

COUNTRY REPORT FROM TURKEY

A. Introduction

Turkey is a peninsula country surrounded by the Black Sea in the North, the Aegean Sea in the west and the Mediterranean in the South, where it meets on the junction of the three continents, Europe, Asia and Africa. Turkey is geographically located on important transport routes having strategic waterways with İstanbul and Canakkale Straits connecting Black Sea and other northern countries to southern seas.

In Turkey, all the maritime related decision and policymaking activities including signing international maritime conventions are carried out by Prime Ministry Undersecretariat for Maritime Affairs (UMA). Headquarter of UMA is located in Ankara which governs 7 district directorates located on Trabzon, Samsun, İstanbul, Canakkale, Izmir, Antalya and Mersin and 68 harbourmasters along the Turkish coastline.

Both private and public institutions in Turkey have been executing the merchant maritime education and training. UMA is the Maritime Authority in Turkey and has an important role in all level of maritime education and also is the responsible organization for the applications of Maritime International rules and regulations.

In Turkey, ocean going, watch keeping, and engineer officers should be graduated from maritime faculties of 4-year universities. These are İstanbul Technical University (ITU)-Maritime Faculty in İstanbul, 9 September University (DEU)-Maritime Business and Management School in İzmir and Black Sea Technical University (KTU)-Sürmene Marine Science Faculty, Trabzon.

ITU Maritime Faculty was founded in 1884 which has historical traditions. In ITU, after English Prep.School, maritime under-graduate education was given in 4 years. For Deck Dept. students, STCW Convention's Code A-II/1 and A-II/2 standard trainings are provided and as for Engine Dept. students A-III/1 and A-III/2. Faculty also provides MSc and PhD degrees. Prof. Osman Kamil SAG, Dean of Maritime Faculty, is the Chairman of IMO STCW sub-committee since 2002. ITU has established fully equipped simulator centre of Turkey under "Improvement and the Promotion of Merchant Maritime Education in Turkey" project supported by JICA and in coordination with UMA in between 2002-2004. Besides that UMA provided a training ship M/S AKDENİZ, LOA 148 m. 7864 GRT to ITU Maritime Faculty.

DEU Maritime Business and Management School is the first faculty providing education in English language in the field of maritime business and management in Turkey founded in 1988 in İzmir. DEU has received first students to Deck Dept. in 1995-1996 term, who graduated in 1999 having STCW Convention Code A-II/1 and A-II/2 standard trainings and started their profession in maritime fleet. The studies for the establishment of Engine Dept. is underway and it is expected that first students will be received in the next terms. DEU Maritime Business and Management School has training equipment and laboratories as defined in the STCW convention. The students are educated according to "problem based learning method".

Black Sea Technical University (KTU)-Sürmene Marine Science Faculty's Deck Dept. was founded in 1996, which also provides A-II/1 and A-II/2 standard trainings for their students who first graduated in year 2000, total of 81 students have been graduated up to now. Deck Dept. has been accepting an average of 50 students each year. The faculty has sufficient training equipment after its establishment with a quick development period.

Table-1 Average number of graduates annually from each Faculty

Faculty	Deck	Engine
ITU Marine Science Faculty	100	40
DEU Maritime Business and Management School	40	---
KTU Sürmene Marine Science Faculty	40	---
TOTAL	180	40

Although the number of graduates changes every year, 180 deck officers and 40 engineers graduate on average every year from maritime faculties to perform their professions on ships with unlimited GRT and unlimited navigational area as an ocean going watch keeping and engineer officer.

Apart from the maritime faculties, there are 3 two-years colleges functioning under universities and 13 maritime high schools providing education in the field of maritime education. The graduates from these schools can work on board ships ranging between 500 GRT and 3000 GRT as a restricted watch keeping and engineer officers in accordance with STCW convention.

2 two-years colleges provide education for deck and engine dept. students and 1 two-years college provide education for only deck dept. for high school graduates. 225 students graduate from deck dept. and 250 students graduate from engine dept. on average annually.

In Turkey, there are 13 educational institutions providing maritime education at the level of high school, of which 6 are for restricted engineers, 7 are for restricted deck officers and 150 students graduate from deck dept. and 175 from engine dept.

Table-2 Average number of graduates annually from each college and high school

Training Institutions	Deck	Engine
Two-years college	225	250
Maritime High Schools	150	175
TOTAL	375	425

Besides that, the mentioned faculties, colleges and high schools and the 70 private educational institutions perform the short courses for all seafarers in compliance with STCW Convention such as Safety at Sea, Navigational Safety, Fire Fighting etc.

Examinations for officers' competency have been performed by a Seafarers' Examination Centre established by UMA, which is formed by UMA staff and representatives of Ministry of Education, the Naval Force Command and the Maritime Faculties.

As a responsible administration for maritime issues, UMA have been supporting the maritime education institutions in order to be able to provide education for seafarers from knowledge, understanding, experience and professional competency points of view within the global standards defined in STCW Convention.

UMA, having the support of IMO, has performed a series of regional seminars and workshops for which participation of representations from governmental and private educational institutions has been achieved to train the trainees nationwide. Besides that UMA supports all the maritime professors and instructors for the training activities made domestic and also abroad.

Turkey ratified the STCW Convention in 1989 and made the necessary revisions in its national legislation and extensively refined relevant applications in compliance with STCW. UMA has established quality standards system related to the seafarers' education, training, assessment, examination and certification according to the Regulation 1/8, Code A-1/8 and Code B-1/8. Meanwhile UMA has responsibility to monitor and evaluate the performance and standards of maritime educational institutions and, if needed, finally takes regulatory and rectifying actions.

The training curriculum program of maritime educational institutions is approved by Undersecretariat for Maritime Affairs taking into account its compliance to STCW Convention and inspection of educational activities is also done by Undersecretariat for Maritime Affairs through internal and external boards of audit.

The sanitary procedure of seafarers is carried out through Directives of Seafarers' Health executed by Ministry of Health. Both Ministry of Health (MoH) and Undersecretariat for Maritime Affairs have been carrying out needed dissemination of information and provision of education about HIV/AIDS through educational institutions and maritime transport companies and maritime agencies. Furthermore, the seafarers determined having positive HIV by standard periodical medical examinations are detained and not allowed to sail by MoH and their certificates are kept by UMA. Following this procedure, such seafarers' are regularly monitored to render their treatment to be carried out by social health institutions in Turkey.

In Turkey, there are 200,000 seafarers in total in all categories certified by Undersecretariat for Maritime Affairs working in Turkish and foreign flagged ships including fisheries sector. Among these, 40,000 seafarers are officers certified by Undersecretariat for Maritime Affairs up to now.

In Turkey, demand and supply of seafarers are determined by Undersecretariat for Maritime Affairs in coordination with Turkish Chamber of Shipping, Ship Owners Associations, maritime educational institutions through extensive studies and consensus.

As a requirement of STCW Convention, the STCW country report of Turkey prepared by UMA has been evaluated and approved by IMO in MSC 73rd session meeting held in between 27 Nov.-06 Dec. 2000 and hence Turkey is now taken in the White List. Due to its high quality education, Turkey is a country which exports seafarers to the world maritime sector. Also, Turkey has signed protocols on the recognition of seafarers certificate of competency with Japan, Germany, Italy, Poland, Bulgaria, Romania, Malaysia, Singapore, Liberia, Belize, Bahamas, Barbados, Vanuatu, Malta, Marshall Islands, Antique Barbuda, Dominique, Cambodia and Ukraine. Also, the Undersecretariat for Maritime Affairs continues its studies to sign further protocols with more than 30 countries in which Turkish seafarers work.

In Turkey, working and living conditions of seafarers and ratification and application of ILO conventions are under the responsibility of Ministry of Labour and Social Security (MoLSS) according to Maritime Labour Law. UMA has been working in coordination with MoLSS in order to resolve any problem from labour legislation point of view.

With the National Law on Employment adopted in the Parliament of Republic of Turkey in 25.06.2003, legal background has been established to enable private agencies to carry out the procedure of the seafarers to be employed abroad.

UMA is also the only responsible organisation in Turkey for issuing the certificate of competency of all kind of seafarers including rating and officers. The details of certifications related to education and training is shown on the flowchart attached as Annex-1 and Annex-2.

Turkish merchant fleet is about 9.5 million DWT as of end 2002. There are 899 vessels over 300 GRT in Turkey and ranks in 20th order in the world merchant fleet. Governmental ships takes only 5% share while 95% of the fleet belongs to private companies. The fleet has 48% bulk carriers, 19% dry cargo, 10% tankers and 23% other types.

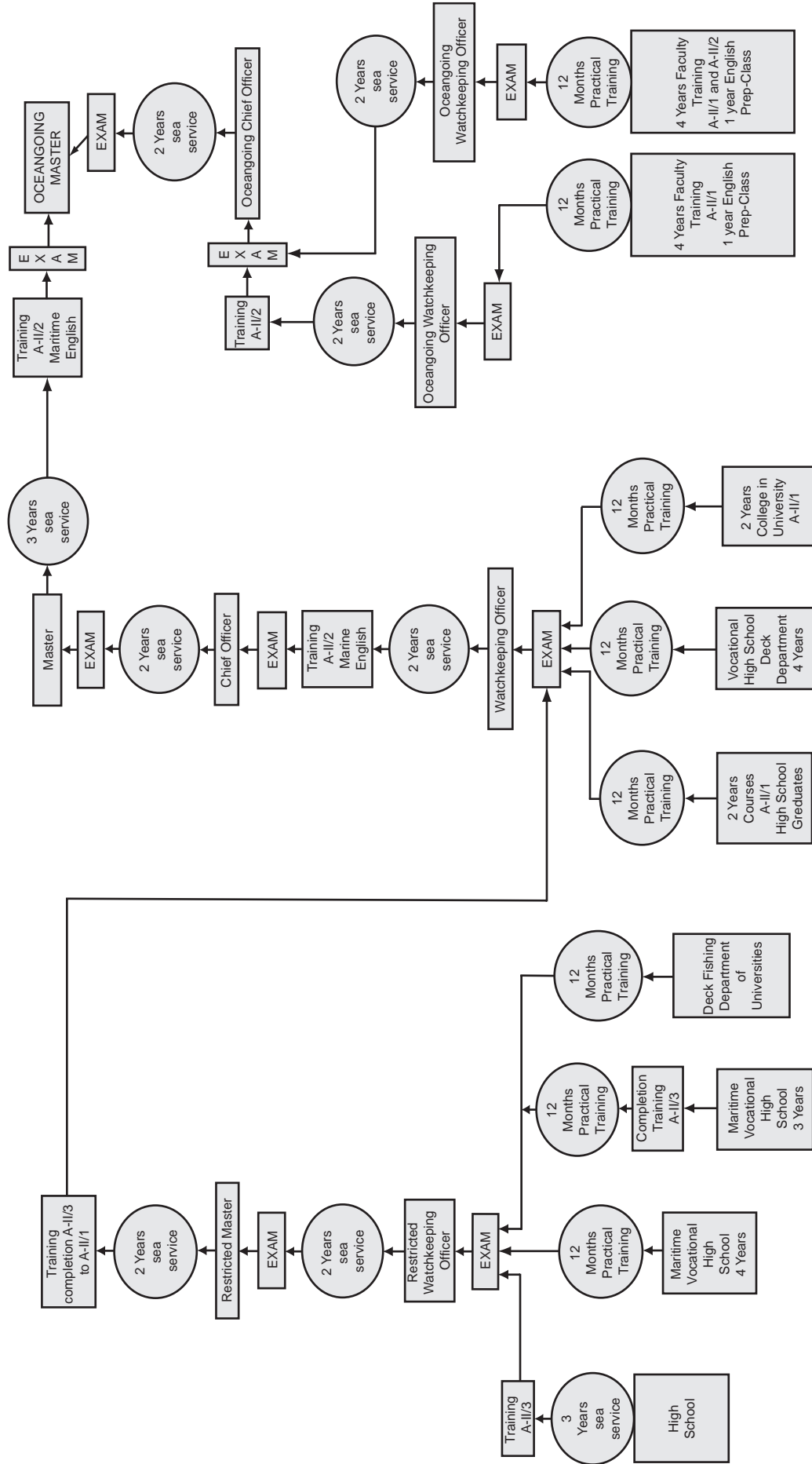
In Turkey, there are 2 different types of ships registry; National Ship registry and Turkish International Ships Registry. In the first type of registry only Turkish ship owners or the Turkish companies can register. If the company shareholders consist of 51% of Turkish citizens then such a company is considered as Turkish Company.

Foreign seafarers are not allowed to work on the ships registered in National Ships Registry. Turkish International Ship registries are open for foreign ships with foreign seafarers except for Cabotage. In the Turkish flagged ships registered to Turkish International Ship Registries, 49% of the crew can be employed from foreign seafarers provided that 1st captain is a Turkish citizen.

Turkey has been participating in all activities under WTO/GATS. Besides, with Turkish International Ship Registry sector has been opened to free competition for seafarers and we expect positive outcomes regarding employment of seafarers and their quality.

Statistics shows that almost 80-90 percent of accidents are caused by human factor. Therefore, our basic policy is not provide certificate to as many seafarers as possible but provide certificate of competency to seafarers with high quality standards so that Turkey provides high quality seafarers to work in Turkish fleet and also world maritime fleet.

THE FLOW CHART OF TRAINING, EXAMINATION AND CERTIFICATION FOR THE DECK CLASS OFFICERS



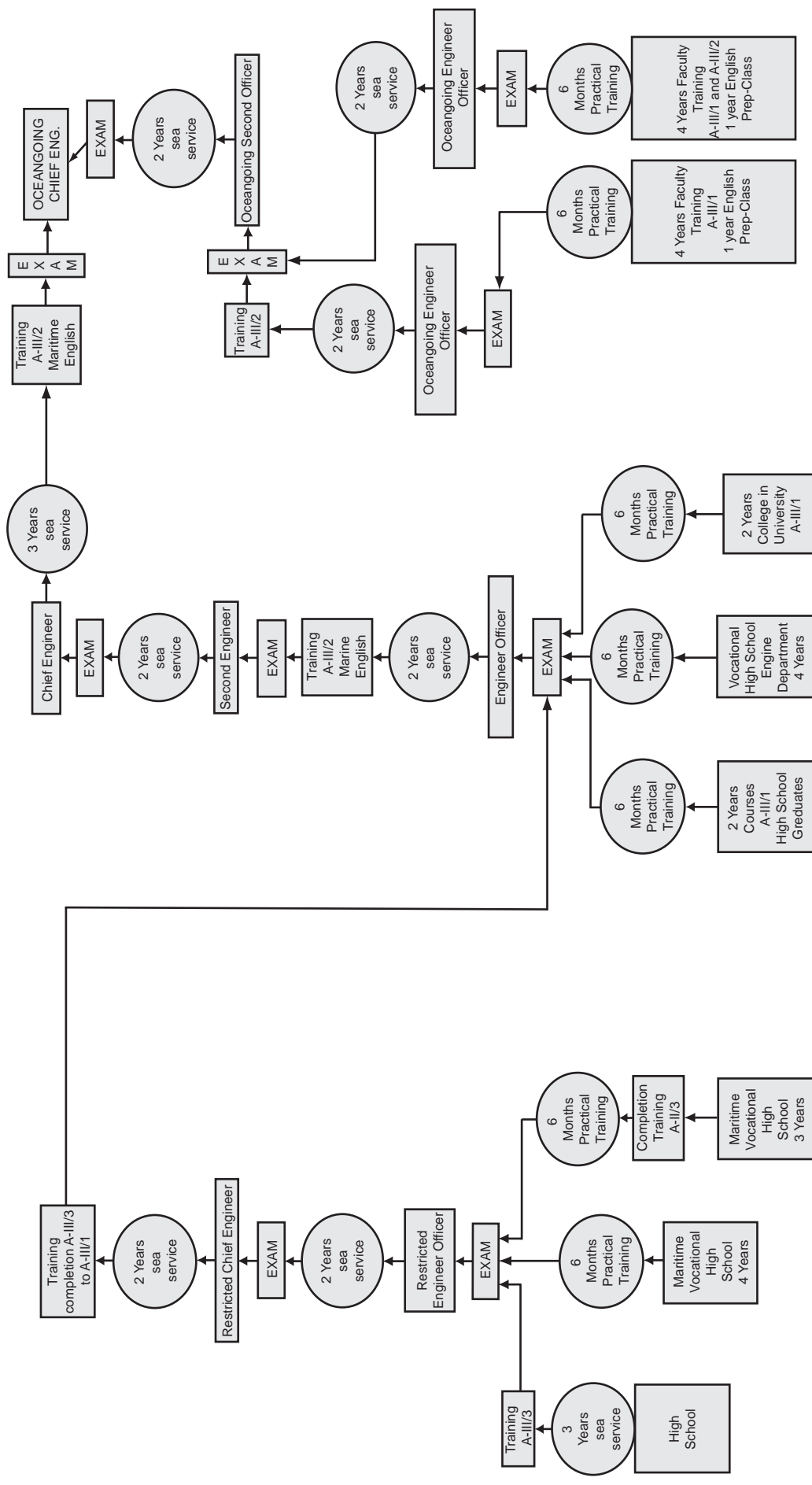
Ships engaged near coastal voyage less than 500 GT

Ships less than 3000 GT

Ships engaged unlimited area and GT

ANNEX 1

THE FLOW CHART OF TRAINING, EXAMINATION AND CERTIFICATION FOR THE ENGINE CLASS OFFICERS



Ships engaged near coastal voyage less than 750 kW

Ships less than 3000 kW

Ships engaged unlimited area and kW

ANNEX 2

COUNTRY REPORT FROM VIET NAM

A. Introduction

The Socialist Republic of Viet Nam, with a population of around 80 million is like the letter “S” in appearance. It has a very extensive coastline of some 3,200 km, stretching for most the length of the country (from the north to south). Such advantages, in recent ten years and with a domestic fleet, ports and maritime services, have motivated the development of the country’s economy and maintained the economy of ASEAN.

In order to carry out the objective, training of the Viet Nam maritime manpower, including operation officers, seamen, and management officers of companies is very essential element in our country nowadays.

This report will provide the information of training Vietnamese seamen, officers.

B. Training activities

1. Number and description of maritime training institutes and facilities

a) The Maritime University is located in Haiphong city (belong to Ministry of transport).

Professions:

- *Maritime engineering:* Ship navigation, maritime engineering operation, marine electrotechnics, cargo loading and unloading devices, maritime transport economy, maritime safety.
- With a training seamen centre.
- Every year, the number of graduates is around 2,000.

b) The Maritime Secondary School I is located in Haiphong city (belong to Maritime Bureau).

Professions:

- *Secondary level:* Marine engineering operation, naval architecture, marine electrician, marine engine repair, and maritime transport economy.
- Rating: Sailor, greaser, fitter, marine electrician, lighthouse man.
- Each year: the number of students and graduates is around 3,000.

c) The Maritime Secondary School II is located in Ho Chi Minh city (belong to Maritime Bureau)

Professions:

- *Secondary level:* Marine engineering operation, naval architecture, marine electrician, marine engine repair, and water transport economy.
- Rating: Sailor, greaser, fitter, marine electrician, lighthouse man.
- Each year: the number of students and graduates is around 1,800.