



الأكاديمية العربية للعلوم والتكنولوجيا والنقل البحري  
Arab Academy for Science, Technology & Maritime Transport

MRCC



## International Maritime Transport and logistics Conference Toward Smart Ports

13-15 March 2016 Hilton Green Plaza – Alexandria - Egypt

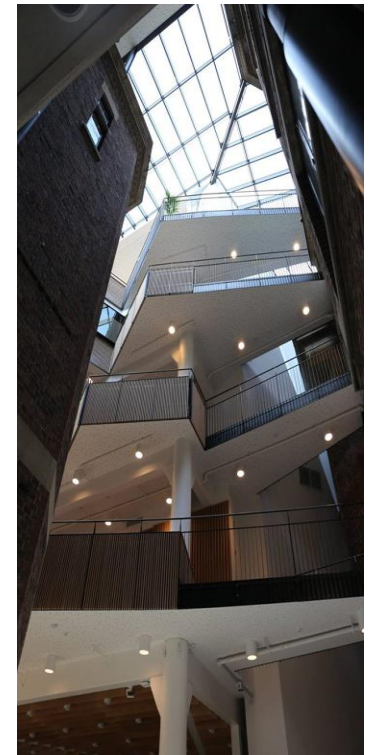
**WMU's Contribution to IMO's Concept of a Sustainable Maritime Transportation System**  
**Maria Carolina Romero Lares, PhD**

THE INTERNATIONAL MARITIME TRANSPORT & LOGISTICS CONFERENCE (MARLOG 5)  
**TOWARD SMART PORTS**  
13– 15 MARCH 2016

**WMU's Contribution to IMO's  
Concept of a Sustainable  
Maritime Transportation  
System**

# World Maritime University, Sweden

Founded in 1983 by the International Maritime Organization, the World Maritime University is a postgraduate maritime University with the aim to further enhance the objectives and goals of IMO and its member states around the world through education, research, and capacity building to ensure safe, secure, and efficient shipping and clean oceans



# IMO's Concept of a Sustainable Maritime Transportation System

- According to the former Secretary-General of the International Maritime Organization (IMO):
  - “**Maritime transportation** is an **essential component** of any programme for **sustainable development** because the world relies on a **safe, secure** and **efficient** international **shipping industry**”
  - This can only be achieved under a comprehensive **regulatory framework** developed by IMO, that provides the **blueprint for countries** to develop their **maritime transport infrastructure** in a safe, efficient and environmentally sound manner

# Overview

- IMO's concept and role in a Sustainable Maritime Transportation System (SMTS)
- IMO's Actions and Goals aimed at achieving a SMTS
- Education and training for maritime careers, and support for seafarers (Action 2)
- WMU's contribution to IMO's Action 2 Goals:
  - Properly trained and educated seafarers
  - Quality of life for seafarers at sea, and
  - Training and education of non-sea going personnel, especially from the developing world
- Recommendations for the region

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## Background



# UN Conference on the Human Environment, Stockholm 1972

- For the first time, the damaging impact of **economic growth** on the environment was placed on the international agenda and acknowledged as a global issue demanding **global action** and **new forms of co-operation**

# UN Conference on Environment and Development, Rio de Janeiro 1992

- The so called **Earth Summit** tried to change the traditional approach to economic development and adopted the famous “**Agenda 21**”
- A comprehensive programme for global action **on development and environmental sustainability** in different areas of human activity including maritime transport



# UN Conference on Environment on Sustainable Development, Rio de Janeiro 2012

- At the Rio+20 Conference the concept of **sustainable development gained further ground**
- The conference called for a wide range of actions and asked Governments to commit working towards a transition to a “**green economy**” that should evolve around three dimensions:
  - economic
  - social
  - environmental
- Rio+20 outcome document: “The Future We Want” recognize that **transportation** and mobility are **central to sustainable development**

# 2015 Sustainable Development Goals

- Sustainable transport is essential to achieving most, if not all, of the proposed **Sustainable Development Goals (SDGs) and the 2030 Agenda** for Sustainable Development
- Although sustainable transport is not represented by a standalone SDG, it is **mainstreamed across several SDGs** and targets, especially those related to food security, health, energy, infrastructure and cities and human settlements

## 2016 Current Status

- IMO's has developed a document where a set of **goals, actions** and **partners** has been identified, together with the way in which IMO could contribute towards the achievement of a **sustainable maritime transportation system**

## Actions needed for a SMTS

1. Safety culture and environmental stewardship
2. Education and training in maritime professions, and support for seafarers
3. Energy efficiency and ship-port interface
4. Energy supply for ships
5. Maritime traffic support and advisory systems
6. Maritime security
7. Technical co-operation
8. New technology and innovation
9. Finance, liability and insurance mechanisms
10. Ocean governance

## 2. Education and training in maritime professions, and support for seafarers

- **Goal 1:** STMS requires properly trained seafarers
- **Goal 2:** Seafaring as an attractive career option
- **Goal 3:** Training of non-seagoing maritime professions, specially from the developing countries
- **IMO's Partners:** WMU, IMLI, flag and port State authorities, the International Labour Organization, and others

# WMU's contribution to Action 2's goals

- **Goal 1: Properly trained and educated seafarers**
  - Refresher training and education upgrades on the STCW Convention
  - Need to develop capacity building activities in coordination with ILO's Maritime Labour Convention
- **Goal 2: Quality of life for seafarers at sea**
  - Retention of qualified seafarers
  - Actions against the criminalization of seafarers
  - Campaign to attract women seafarers

# WMU's contribution to Action 2's goals

- Goal 3: Training and education of non-sea going personnel, especially from the developing world
  - Professionals need training for legal, engineering, ship management and port careers
- IMO's Partners:
  - WMU
  - IMLI
  - Maritime Education Institutions

# WMU's Contribution to Goal 3: Training and education of personnel

- **M.Sc. in Maritime Affairs**
  - Shipping Management and Logistics (SML)
  - Port Management (PM)
  - Maritime Safety and Environmental Administration (MSEA)
  - Maritime Law & Policy (MLP)
  - Maritime Education and Training (MET)
  - Marine and Coastal Environmental Issues (MEOM)\*\*
  - Maritime Energy Management (**new**)
  - Ocean Sustainability, Governance and Management (**new**)
- **Ph.D. in Maritime Affairs**



# WMU's Contribution to Goal 3: Training and education of personnel

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## WMU Graduates by Region

	1985	2003	2015
Africa	33 %	23 %	34 %
Asia & the Pacific	35 %	52 %	46 %
Europe & North America	5 %	6 %	3 %
Latin America & the Caribbean	15 %	11 %	15 %
Middle East & North Africa	12 %	8 %	3 %

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# WMU Graduates by countries in the MENA Region

Country	Total	Country	Total
Algeria	38	Morocco	14
Bahrain	10	Oman	4
Egypt	57	Qatar	2
Iran	81	Saudi Arabia	44
Jordan	16	Syrian Arab Republic	2
Kuwait	1	Tunisia	26
Lebanon	7	United Arab Emirates	3
Libya	2	Yemen	13

# WMU 2015 Graduates by Gender (MENA region)

Percentage of female students by region		
Year	Female	Male
Africa	25 %	75 %
Asia & the Pacific	22 %	78 %
Europe & North America	33 %	67 %
Latin America & the Caribbean	31 %	69 %
Middle East & North Africa	0 %	100 %
Total:	24 %	76 %

# Ph.D. programme students at WMU

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## Percentage of current Ph.D. students by region

Africa	8	28 %
Asia & the Pacific	7	25 %
Europe & North America	9	32 %
Latin America & the Caribbean	1	4 %
Middle East & North Africa	3	11 %

# Conclusions

- WMU has helped MENA countries through capacity building aimed at developing their **maritime transport infrastructure** in a safe, efficient, and environmentally sound manner
- Even though there has been a steady flow of candidates who have attended WMU's programmes, **more efforts are needed** to promote and increase the participation of candidates from the region
- A more **gender-balanced** participation from the MENA countries would be desirable
- Participation of students at **Ph.D. level** should be promoted and supported not only by countries in the region, but also by MET institutions

A scenic view of a marina at sunset. The sky is a warm orange and yellow, with the sun low on the horizon. The water is calm, reflecting the sunset. Numerous white yachts are docked in the marina. In the background, a city skyline is visible, including a tall, modern building. The overall atmosphere is peaceful and beautiful.

Thank you!