

Master's Course in Maritime Safety Developed in Constantza Maritime University -The First Step to a Virtual Maritime University

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ABSTRACT

To ensure that maritime Security and Safety is one of the most important issues of today's navigation and IMO is very interested in the fact that, since the beginning, IAMU dedicated a Working Group III to the Maritime Safety.

Since the result of all these approaches must be transferred and disseminated to the maritime (off shore and aboard) workers, in 2000 Constanta Maritime University initiated, a cooperation between five IAMU Universities in order to develop a Master's Program for Maritime Safety(MSMD). The project was founded by the European Commission under a SOCRATES Program. Since the elaborated curricula have an international content, the core of the MSMD could be used, in an electronic format, for the Maritime Virtual University

1. Introduction

In 2000 Constantza Maritime University initiated a cooperation between five IAMU Universities in order to develop a Master's Program for Maritime Safety(MSMD). The project was founded by the European Commission under a SOCRATES Program.

The five involved Universities are:

- Constantza Maritime University
- Southampton Institute;
- Universidad Politecnica de Cataluna;
- Wyższa Szkoła Morska Szczecin;
- Wyższa Szkoła Morska Gdynia.

The program lasted for two years (2001-2002) and the Master's Program will start at Constanta Maritime University on October 2002.

2. Development of the Master's Course Curriculum.

Team building was a process which involved representatives from every partner university (rector or dean). It took into account the ability to work in a team and the field of competence. This resulted in the following team of experts:

- Doina Carp, Ph.D - Romania (the coordinator - CMU)
- Capt. Eugen Barsan - Romania (CMU)
- Professor G deMelo- Spain (Barcelona)
- Costel Stanca, drd. Romania (CMU)
- Gelu Batrinca, drd. Romania (CMU)
- Prof. Malek Pourzanjani UK (Southampton)
- Z Szozda, Ph.D Poland (Szczecin)
- W Czyzewski, Ph.D Poland (Szczecin)
- A Weintrit, Ph.D Poland (Gdynia)
- Ignacio Echevarrieta, Ph.D Spain(Barcelona)

3. The style of work

Two work-meetings, the first located in Southampton and the second in Barcelona actually took place.

At the Southampton meeting, the staff established the initial structure of the Master s program, the main topics and the first contact hours allocation by using the brainstorming method in the beginning; the result is the following:

- Maritime Technology (50 contact Hrs)
- Navigational Safety (25 contact Hrs)
- Risk Based Safety (25 contact Hrs)
- Maritime Finance (50 contact Hrs)
- Maritime Operations (50 contact Hrs)
- Research Methods (25 contact Hrs)
- Security and Safety (25 contact Hrs)
- Legal Issues (50 contact Hrs)

The design and drawing-up of these courses was also divided between the five Universities and it was agreed that the first delivery of the above mentioned courses should be done by their authors.

At the meeting proceedings in the Maritime Faculty of Barcelona Technical University the discussion took place on the relevance and suitability of subjects as well as on the time allocation for each unit. Having examined in detail the various proposals and their impact on the course structure, some alterations were brought to the original proposals that allowed for an inclusion of a Unit on Marine Pollution. It was agreed that the Marine Pollution course should be prepared by CMU. It was also agreed that full units should be allocated 56 contact hours and half units 28 hours. The revised structure will have the following format:

Table 1

Course topic	Contact hours
Legal Issues	56
Maritime Technology	28
Navigation Safety	28
Risk Based Safety	28
Maritime Finance	28
Research methods	28
Security and Safety	28
Maritime Operations	56
Marine Pollution	56
TOTAL	336 hours

The structure of the course was altered as follows:

Table 2

Unit	1 st Semester	2 nd Semester	3 rd Semester	Total
Legal Issues	4			56
Maritime Technology	2			28
Navigational Safety	2			28
Risk Based Safety	2			28
Maritime Finance	2			28
Maritime Operations		4		56
Marine Pollution		4		56
Research Methods		2		28
Security and Safety		2		28
Project			6	84
Total hours/week	12	12	6	420 Hrs
<i>Each Semester = 14 teaching weeks</i>				

It was agreed that although this course will be delivered in a modular and unitised format, for administrative and Romanian Government purposes the course structure will be reflected as follows: discussion on the course content

was stimulated by a document produced by Constantza Maritime University as a result of a working group discussion on this subject.

At the end of July, the academic staff of CMU decided the final curriculum of the MSc. Course Maritime Safety in accordance with the last requirements imposed by the Romanian Ministry of Education. These final arrangements are shown in Table 3.

Table 3

Unit	1 st Semester	2 nd Semester	3 rd Semester	Total
Legal Issues	2	2		56
Maritime Technology	2			28
Navigational Safety	2			28
Risk Based Safety		2		28
Maritime Finance		2		28
Maritime Operations	2	2		56
Marine Pollution		2	2	56
Research Methods	2			28
Security and Safety			2	28
Project Management			2	28
Project			4	56
Total hours/week	10	10	10	392 Hrs
<i>Each Semester = 14 teaching weeks</i>				

At the end of this meeting, it was stated that the start of the academic year at CMU is the first week in October. It was agreed that the final project meeting would be held at CMU during the first or second week of October. It was argued by the Chairman that the 1st week would be preferable as students would be introduced to the development team and CMU staff will have time to debate any issues they might bring up.

It was noted too that CMU is planning to run the course starting October 2002, and may invite the development team to deliver part of the course that they had prepared. Following the processing of applications CMU will decide whether the Bridging course on introduction to Maritime industries is necessary.

One of the most important discussed issues was the Examination regarding English Language Level. It was decided that the test should consist in three parts:

- Reading Comprehension (will measure the ability to read and understand short passages on technical topics related to maritime documents);
- Written English (the essay component of this English test; will measure the ability to express ideas in acceptable written English in response to an accessible, assigned topic);
- Spoken English (will measure the ability to orally communicate in English).

4. The evolution of MSMD

4.1 The comparison of the two programs emphasizes the differences between the national points of view on maritime subjects. So, the introduction of Marine Pollution (for two semesters) as a dedicated subject and not as part of Maritime Technology is the result of the pressure of West- European universities.

4.2 The introduction of the English Language Level Examination represents one of the first tangible results of the first International Seminar on Maritime English (Istanbul, 2002).

4.3 The change in the number of the hours allocated to each subject is the result of the accordance between the usual modular structure and the Romanian academic regulations.

Supplementary information regarding the Maritime Safety MSc. could be found on our WEB site (www.imc.ro)



Rector Message

History

Location

Faculties

Cooperation

Socrates Programme

MASTER DEGREE PROGRAM FOR MARITIME SAFETY

Summary of the project:

- The goal MSMD is to increase the contribution of each seafarers to the safety and the environmental protection.

The objectives of MSMD are:

1. to ensure that the European management shore-based and near-shore maritime functions have the potential to perform their tasks properly and safety (the wider!);
2. to inoculate a safety culture amongst ship and port managers trough the graduate;
3. to reconcile different perspectives of safety management (commercial versus marine).

5. Conclusions

5.1 Even if MSMD was not elaborated especially for virtual students, the content could be used for this purpose as well, since following the discussions concerning the content and delivery method each subject was brought to its essentials and devoid of any personal touches. The result is in fact the actual core of the subject and is the most appropriate content to be prepared in an electronic version.

5.2 The Examination regarding English Language level ensures the access of all international students to the knowledge of this program.

5.3 The procedure of work could be used for all other international course development.

References:

1. International Seminar on Maritime English: Proceedings, Istanbul, 2002;
2. Socrates Program on Development of a Master s Degree Course in Maritime Safety (partial reports).