsrechtlichen Lage im erweiterten Küstenmeer zu befassen.

I. Einleitung

Für Regelungen im Seeverkehrsrecht verwendet der Gesetzgeber vor allem folgende vier Rechtsinstitute:

- die Ausweichgebote, die bei Kollisionsgefahr zweier Fahrzeuge eingreifen, die einander in Sicht haben;
- die Behinderungsverbote, die nur bis zum Eintritt einer Kollisionsgefahr eingreifen und die insofern z.T.²⁾ auch gelten, wenn Fahrzeuge einander nicht in Sicht haben;
- das Gebot, eine Nahbereichslage zu vermeiden gegenüber Fahrzeugen, die man (wegen verminderter Sicht) nicht in Sicht hat;
- die Vorfahrt, die es nur auf Seeschiffstraßen gibt und die unabhängig davon gilt, ob man einander in Sicht hat.

Mit § 24a SeeSchStrO ist nun eine Regelung geschaffen, die vom BVM meist „Vorfahrt“ genannt wird³⁾ und die mit den Mitteln eines qualifizierten „Behinderungsverbots“ eine „Ausweichregelung“ treffen soll, welche wie die „Vorfahrt“ auch für Fahrzeuge gilt, die einander nicht in Sicht haben. Eine derartige Ausweichregelung könnte etwa lauten:

§ X

„(1) Tiefgangbehinderten Fahrzeugen ist im Bereich der Erweiterung des Küstenmeeres in der Deutschen Bucht (An-

1) Vgl. NfS Nr. 4,10/1985 und Nr. 1/1986.

2) Regeln 9 und 10; nicht die hier interessierende Regel 18 (d) SeeStrO.

3) Vgl. statt aller: „Vorfahrtsregelung für Großschiffe“, „Hansa“ Nr. 6/1985, S. 190.