



Start navigating through the year 2023

Term-1 commenced on 12th February 2023 with Batch 09 of the navigation officer's training course popularly known as Certificate 4 in Marine Operations (C4MO). Furthermore, 41 STCW short courses and courses of Ministry of Transport and Civil Aviation Safety Regulation 2015/R- 229 are scheduled to offer in 2023

The lessons learned in 2022 from subject teaching and evaluation for Certificate 4 in Marine Operations conducted by the PQCU of MNU have helped us to concentrate on areas of improvement such as providing guest lectures and ship visits.

Much attention will be given to the “systematic management” of CMS as the Centre has been accredited to ISO 9001-2015 standards by DNV and as we look forward to the achievement of the strategic goals of the Maldives National University Strategic Action Plan 2020-2025, International Quality Review (IQR) review and the institutional audit of Maldives Qualifications Authority (MQA).

The upgradation of the CMS Fire and Survival Training Centre at Villi Male' is in progress and is estimated to be completed in 2023. With this upgradation of the infrastructure, CMS will be able to provide better standards in conducting the practical sessions for fire fighting and survival crafts training.

Development of new courses in the fields of navigation, marine engineering, and marine pilotage is in progress and is expected to complete by the first quarter of 2024.

As we glance at future International Maritime Organization (IMO) regulations and events, The IMO's World Maritime Theme for 2023 is 'MARPOL at 50 – Our commitment goes on'. The theme focuses on the IMO's contribution to protecting the marine environment via a robust regulatory framework. Furthermore, the theme is also linked to the UN 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs). These include affordable and clean energy (SDG 7); industry, innovation, and infrastructure (SDG 9); climate action and sustainable use of the oceans, seas, and marine resources (SDGs 13 and 14); and the importance of partnerships and implementation to achieve these goals (SDG 17).

Capt. Mohamed Zaid

Head of Centre

Centre for Maritime Studies

The Maldives National University



Staff of Centre for Maritime Studies, MNU (08 Feb 2023)

In 2020, the maritime industry emitted about 3% of the GHG emissions according to UNCTAD which indicates the dependency on fossil fuels. As per IMO, CO2 emissions are expected to increase to 90-130% of 2008 emissions by 2050 which is without a major decarbonization regime in the shipping industry.

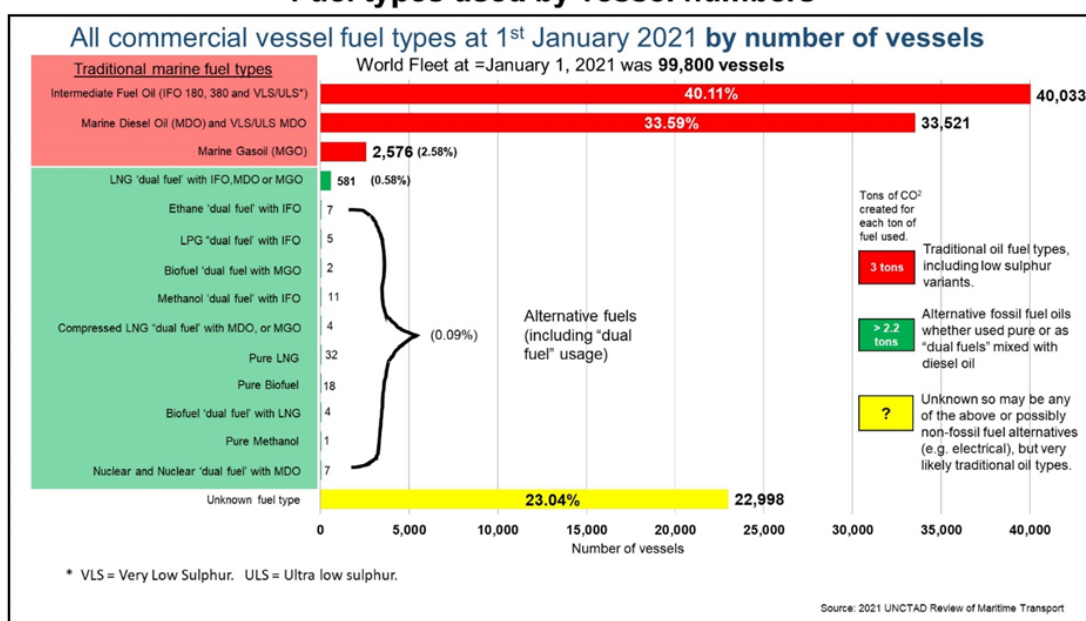
Below is a figure showing the fuel types used by vessels in 2021 which shows the usage of traditional marine fuels where nearly 40% of ships use Intermediate Fuel Oil (IFO) and 34% of vessels use Marine Diesel Oil (MDO) and Marine Gas Oil (MGO) is used by nearly 3% of vessels.

In the IMO initial Greenhouse Gas (GHG) strategy, a proposed measure calls for the development of robust lifecycle carbon intensity recommendations for all types of fuels in order to prepare for an implementation program for the efficient adoption of alternative low-carbon and zero-carbon fuels.

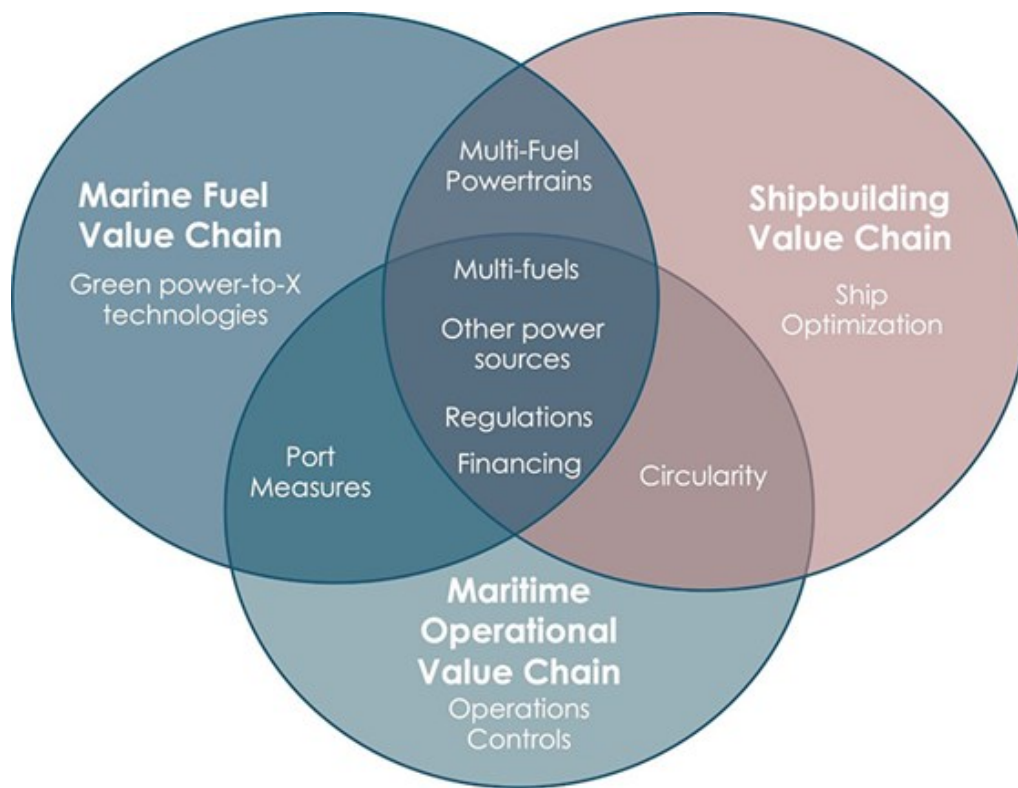
The lifecycle refers to the assessment of greenhouse gas emissions from the fuel production to the ship or “Well-to-Wake”, from primary production to carriage of the fuel in a ship's tank or “Well-to-Tank” and from the ship's fuel tank to the exhaust or “Tank-to-Wake/Propeller.”

According to an article published by UNCTAD, “The maritime industry is a complex ecosystem composed of various value chains that require efforts by all stakeholders. Three value chains are central to steering the sector’s decarbonization actions, as they affect other value chains and determine what is collectively achieved: the marine fuel value chain, the shipbuilding value chain, and the maritime operations value chain”. (Mikael Lind, 2022)

Fuel types used by vessel numbers



Cont...



(Source and illustration: Mikael Lind and Wolfgang Lehmacher)

To accelerate and implement decarbonization in the shipping Industry, the International Maritime Organization has adopted short-term new measures from January 2023 onwards, namely the Energy Efficiency Existing Ship Index (EEXI) addressing the technical efficiency of ships, and the Carbon Intensity Indicator (CII) rating scheme addressing the operational efficiency of the ship and the enhanced Ship Energy Efficiency Management Plan (SEEMP) which addresses the management system.

The IMO measures mentioned will require all ships to calculate their EEXI via technical means to improve their energy efficiency and to establish their annual operational carbon intensity indicator (CII) and CII rating.

Carbon intensity links the GHG emissions to the amount of cargo carried over the distance traveled. The CII rating comprises “A”, “B”, “C” and “D” where “A” is the best.

The energy efficiency measures of IMO stated in the foregoing paragraphs can contribute a certain amount to the value chains of the shipping industry ecosystem.

It may be right to state that one of the key means of decarbonization is the availability of alternative fuels which have an effect on the ship design, engines, and ship operations but in order to achieve a fully decarbonized shipping industry, all elements in the three value chains of the shipping industry are to be attended.

Capt. Mohamed Zaid

We must believe that all students are not equal in grasping and absorbing knowledge. One learning style may no longer be suitable for another.

The VARK learning style model introduced by Fleming includes a questionnaire that identifies a person's sensory modality preference in learning. This model classifies students into four different learning modes:

1. Visual (V):

Visual preference includes the portraying of information in maps, diagrams, charts, graphs, and other devices, that people use to represent what could have been presented in words.

2. Aural / Auditory (A):

Learners who have this as their choice state that they learn best from lectures, group discussions, radio, email, using mobile phones, speaking and talking things through.

3. Read/write (R):

This preference emphasizes text-based input and output – reading and writing in all its forms but especially manuals, reports, essays, and assignments. Being able to write well and read widely are attributes sought by employers of graduates.

4. Kinesthetic (K):

By definition, the Kinesthetic modality refers to the “perceptual preference related to the use of experience and practice (simulated or real).” Although such an experience may invoke other modalities, the key is that people who prefer this mode are connected to reality, “either through concrete personal experiences, examples, practice or simulation” [See Fleming & Mills, 1992, pp. 140-141].

Source: <https://vark-learn.com/introduction-to-vark/the-vark-modalities/>

Despite the above, I feel when learning a subject of a technical nature such as ship construction, it is of paramount importance to understand the technical terms used in the subject. Hence, in the same manner, as a medical student referring to medical terms dictionary, nautical students are urged to learn the terms and

There is a wide variety of learning sources on the internet and YouTube. But we have to bear in mind that there are meanings of nautical terms which are **universally recognized** and for this purpose, the correct source of information needs to be referred to. It is strongly advised to refer to the recommended readings given on the unit outline handed over to the student. One easy way to learn the terms and definitions is to note them down chapter-wise in your Notebook, stick notes, laptop, or mobile phone notes. We have to bear in mind that it is a learning outcome of the subject that students are familiar with ship construction terms. One of the best sources of learning nautical terms and definitions is <https://www.wartsila.com/docs/default-source/marinedocuments/encyclopedia/wartsila-o-marine-encyclopedia.pdf>

Secondly is the knowledge of drawing ship structure diagrams and hence, a fair portion of the marks of the subject is allocated to diagrams. The importance of drawing and interpreting the ship's drawings will come into the test once the student completes the C4MO course and is onboard as an officer and engaged in ship repairs such as in the dry dock. This fundamental knowledge of ship construction a student learned at the STCW operational level at Certificate 4 in Marine Operations (C4MO) will lay the foundation for his knowledge as the Chief Mate or Master when he/she takes charge of ship repairs at the repair yard or when it is required to attend ship trials or the delivery of a new build ship at a shipyard. The ability to draw correct and neat ship structure diagrams will not be achieved in one day and requires practice.

I took the opportunity to write the above as students lose maximum marks in subjects such as ship construction due to the incorrect use of correct nautical terms and the inability to draw correct diagrams and sketches.

Hope that the above information is useful and I wish all the best to our C4MO students of 2023.

Capt. Mohamed Zaid



“Iqra”, being the first word of the revelation (Quran), itself proves the significance and its impact on human life. Human beings have been counseled to gain knowledge and pass down the knowledge since the ancient era, and one of the *best* possible ways to attain knowledge is through reading. This is a known fact, *as according to neuroscience*, reading helps in improving memory by increasing the mental stimulation and allowing new neurons to be produced in the brain. Hence, the more a person reads, the easier it is to recall certain things.

According to the scientific world, reading helps to develop a person’s thoughts, improves concentration and memory, enhances imagination and empathy, gives endless knowledge and lessons while keeping human minds active and strengthens writing abilities.

Many years of reading and exploration has comprehended me the fact that highly successful people have a habit of reading. It actually takes the reader to another person’s mind — the author’s mind space, allowing them to appreciate another person’s work preparing the reader with a broader mindset to tackle the world.

A famous youtuber and a corporate trainer, Anurag Rishi has said in one of his you tube videos, *“I have a habit of reading before I start every training session, it makes me relax”*.

Initially when I was trying to build the habit of reading, I remember yawning within just the first few lines. *But I knew I had to dig deep if I wanted to find gold.*

Reading can influence many aspects of life in positive means, but the effect of it on a person’s life is highly dependent on that individual. It all includes *what a person reads and how it is being read.*

Yes!! Yes!! I know what you are thinking, not everyone can be a reader, right?

I have heard this statement a few times but it doesn’t necessarily have to be true”, I believe anyone can be a reader.

It’s just that, you have to find your genre — a genre that truly interests you.



FAHI DHUVAS Career Guidance Session at MNU for February intake. - 19 Jan 2023



FAHI MNU Career Guidance Session at R. Ungoofaaru School. Head of CMS, Capt. Mohamed Zaid visited the school.



FAHI MNU—Community session for parents Hulhudhuffaaru school. Head of CMS, Capt. Mohamed Zaid attended.



FAHI MNU - PD sessions for teachers and community sessions for parents at Raalifushi School. Capt. Zaid attended.



FAHI MNU - During the trip to Lhaviyani Atoll islands, CMS Associate Lecturer, Hussain Hameed Moosa Visited Atoll Marine Conservation Centre at Lh. Naifar and MIFCO at Lh. Felivaru.



*FAHI MNU - Career Guidance Session at Madhrasathul Ifthithaah, Lh. Naifar.
CMS Associate Lecturer, Hussain Hameed Moosa visited the school*



Field trip visit by Refresher & Updating Course students and CMS Associate Lecturer, Hussain Hameed Moosa



Certificate 4 in Marine Operations course, students training with Navigation Simulator at CMS.



*SSAPI Project Meeting, MNU Promise Project—MSME's Green Finance Workshop—
CMS Lecturer Abdulla Faisal attended the workshop.*



Assessment and Evaluation for Higher Education, Sem 1, 2023 training session. CMS Lecturers participated.



CMS Support staff attending the cleaning and maintenance works at CMS, before reopening the Centre for new Academic Year 2023



Navigation and GMDSS Simulator as Centre for Maritime Studies.

February 2023:

Niyamikamuge Certificate II - 19 Feb

Proficiency in Ship Security Awareness - 20 Feb

Proficiency in Designated Security Duties - 22 Feb

Anti-Piracy Awareness - 26 Feb

Falhuveringe Certificate - 27 Feb

Marine Environmental Awareness - 28 Feb

March 2023:

Proficiency in Ship Security Officer

Proficiency in Fire Prevention and Fire Fighting

Radar Navigation at Operational Level

Proficiency in Rating Forming Part of a Navigational Watch

Proficiency in Rating Forming Part of an Engineering Watch

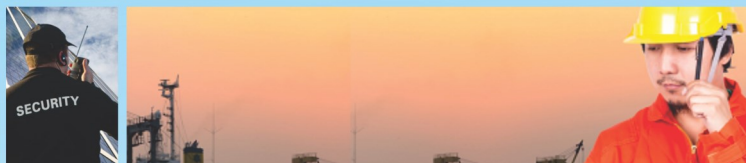
Niyamikamuge Certificate II

(More courses: courses.mnu.edu.mv/short)

SECURITY AWARENESS TRAINING FOR ALL PORT FACILITY PERSONNEL

(PFSA)

Course Duration: 10 hours



SCOPE

This course is intended to provide the knowledge required to enable personnel without designated security duties in connection with a Port Facility Security Plan (PFSP) to enhance security in accordance with the requirements of Chapter XI-2 of SOLAS 74 as amended, the ISPS Code, the IMDG Code, the IMO/ILO Code of Practice on Security in Ports, and guidance contained in IMO MSC.1/Circ.1341.



ENTRY CRITERIA

- It is assumed that those attending this course will be personnel employed or engaged in any capacity in a port facility that is required to comply with the provisions of the ISPS Code and who will not be assigned specific duties in connection with a Port Facility Security Plan.

- Ability to understand in the medium of instruction (English)

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SECURITY AWARENESS TRAINING FOR PORT FACILITY PERSONNEL WITH DESIGNATED SECURITY DUTIES

(PFSDS)

Course Duration: 10 hours



SCOPE

This course is intended to provide the knowledge required for port facility personnel with designated security duties, such as guards, access control officers, training officers and relevant port facility managers, in connection with a port facility security plan (PFSP) to perform their duties in accordance with the requirements of SOLAS, chapter XI-2, ISPS Code, the IMDG Code, the IMO/ILO Code of Practice on Security in Ports, and guidance contained in IMO MSC.1/Circ.1341.

ENTRY CRITERIA

- It is assumed that those attending this course will be persons:
- employed (or to be employed) by a port facility operator; and
 - likely to be assigned specific security duties in connection with the PFSP.

Trainees should have:

- At least a basic knowledge of port operations and of maritime terminology in English as appropriate;
- Key understanding of the operational environment affecting their security service; and
- Familiarity with basic security general concepts and communication systems.



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