



Kick-off Meeting Work Package 3 “Greening Maritime Transport”

CPMR Brussels Office – 14 Rond-point Schuman
28 March 2014

MEETING REPORT

Participants present themselves and their organization (see list attendees here below).

Patrick ANVROIN - CPMR Director & Vasco Da Gama Project Coordinator - firstly presented the Vasco Da Gama initiative ([See the PowerPoint presentation](#)).

Merijn HOUGEE - CLEAN SHIPPING INDEX - presented the main objectives and deliverables of the WP 3 ([See the PowerPoint presentation](#)).

MAIN CONCLUSIONS

The members of the Core Group of the WP3 agreed that:

- 1) The WP3 will be implemented according to the planning here below:

TYPE OF ACTION/DELIVERABLE	DEADLINE
Identification of topics/ contents of the course module	1st workshop (28 March 2014)
First contribution to draft the syllabus + List of targeted METs (second circle)	April 2014
Consultation (skype conferences, etc..) of members of the Core Group	April 2014
Consultation of expert of WP 1 and 3	April 2014
First draft of syllabus	28 th April 2014
Stakeholders consultation (second circle of METs)	May 2014
Second draft of syllabus + draft list of literature	31 st of May 2014
Final Agreement on Syllabus and Literature	2nd workshop (13 th June 2014)
Start collecting and developing lecture material	By the end of June 2014
Start identification of teachers and guest lecturers	By the end of June 2014
Start marketing of the Master Programme	By the end of June 2014
Final Agreement on contents of the module and on the organization of the course	3rd workshop (3 rd of October 2014 date to be confirmed)
Implementation of the module	Spring 2015
Evaluation and final report	Sept 2015



- 2) The module course should mainly address the following targets: Marine Officers; post-graduate students and teachers. CLEAN SHIPPING INDEX will contact Kalmar University (which is in charge of the implementation of the Master Programme in WP1) to agree on such a proposal of target groups.
- 3) Other EU METs should be identified by the members of the Core Group. Useful contacts should be sent to CPMR and CLEAN SHIPPING INDEX. CPMR will send out a brief survey to these "new" METs in order to obtain their feedbacks about the first draft versions of the syllabus, the contents of the module and the list of literatures;
- 4) The group should not reinvent the wheel and search for educational material that already exists, such as the IMO model course developed by Prosea and an E-course module developed by IVL for the Northern Maritime University. CLEAN SHIPPING INDEX starts to draft a list of existing educational material with input from CORE Group members.
- 5) When developing the content, the group should bear in mind to make it an attractive course and clearly communicate the added value of the master program: good environmental performance can be used in marketing, is good for the image and reputation of maritime professions. People who follow this master course may have better job opportunities. Guest speakers from clean tech providers should be attracted for the course.
- 6) The module (7,5 ECTS credits) should cover the following issues/topics/contents:
 - Basic knowledge on marine ecology, climate and health
 - Environmental issues (e.g. emissions; chemical water waste; fuel; ship recycling; etc...)
 - International regulations and emerging regulations, including the decision making process (e.g. hierarchy and/or links between legislative procedures implemented by IMO and EU)
 - Best practises mainly related to environmental issues (e.g. pollutions prevention; human elements; etc...)
 - Environmental management systems such as ISO14001 and economic incentives providers;
- 7) Weight of such a topics in the module: how to divide the 7,5 credits among the topics mentioned above? 7,5 credits corresponds to roughly 10 weeks study time with around 20 hours of lecturing time. This should be verified and aligned with WP1. CLEAN SHIPPING INDEX will send out a first proposal in April. For the time being, the Core Group agreed that the module should earmark: 75% of lesson hours to both theory and lecturing; the last 25 % of lessons hours should be dedicated to working practises (e.g. simulation; assignments; study visit and exchange with experts; etc...). This may also be 66%-33%, depending on how MET's see this. Some flexibility in such a schedule will be introduced for maritime officers who will participate in the Master Programme in a configuration of e-learning;

ATTENDEES

REPRESENTATIVES OF METs, OF SHIPOWNERS, ORGANISATIONSS & MARITIME CLUSTERS

- Maria DELIGIANNI - EUROPEAN COMMUNITY SHIPOWNERS' ASSOCIATIONS (ECSA)
- Merijn HOUGEE, Interim Director - CLEAN SHIPPING INDEX - Expert on WP3 (Greening Maritime Transport) (SE)
- Dionisios RASSIAS - Director of Studies, Master Mariner, Merchant Marine Academy of Ionian Islands (GR)
- Marieke VERWEIJ, Project Manager - ProSea Foundation (NL)
- Hulda WINNES, Researcher, - Swedish Environmental Research Institute (SE)

CPMR

- Patrick ANVROIN - CPMR Director & Vasco Da Gama Project Coordinator
- Giuseppe SCIACCA - CPMR Senior Policy Officer & Vasco da Gama Project Manager
- Anne LEZIN - CPMR Policy Assistant & Vasco da Gama Project Assistant

