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VASCO DA GAMA

2nd October 2014 – Brussel

MAIN ACHIEVEMENTS - WP4



This project is co-funded by the European Union

MEMORANDUM OF UNDERSTANDING



Memorandums signed

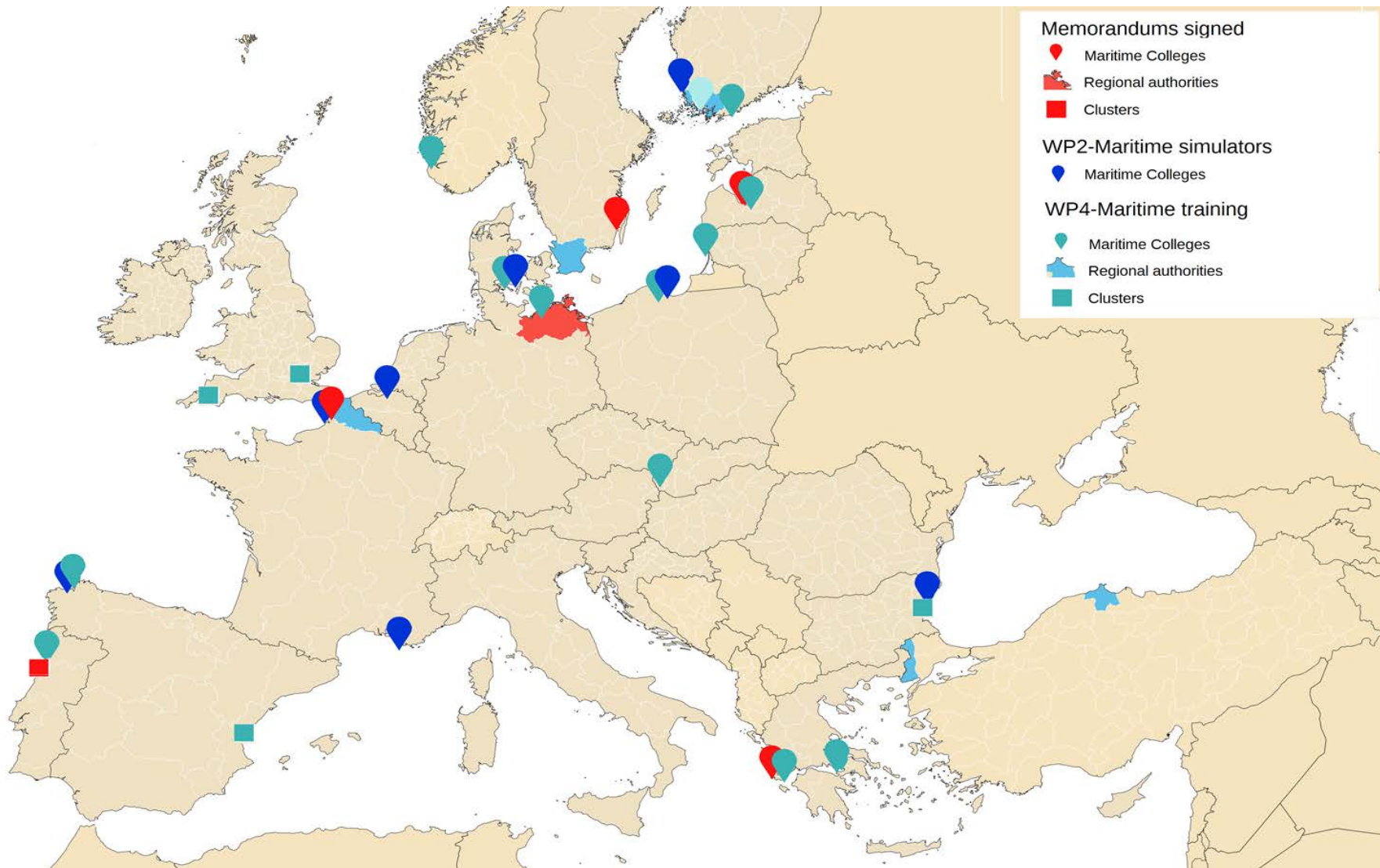
-  Maritime Colleges
-  Regional authorities
-  Clusters

WP2-Maritime simulators

-  Maritime Colleges

WP4-Maritime training

-  Maritime Colleges
-  Regional authorities
-  Clusters



.....Memorandum of Understanding (MoU)

- Linnaeus University – Kalmar Maritime Academy (Sweden)
- Merchant Marine Academy Ionian Islands (Greece)
- ISCIA (Portugal)
- Novikontas Maritime College (Latvian)
- Brittany Region
- Mecklenburg-Vorpommern Region
- ENSM



MEMORANDUM OF UNDERSTANDING

VERSION (06/2014)

PURPOSE OF THIS DOCUMENT: The Vasco da Gama initiative aims to develop transnational mobility within the human resources employed in the maritime economy. It was launched by the Conference of Peripheral Maritime Regions of Europe, backed by the European Parliament, with a view to making maritime careers within the European Union more attractive.

The initiative has taken shape in the form of a project funded by the European Commission, implemented in 2014 and 2015 and entitled "Vasco da Gama: Training for Safer and Greener Maritime Transport" (VDG-TGSMT).

This MOU has been drafted as part of the project and is one of its deliverables. It constitutes the agreement of a group of different entities to prepare mobility actions, some of which are to take place in 2014 and 2015, and others developed in the subsequent period.

The ultimate goal agreed by the signatories is to succeed in introducing an innovative concept of multi-level transnational mobility in maritime education and training. They also want the results of their work to be recognized by the EU institutions, including in the form of new programmes / instruments / funding schemes that will allow a gradual rise in the number of young people involved in these exchanges.

THE SIGNATORIES

- Regions

The VDG initiative stems from the regional authorities. On account of their competences and the policies they lead in their territories, maritime Regions assume a specific responsibility as regards training in maritime activities. Those involved in the "VDG-TGSMT" project are signatories to this MOU. They are joined in this agreement by other regions that adhere to the priorities of the project and plan to carry out in the near future actions which fall more broadly within the objectives of the VDG initiative.

- Maritime Education Institutions

In order to organize the transnational mobility of young people involved in the maritime economy, colleges, academies and universities are priority partners of public authorities and professional actors. Institutions signing up to this MOU also endorse the priorities of the project and agree to provide their skills and expertise for its current and future developments. They are especially willing to cooperate to develop coordinated courses and prepare and participate in exchange activities.

Those who are already stakeholders in the "VDG-TGSMT" project hereby affirm their participation; and by signing this MOU, those who join them agree to follow the developments of the project and participate in the groundwork for the future stages.





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QUESTIONNAIRE ON MARITIME TRAINING IN EUROPE



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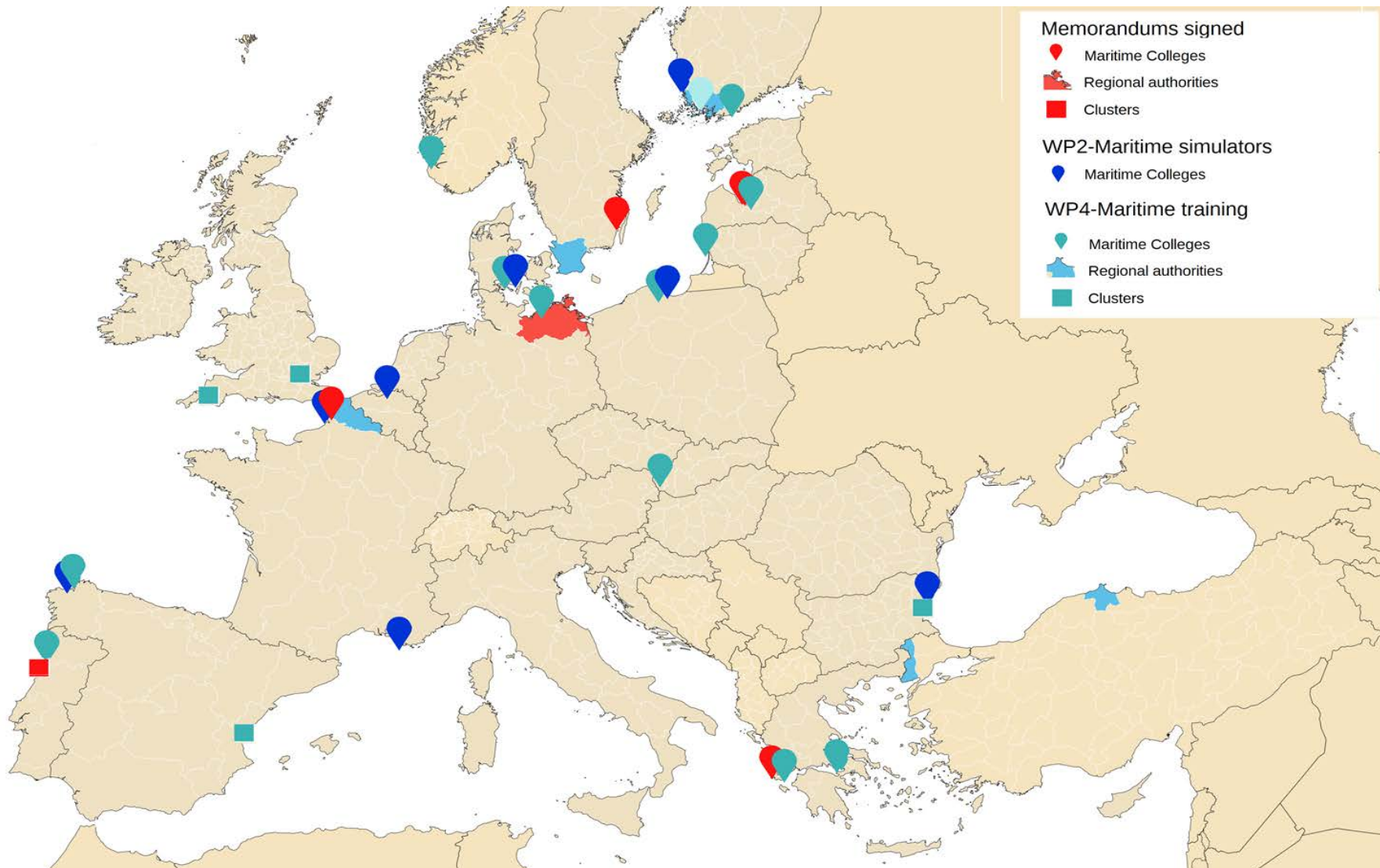
-  Maritime Colleges
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WP2-Maritime simulators

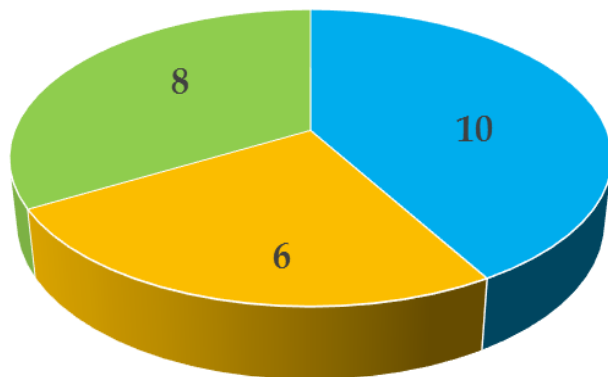
-  Maritime Colleges

WP4-Maritime training

-  Maritime Colleges
-  Regional authorities
-  Clusters



.....A well balanced reaction from European stakeholders



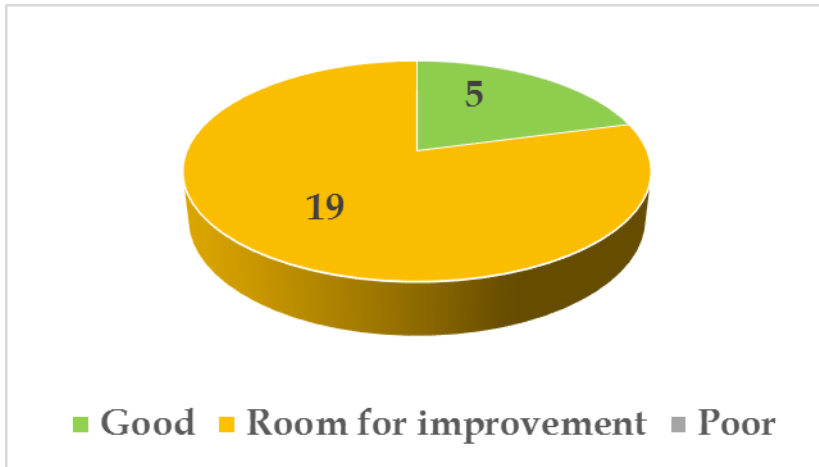
■ METs ■ Regional and Local Governments ■ Clusters

Up to now 24 questionnaires have been already sent back to Vasco Da Gama secretariat

METs seem to be more active!

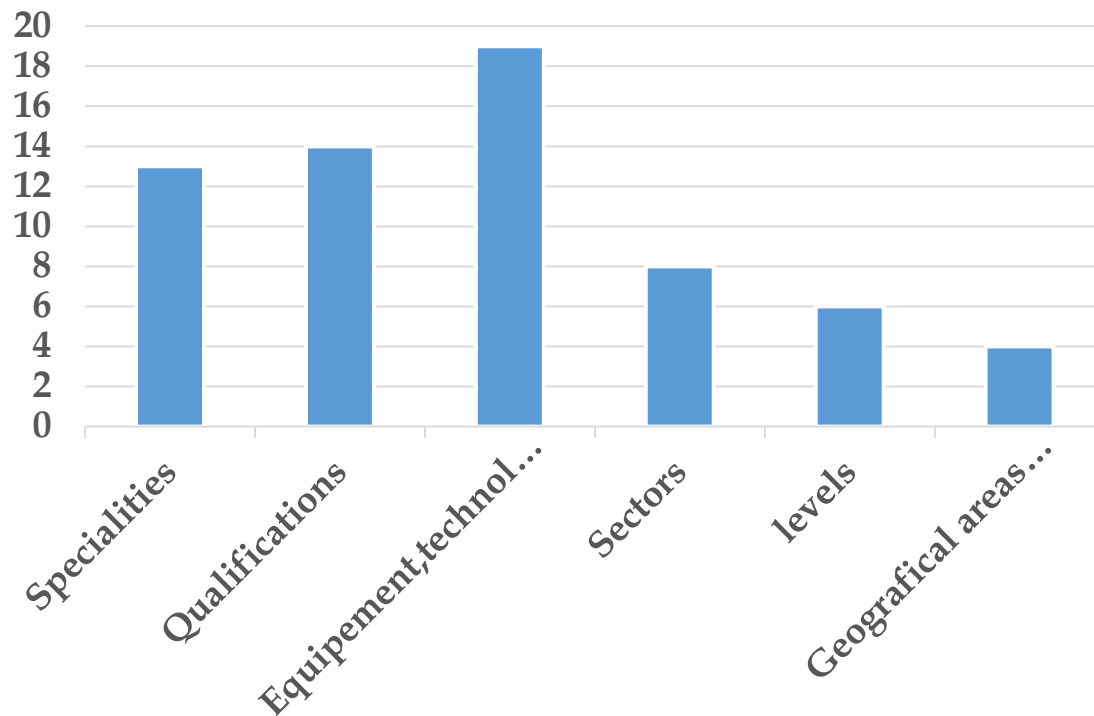
Public decision makers and representatives of clusters also play a key role!

PART I: How Good is the Match between Jobs and Training In European Maritime Education



At country level there is a wide consensus on pointing out that more efforts must be made to improve the match between jobs and training in maritime education!

....where improvements should be made?

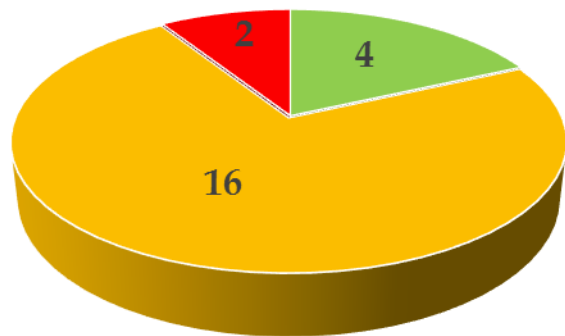


At country level priority should be given to the improvement of equipment and technologies used in training courses;

Access to lifelong learning is a concrete barrier affecting the improvement of qualifications

Improvement of specialities completes the spectrum of challenges to be faced

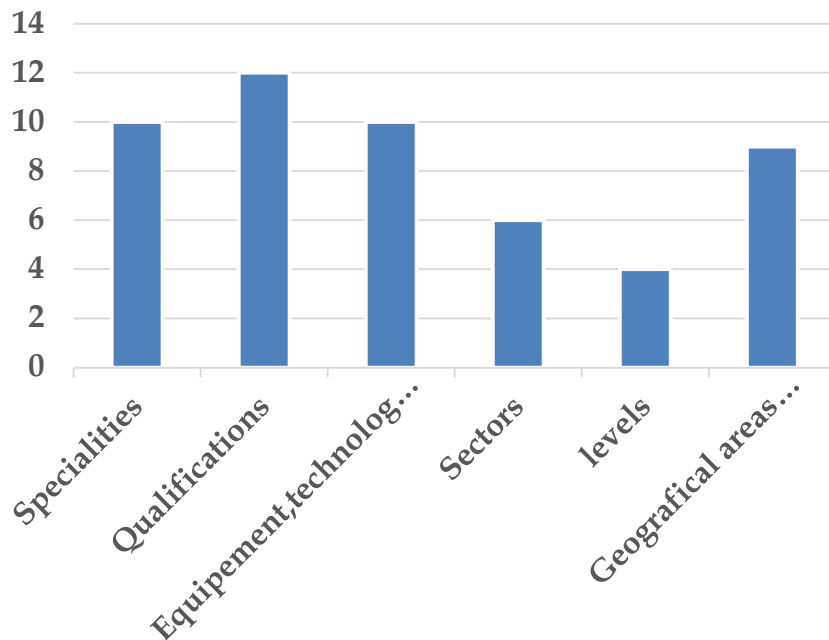
How Good is the Match between Jobs and Training In European Maritime Education ? - EU level



■ Good ■ Room for improvement ■ Poor

Responses point out that more efforts must be made to improve the match between jobs and training in maritime education

....where improvements should be made - EU level



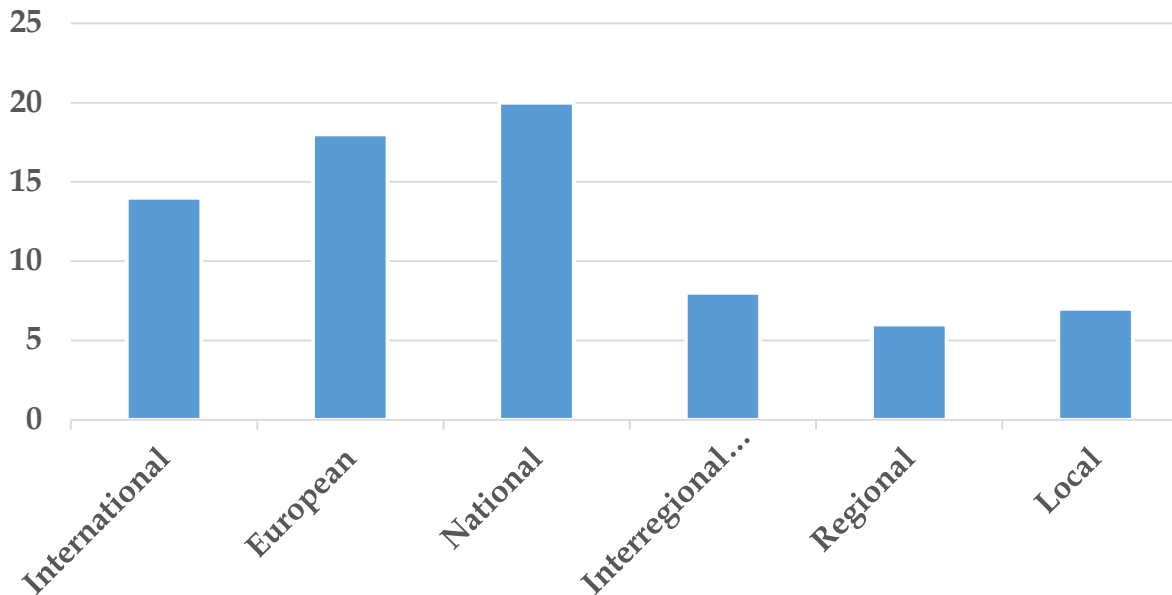
At EU level priority should be given to the improvement of qualifications

Improvements should also affect equipment and technologies used in training courses and specialities;

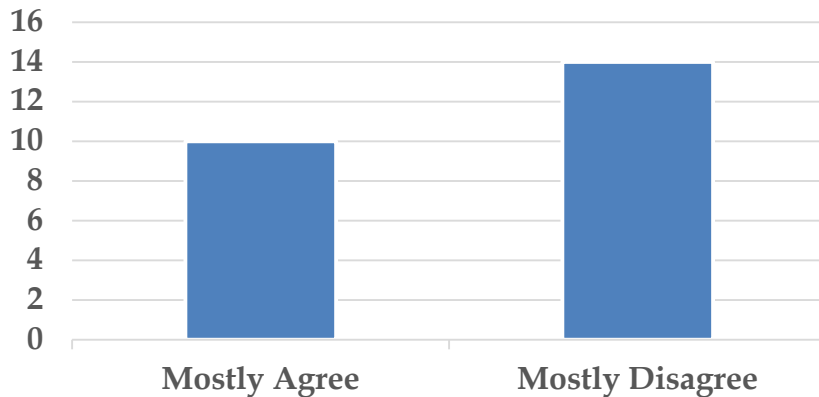
Examples of remarks about the match between jobs and training in the specific areas of maritime safety and environmental awareness (both national and EU level)

- Maritime training must be updated and improved at EU and National level (e.g. energy conservation, environmental management, sustainable shipping, LNG marine propulsion systems, prevention and management of oil spills);
- Communication between key stakeholders (seafarers, METs etc..) must be improved;
- Sometimes crews from third countries do not have an adequate training in maritime safety and environmental awareness;
- Need for a large-scale sea safety training to allow diversification and transferrable skills into the marine industry (i.e. onshore to offshore wind farm engineers);
- Need for wider synergies between different METs in order to achieve a more effective exploitation of both facilities and infrastructures (critical masse effect);

For a better match between jobs and training, public policies that need to be introduced should fall under which remit?



Would you say there is enough information on the European offer of training courses for young people wishing to enter maritime professions?

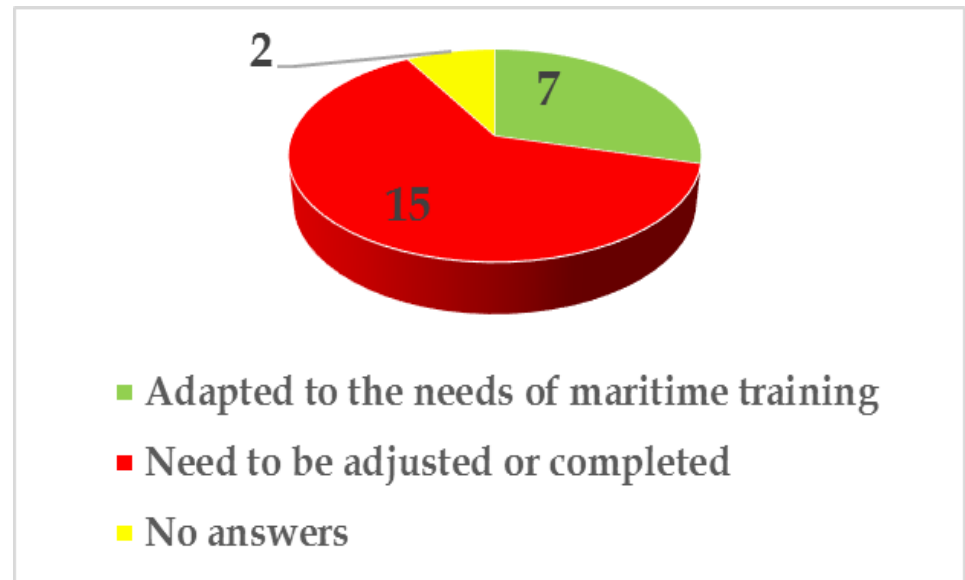


Majority of answers underline a lack of information;

Even if a detailed analysis of METs' responses do not confirm the trend (5 - 5 out of 10 responses)

PART II: INTERNATIONAL MOBILITY IN MARITIME TRAINING

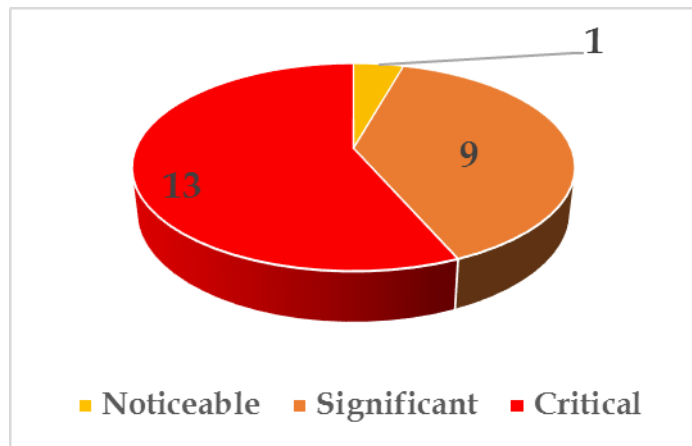
The EU mobility programmes currently available for young people are:



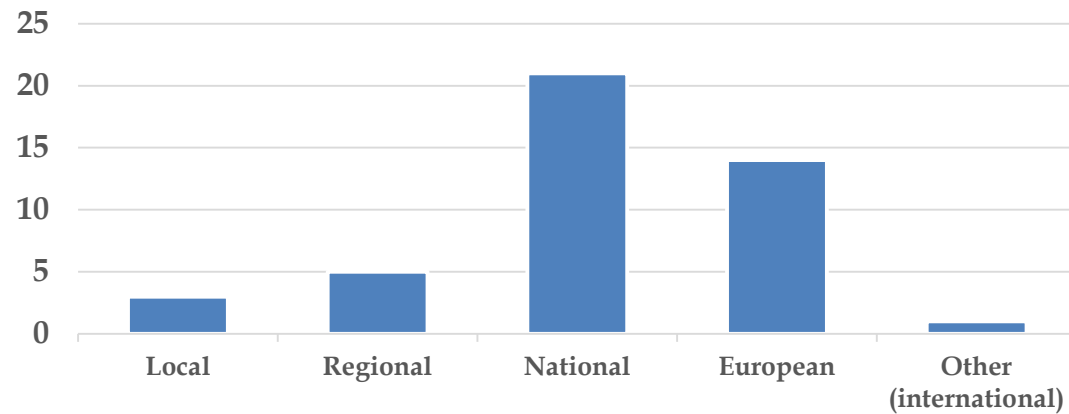
Main problems affecting marine training in your country

- Lack of public and private investments;
- Lack of qualified teaching personnel and insufficient and/or inadequate facilities;
- Lack of internship for most professions and needs for new training (leadership and reaction under heavy stress, against human threats – terrorism, piracy, illegal activities);
- Mismatch between training supply and market demand;
- Lack of standards of educational equivalences & continuous changes in IMO legislation;
- Lack of legislations to allow involvement of private sector (e.g. creation of merchant marine academies);
- Young people are not interested in maritime carriers;
- Need for multilingual training;

How do you define the difficulty training centers and students have in organizing on-board internships?



Do you think that public bodies should address this problem in budgetary terms and at which level?



.....in which way they should be adjusted and/or completed:

- **Create an Erasmus program dedicated to shipping with mandatory stages that could give credits to all qualifications and meet STCW requirements**
- Reducing red-tap : today for small organisation participating in such programmes is quite difficult (procedures to be implemented, barriers of languages....)
- Incentives for employers to provide internship and mentoring should be available ;
- Strengthen the communication to the industry on the availability of these programmes;



Vasco Da Gama
Training for Greener and Safer Maritime Transport

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VDG's 2015 SUMMMER SCHOOL



This project is co-funded by the European Union

VASCO DA GAMA SUMMER SCHOOL

WHERE & WHEN ? : Bremen, Summer 2015

WHY? : All successful participants will receive at the end of the Summer School a certificate of successful completion of the programme (2 ECTS) bearing the logos of Vasco da Gama and all university partners!

ABOUT WHAT? : Greening Maritime Transport, LNG Regulation, etc...

WHO? no more than 25 post graduates and/or master students!

N.B. Participants course fees should be able to cover all costs deriving from preparing, delivering and administrating the VDG Summer School 2015



Many thanks for your kind attention!!!!

