

MET SYSTEM IN RUSSIAN FEDERATION

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200 years ago in Russia management of water and land communications as well as the Corp of Engineers of Communication Lines were established. Certainly, maritime training existed earlier especially in the coastal areas but in the year of 1809 for the first time the Transport Education System was founded.

Thus, Russia has very rich history of water transport both sea and river. For many years in our country there have been separate ministries of transport mode, including the Ministry of sea and river fleets.

Years of Perestroika and transition to new terms of economic development were accompanied by reforms, and nowadays sea and river transport has become a part of Federal Agency of Sea and Water Transport. Only 3 years ago in Russia there were 3 higher and 7 secondary maritime educational establishments as well as 4 higher and 21 secondary river educational establishments. In recent years in the process of reorganization of the entire education system in Russia the Ministry of Transport and our Agency have made a great work on transport education preservation under the Ministry of Transport. Besides, secondary schools were included in the structure of academies and universities in their profile. Today we have 7 educational complexes where higher and secondary levels of education are remained.

MARITIME:

- Makarov Maritime State Academy;
- Ushakov Maritime State Academy;
- Nevel'skoy Maritime State Academy.

RIVER: Saint-Petersburg, Nizhny Novgorod, Novosibirsk, Moscow.

The next stage is inclusion of primary professional education into these integrated Complexes.

The Russian system of training of water transport specialists differs from the major part of maritime countries by the fact that for a long time maritime fleet, river fleet, fishing fleet and, of course, navy fleet were separate departments. About 30 years ago the Ministry of Education established training-methodical departments which develop unified methods of educational standards on professional training. For water transport it was designed and is preserved at Admiral Makarov State Maritime Academy. This fact can be partly explained by active cooperation of our Academy with related educational institutions of other countries. We actively worked in IVLA, participated in the educational programs of WMU, city of Malmo, Sweden, we were accredited in the Institute of the Marine-Engineers (London). Our Academy, one of the first institutions in Russia, became a member of International Association of Maritime Universities and, to our opinion, we rather successfully participate in its activity.

Returning to the history of the Russian Maritime Education it is necessary to underline the fact that our academy is the oldest maritime educational establishment, it is 133 years old. In 1944 three Higher Maritime Institutions were established – in Leningrad, Vladivostok and Odessa. The basis of marine science and pedagogics in Russia to a great extent was formed by the teachers and graduates of our Academy. Rectors in Vladivostok and Novorossiysk were subsequently makarovttsy.

The unique feature of the Russian Higher Maritime Education is the integration of the scientific and pedagogic activities. Through the scientific schools of the Academy a lot of lecturers and scientists of Bulgaria, Poland, China and Germany have passed.

The particular page of our participation in formation of the maritime education is Cuba. More than 10 employees of the Academy for 2 – 3 years lived in Cuba, created both material resources, and training programs.

The Russian system of seafarers training has also very specific part-provision of enterprises and vessels with specialists for the Northern Sea Route. Only in our Academy there is special Arctic faculty and only in our Academy training of seafarers for vessels with nuclear power installations is provided.

Nowadays a new page of development of the North is opening and we prepare specialists for developing of shelf territory. Specialists for gas-carriers are of great interest not only in Russia.

Almost all maritime institutions round the world have training complexes. In our Academy in 1994 we created the special training centre and today it is capable to implement more than 80 programs, including the most advanced for tankers and gas-carriers.

Speaking about the quantitative part of seafarers training in Russia there are 15000 persons trained only on High Professional Education programs and 12000 persons by Secondary Professional Education.

From the point of view of quality of training there is no any single opinion at optimum duration of training in the world. Certainly, all requirements of STCW are fulfilled, but the volume of fundamental knowledge is different. In Russia we consider that the level of bachelor is not appropriate for the maritime specialties.

In 2003 Russia joined Bologna process, and in 2007 Vladimir Putin, the President of Russian Federation, signed the law of two-level education introduction in Russia, i.e. the bachelor and the master. However, separate directions preserved the level of specialist training with period of training of 5 – 5,5 years including conventional specialties of seafarers. Our position is based on the fact that the Academy graduate may move from the watch officer position to the Master position without additional training and in case of transition to work ashore his education should be sufficient for engineering posts. Certainly, there must be Advanced Training System.

So what is the specific feature of training in Russia now. First of all, it is rather new process of active introduction of private (non state) educational institutions. For example only in Saint-Petersburg out of 100 higher educational institutions 50 % is non state. In maritime training system in most cases private institutions carry out programs of additional training, various short-term courses and simulation training. The higher maritime education is provided only in state institutions.

Currently in Russia there are a lot of private shipping companies, which are not supplied with required personnel, and they use services of crewing agencies as well as foreign shipowners.

The system of open international market of seafarers facilitates experience extension of international crews forming. According to approximate estimate, about 60000 Russian seafarers work in foreign companies.

Obviously this fact directs us to the more detailed study of seafarers training system in different countries and to our programs improving. We are sure that the 10th Jubilee IAMU Assembly like all previous ones will be rather useful and our dialogue on the level of leaders will be aimed at improving of seafarers training quality and will ensure safe shipping both navigational and environmental which is very important for all countries.