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# IMO 'Model Courses' published

The first titles in a series of model courses, designed to assist maritime institutes to organise and introduce new training courses and improve existing material, have now been published by IMO – and others will be appearing at the rate of two a month during 1988.

By the time the project is finished it is expected that more than 60 different model courses (in English) will have been produced under a project that is being funded by Norway.

The model courses are intended primarily to assist the implementation of the conventions, codes and other standards which have been developed by IMO over the years. This will help ensure that a common agreed minimum standard is achieved by all maritime states.

It is intended that the model courses will be made available to national maritime training institutions, especially in developing countries, for use in their maritime training programmes.

The model courses fall into three groups. The first comprises some 52 short courses, each designed to last for a few weeks. The courses in this group can be further sub-divided into courses for seagoing staff; advanced sea-going staff; maritime safety/pollution prevention administrators; port authorities; and shipping company staff.

The second group is designed to last for up to two months and will be aimed at key personnel within the maritime sectors of developing countries. These include administrators, lecturers and instructors, shipping company and port administration staff. The subjects to be covered include shipping operations, maritime legislation, maritime administration, hydrography, port management, maritime safety and efficiency.

The final group of courses is designed to back up the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 and will lead to the awarding of certificates.

There will be four courses in this group. The first course will be for masters of ships of 1600 grt or more and will reflect the requirements of Regulation II/2 of the Convention. The second course will be for navigation officers in charge of a watch according to Regulation II/4. The third



*The Secretary-General of IMO, Mr C.P. Srivastava, studies one of the model courses produced under the IMO-Norway programme. With him are the IMO staff members and technical consultants most closely associated with the project. They are (seated from left) Mr Carlos Rodrigues da Costa, Assistant Director, Maritime Safety Division (MSD); Mr Geir Sørensen, Special Advisor to the Secretary-General on the Department of Maritime Training Courses; Mr Stan Morrison, Senior Deputy Director, MSD; and Mr Otto Dijkhoorn, Liaison Officer, MSC. Standing, from left, are the four maritime training consultants: Mr John Cushion, Mr Gordon Hodge, Mr John McNaught and Mr Ted Barnett.*

course will be for chief engineers on ships powered by main propulsion machinery of 3000 kW or more and will reflect the requirements of Regulation III/2. The fourth course will be for engineer officers in charge of a watch according to Regulation III/4.

The courses have their origin in discussions that took place during meetings of the IMO Assembly and Council in 1983. Many delegates mentioned to the Secretary-General, Mr C P Srivastava, that, apart from the two-year courses being offered at the World Maritime University, there was a great need for shorter courses relating to various aspects of shipping.

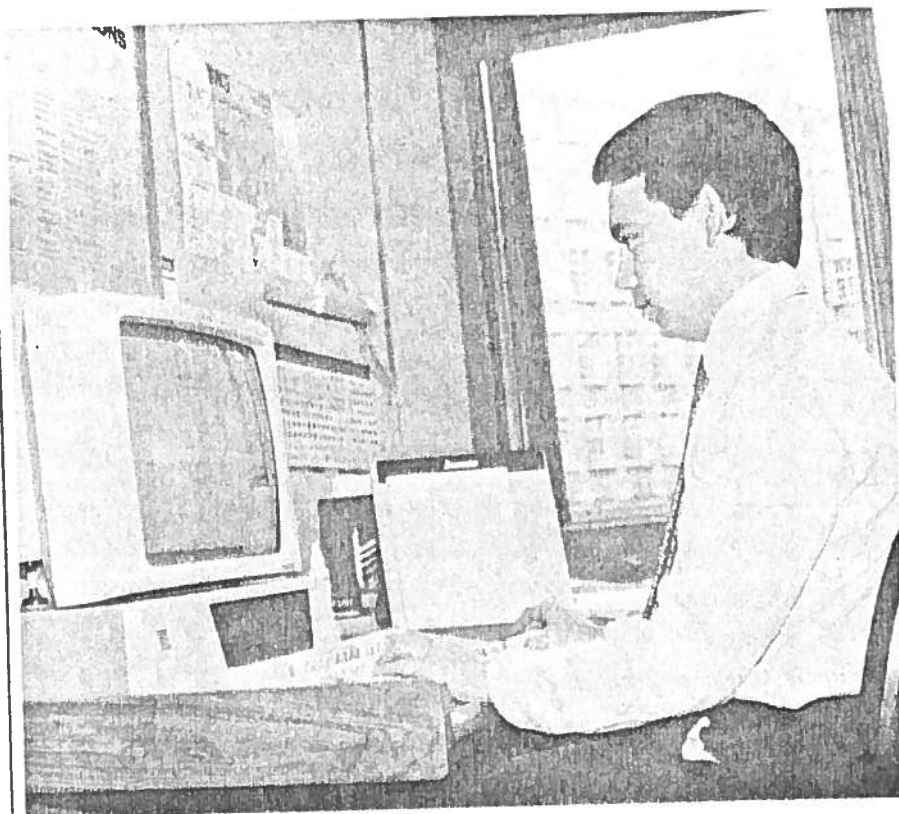
Mr Srivastava followed up these discussions by approaching the aid authorities in Norway, which has always been a major contributor to IMO's technical co-operation programme. Mr Srivastava says: "It's very important to have courses of this type. Technology is advancing so rapidly that it is important to pass on new ideas quickly and effectively. The problem is that there is no ready material in developing countries and the courses which exist in developed maritime nations are not always

suitable. It was important to develop courses which were tailor-made to the needs of developing countries."

The Norwegian Government fully supported the proposal and it received further backing from IMO's Sub-Committee on Standards of Training and Watchkeeping. In February 1985 an agreement was reached with the Norwegian Government, for the provision of financial support for the development of these courses, under the on-going IMO-Norway Programme of Technical Co-operation. Norway also provided the services of Mr Geir Sørensen, a senior official in the Ministry of Foreign Affairs, who is now based at IMO headquarters as Special Adviser to the Secretary-General on the Development of Maritime Training Courses.

An immense amount of technical work is being undertaken by personnel from the IMO Secretariat and a number of outside experts who have been specially recruited for the project.

The first courses to be developed were in the series of short model courses. The format of the courses was



**Specially-designed 'desk top publishing' equipment enables the model courses to be designed and printed at IMO headquarters. The process not only saves time but also greatly reduces production costs - and facilitates quality control.**

tested in six trial arrangements in various parts of the world, starting in late 1986.

These trials provided valuable experience and guidance and by the middle of 1987 the texts of the first titles in the series were being finalised.

The first short courses are Oil Tanker Familiarisation; Radar Observation and Plotting; The Operational Use of Automatic Radar Plotting Aids (ARPA); and Radar Simulator Training.

Mr. Sørensen said: "During 1988 we shall be producing roughly two courses a month. The longer courses on maritime law, hydrography, port management, shipping operation and fleet management, are being prepared by experts in Norway and are expected to become available towards the end of the year."

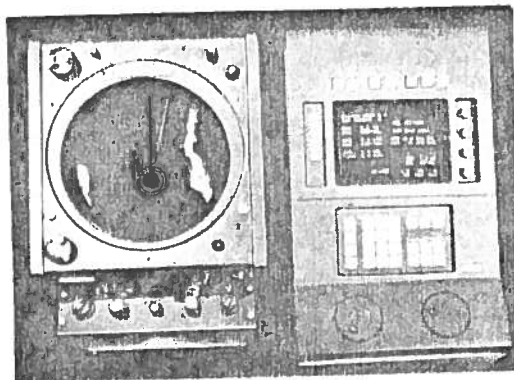
The certificate courses should be available in late 1988 or early 1989.

Although most of the courses - especially the certificate and short courses - are designed for shipboard personnel, many of them are intended to be of benefit to shore-based staff.

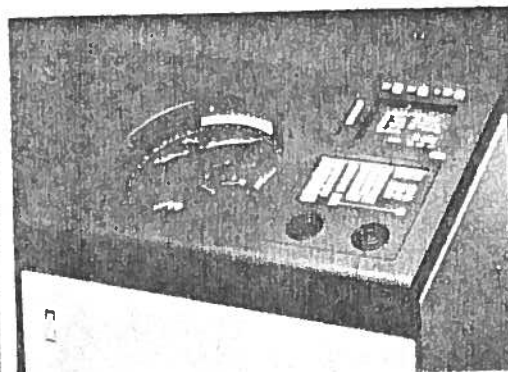
Improvements in maritime safety and the prevention of pollution from ships depend on close co-operation between all those involved in the shipping industry and it is hoped that the model courses will assist this process.

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