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### **Report on Italian METNET Day**

Following the instructions received by Prof. Guenther Zade from World Maritime University (WMU), the presentation of Italian METNET Day in the Conference Room of the International Maritime Academy (IMA) was held in Trieste on 14<sup>th</sup> March 2003

This was the first Meeting on Maritime Education held in Italy with the participation of highly qualified representatives from the Ministry of Education, Universities, MET Institution, Professional and Owner Associations. This was also the first time that Collegio Capitani, IMA and the Nautical School of Trieste have cooperated together to realise a Meeting at a high level, thanks to Emeritus Professor Guenther Zade who put his trust in Collegio Capitani inviting his President Serra to participate to the METNET Meeting held in Bremen, on September 19<sup>th</sup> 2001.

The first notice concerning the Italian METNET Day was the e-mail dated February 01<sup>st</sup> 2003 sent by Guenther Zade (WMU - Malmoe) to Ogrin, Serra and Mazzarino. Few days later Stenner contacted Ogrin to inform him that IMA requested a co-operation from the Collegio Capitani to organise the meeting. On that occasion they both agreed that it was necessary to form a team capable of assisting Mrs. Pilotti (IMA) in that task.

The team composed by Serra, Stenner and Ogrin met Mrs Pilotti of IMA a few days later (February 14<sup>th</sup> 2003) with the aim of drafting a program for the Italian METNET Day. On that occasion they inspected the Conference Room and the catering facilities at IMA and decided consequently that the maximum number of participants should be in 30 persons, because of the limited capacity of the conference room. On the same day a list of participants was drafted and Mrs Pilotti was committed to prepare and send all invitations cards and to take care of all formalities concerning the meeting.

There have been some misunderstanding among the members of the team, regarding the instructions about the Agenda. Having not so much time ahead the team decided to draft the Agenda which was sent by IMA to all participants together with the invitation cards.

A copy of the list of participants and the Agenda is attached to this report.

From the list only two hosts were unable to participate, Jesus Carbajosa from METNET and Dr. Pasquale Russo from the "Ministry of Education, Research and University". The later sent a message to IMA apologising for not being able to participate to the meeting because of previous engagements (see copy of message attached to this report).

Dr. Claudio Morghen of the same Ministry participated only in the last part of the meeting due to a delay on the arrival of the aircraft at the Ronchi dei Legionari Airport.

For practical reasons and to overcome unexpected difficulties on communication using English language and according to Zade recommendations, the team decided that the presentation should be divided in two parts.

- the first part concerning the introduction of METNET. English language was as far as possible to be used;
- the second part concerning the presentation of papers by the Italian speakers on topics regarding maritime education should be done in Italian.

The first speaker was **Fernando Pardo**, he introduced the hosts on METNET project and on 4E concept, copies of the 4E concept issued by WMU were handed to all participants. His paper is attached to this document.

**Boris Pritchard** presented a thoroughly paper on English teaching, concerning WP 7. A copy of the paper is attached to this document.

**Valter Suban** discussed about METNET in Slovenia which was introduced in 1998 when the Faculty of Maritime Studies and Transportation of Portoroz (University of Ljubiana) decided to participate to CAMET

Meetings. He gave an overview of the present situation in Slovenia compared with WPs (from 1 to 10, and 14) discussed by METNET. A summary of the speech presented by Suban is attached to this report.

**Marco Mazzarino** completed the first part of the presentation discussing upon 'Cost and Fund of MET in Europe'.

The following speaker used mainly Italian language.

**Romano Serra**, see attached paper, emphasised the fact that for the first time the Captains representatives had the chance of participants to a meeting and the possibility to discuss their MET education and training.

**Paolo Stenner**, teacher at the Nautical School and part time professor at IMA of Trieste, presented a paper concerning his experience to the International meetings with a background of teacher of Nautical School of Trieste and part time assistant for ten year at the Astronomical Observatory.

In 1977 he participated to a international meeting where a preliminary document concerning STCW78 was distributed, two points in the document attracted his attention :

- the first point was the Article 10, concerning the behaviour of a ship causing an accident or, in the judgement of local Authorities not complying with the regulation (ColReg), the ship can be detained by the same Authorities and the crew can be subjected to an evaluation and eventually be relieved;
- the second was the Resolution n.22 concerning the human relationships on board of the ship.

The speaker reactions were the followings:

- he stated that the principle of considering wrong a manoeuvre also in the case where no casualties were ascertained, would give too much discretionary power on carrier's lien
- he noticed that so far no attention has been given to the needs of seafarers as human beings.

On this report only the most important events contained in the paper presented by Stenner will be summarised. He participated to a conference held in Trieste on February 26<sup>th</sup> - 29<sup>th</sup> 1980 where the Maritime Education in Mediterranean area was discussed, with a large participation of Administrations coming from various foreign countries.

Another experience was his participation to a conference held in Bremen on January 1982, where "Human relationship on board the ships" was discussed, three years later he participated in the same town of Bremen in a conference on "Education and Training to Prevent Breakdowns in Adaptation - Medical and Health Research of the Commission of the European Communities".

The same topics were discussed in 1987 in Trieste, he was always highly interested on the welfare of the seafarers and it was difficult for him to involve in that time the Collegio Capitani on this subject. For this reason, not having the support of the associated masters and engineers he decided to resign from the EU commission. Accidentally the same time the research on psychological behaviour of seafarers was transferred from Trieste to Barcelona.

He was also involved in the project concerning the IMA (International Maritime Academy) from the early 1978 to late 80s.

He ended his speech saying that these are stories about the past and it is time to look to the future . This topic will be presented by Marchesi, who was one of his best student in Nautical School.

**Andrea Marchesi**, teacher at the Nautical School of Trieste, presented a paper concerning the "Proposal for the development of Italian Maritime Education and Training", only the slides relevant of the main points are attached to this report. The first slide is the presentation of the current situation, known as the project "Nautilus", which will be substituted in the very near future when the recently approved by-law will enter into force.

The second slide shows the "New Professional Qualifications for the Seafarers" which entered into force on December 2003. The third slide investigates on "New Professional Qualification for Seafarers", listing the requirements for certification of officers of navigational watch:

The fourth slide show the New Italian Education System, where is indicated :

- the project of the New Education System,
- the Approved Education System.

The law on Education was approved on March 12<sup>th</sup> 2003, only two days before the Italian METNET Day.

The fifth and sixth slides represent schematically the Education courses, from primary school up to the secondary schools. The differences between the two are that the first is concerning the courses before the approval of the law, the second slide is the presentation of the new courses after the approval. On the second slide the Education is divided into two parts called cycles (Primo and Secondo Ciclo); the second cycle has only Lyceum or Professional School. It is possible to switch between the two types of school. After graduation the students can choose between the University or the High Technical Educational School.

The seventh slide represents the current MET in Italy where it can be seen that the students are graduated after 5 years of "single step education" (Lyceum) and are admitted for certification as officers in charge of a watch after having completed 18 months of training on board and have obtained the IMO certificates according the STCW 1995 Convention and Code.

The slides eighth, ninth and tenth represent the "point of view" of Marchesi, where he makes a list of questions concerning the problematic of education of seafarers in Italy, proposing in same time some solutions that he consider necessary to create new opportunities for the new seafarers who intend to make their careers on the merchant marine.

The eleventh slide represents his proposed solution called "Idea for a new MET". His idea foresees a Lyceum as secondary school of four years, where some training on nautical topics are included, at this level the students can choose between Classic National paths or continue the Nautical path, both path guarantee the admission to the University.

The students who will follow the Nautical path will be accepted in a Nautical University (or Nautical College or Maritime Academy) where they will complete :

- their professional education;
- their training on board (twelve months),and
- the IMO certifications.

Slides from twelfth to fifteenth are dealing with a proposed program and a timetable of the path to be followed.

**Mario Gandolfi**, president at interim of the Collegio Nazionale Capitani of Genoa presented a paper on "Professional education and training for officers and masters of the Merchant Marine".

The document content, copy of which is attached to this report, is composed of two parts.

The first part contains a thorough analysis of the present Italian METNET Institution. The analysis revealed that in Italy there are 30 Nautical Schools (secondary schools), about 16 Professional Schools for seafarers (IPSIA, IPAM) and 3 Regional Schools which provide education and training for seafarers at a lower level.

(Note : this analysis was carried out before the Instruction Act passed on March 12<sup>th</sup> 2003)

In the Nautical School the student can graduate in deck or engine department and at the same time he will receive, separately, a certification as "expert" in sea transport.

Professional Schools provide the education and training of officers and masters for ship up to 500 gross tonnage, and engine officers for engines up to 3000 kW power.

There was no indication of Regional Schools.

The second part of the document is dedicated to the proposal of a "common curricula" for education and training of seafarers graduates from a secondary (nautical) school. To be accepted by the University (or Academy) the candidates should demonstrate to have a good general education and a good knowledge of nautical syllabi and they should also demonstrate to have at least six months of training on board.

A list of syllabi for a high level education is indicated in the end of the paper.

The president of the Collegio Capitani of Naples **Mario Mongiovi** discussed the same topics as Gandolfi but with more emphasis, in particular he acknowledged that nowadays the ship should be managed as an industrial enterprise and for this reason it is necessary to form a new type of officer and engineer, who should be, in his opinion, highly educated and well trained to cope with all situations that the ship may encounter in navigation or in port, during loading or discharging conditions.

The speaker completed his speech proposing that only three MET Institution should be create in Italy, one in the North, one in the Middle and one in the South of Italy.

The solution of three Nautical poles is necessary, according to the speaker, to avoid waste of money and to permit to concentrate the financing in simulators and other qualified teaching aids.

The representatives of the University of Naples "Parthenope", Prof. **A. Pugliano** Dean of Faculty of Sciences and Technologies, Prof. **M. Vultaggio** President of Course in Nautical Sciences degree and Prof. **A.Scamardella**, prepared a paper which was discussed by Pugliano and Vultaggio, concerning the degree in Nautical Sciences.

To cope with the rapid and continuous advancements in technological developments on navigation and maritime transport they highlighted the need of a three years course (L) at University level to improve the Education and Training of seafarers.

The aim of the Faculty of Sciences and Technologies is to offer a degree in N.S., as per annexed document, up-dated and agreed between all the parties concerned for a "finished product", certified as officer in charge of a navigational watch, according the STCW'95 Convention and Code

During the three years the University will provide also the Education and Training according to the STCW'95 Convention and Code and the Ministry of Transport and Ministry of Education.

The necessity to comply with the national requirements, the Education and Training on board, 18 months (previous regulations), the University proposes that 12 months should be done on board (four months each year) and for the remaining 6 months, a course of 40 hours of Training on Simulators would be accepted.

The paper contains also a flat-proof of a project about the education and training for seafarers at University level to be graduates in LNS and certified as Officers in charge of a watch in navigation.

Admission requirements, to be graduated at a Secondary School.

The duration of the program is three years. At the end of the three years and having acquired 180 credits the student will be awarded the degree in LNS.

During this period of study the students should participate to all courses provided by IMO, and supported by the University, to obtain the relevant certifications according to STCW'95 Convention and Code.

Education and Training on board will be carried out on board of ships in active navigation as provided by the Ministry of Transport and Ministry of Education, and provided agreement with the Shipping Industry.

The last article is dealing with final assessment for degree in LNS and certification as officer in duty of a watch in navigation. The student will discuss his thesis in front a examination board composed of University representatives and Maritime Authorities.

The last article n. 7 contain the syllabi relevant basic sciences and professional activities.

(a) Basic sciences :

Mathematics	credits	10
Physics	do	5
Chemistry, general and inorganic	do	5
Mathematical Statistics	do	5
English language	do	10
Essential EDP	do	5

(b) Professional oriented activities :

Celestial Navigation	do	5
Navigation Law	do	5
Law and ship's management	do	5
Economy and ship's administration	do	3
Ship' handling and manoeuvring	do	5
Merchandise (?)	do	3
Meteorology and Oceanography	do	5
Navigation I	do	5
Ship's Safety	do	5
Navigation II	do	5
Nautical Chart and E-chart	do	5
Ship's Technology	do	3
Ship's static	do	3
Naval Architecture	do	3
Nautical instruments (on board)	do	3
Laboratory and Stage	do	30

(c) Educational activities do 18

(d) Educational activities choose by the student do 9

(e) Final evaluation of English language do 9

(f) Further linguistic knowledge do 9

Total do 180

A detailed list of IMO certifications and the credits about Laboratory and Stage concerning the courses relevant IMO requirements complying with STCW'95 Convention and Code, is found on page 4 of the above said paper.

**Mario Marangoni**, union representative of Federmar-Cisal, analysed the seafarers national situation and the effective national policy intervention to overcome the gap between the decline of interest in seafaring of young people and the increasing needs of qualified ships' officers.

The speaker analysed the UE new policies (commenced 1996) toward a new maritime strategy permitting the EU Countries Administrations to subsidie the shipping industry and to resume competitiveness.

Furthermore the law 30/98 introduced in Italy the International Register (Second Register) allowing the owners to be again competitive in the market. In addition to these facilities a huge quantity of money was invested by the Italian Administration to maintain the competitiveness of the shipping industry.

The consequences of the policy adopted by Italian Administration in agreement with EU directives were not used properly by the shipping industry, nowadays of a total of 26000 working manpower on board of the Italian ships about 11000 are from non EU countries.

The Italian law n.345/95 has provided to subsidie the owners for the employment of graduated from nautical schools as cadets, but this provision was cancelled on December 31<sup>st</sup> 2002. To invert this tendency it is necessary to promote a new policy investing on education and training of young students and subsidie only the owners who take care of them during the time of their training on board as cadets.

The last speaker, but not the least in importance, was Capt., **Juko Alajbegovic**, Junior President of Lloyd Triestino (Evergreen): Copy of the paper is attached to this report,. herewith only the main points are quoted:

- (1) all institutions have to pay utmost attention to the needs of ship-owner, i.e. to elaborate educational programs to the level by their needs and standard.
- (2) Such educational programs/levels achieved to be of such standards, which enable the seafarers to find later adequate jobs at shore i.e. we can not expect a top level ship ranks (as masters, chief engineer) to be employed ashore on levels which are lower than theirs once engaged on board, which of course, can not be offered to them if they are not in possession of adequate education laurea.

#### Comment :

All the participants found the meeting very interesting, in particular Dr Claudio Moghen who required to have copies of all papers relevant METNET and papers discussed by Italian speakers.

Is the opinion of the writer another meeting should be held before the commencement of the next Academic year, because the concept of the 4E and the necessity to harmonise the national MET with METNET project was not fully understood by all participants.

If this project a selected materials concerning the METNET (WPs and Tasks) should be prepared and informed (in CD format) and sent to all participant long before the meeting, allowing them to read and be with what has already been done by WMU of Malmoe to improve the quality of seafarers education.

Arcadio Ogrin

Member of the Collegio Capitani of Trieste