

The Higher Institute of Maritime Studies



Project Sites Casablanca

1. Background of Project

Morocco's northern and western regions face the Mediterranean Sea and the Atlantic Ocean, and to the South lies the Sahara Desert. On this account, the ratio of marine transportation in international trade has been high, and the Government of Morocco has concentrated on reinforcing Moroccan merchant vessels and promotion of native seamen.

The Higher Institute of Maritime Studies (ISEM) was established in 1978 as a training organization to train high-level officers for the maritime sector in Morocco. Coping with STCW Convention¹⁾ ratification, the Government has aimed at strengthening the contents of seamen's training and education at ISEM. However, the levels of ISEM did not meet the standards of the STCW Convention. Against such background, the Government requested a project-type technical cooperation from Japan in order to improve the contents of training at ISEM to comply with international standards.

2. Project Overview

(1) Period of Cooperation

1 April 1996 – 31 March 2001

(2) Type of Cooperation

Project-type Technical Cooperation

(3) Partner Country's Implementing Organization

The Higher Institute of Merchant Marine (ISEM), Ministry of Transport and Merchant Marine

(4) Narrative Summary

1) Overall Goal

Better-qualified personnel are supplied for the development of the Moroccan maritime sector.

2) Project Purpose

Training levels of Seamen's Education (Marine Navigation and Engineering) at ISEM, are improved in compliance with international training standards.

3) Outputs

a) A clear policy on the future training, including

the fulfillment of the STCW standards and the needs of the country, is to be laid.

- b) The training curriculum reflect technological innovation both in practice and theory.
- c) Sufficient practical training is provided.
- d) Sufficient upgrading training is provided.
- e) Instructors acquire proper specializations and better teaching abilities.
- f) Training related to the Global Marine Distress and Safety System (GMDSS) is undertaken.
- g) Appropriate machinery and equipment for the training courses are secured.

4) Inputs

Japanese Side

Long-term experts	5
Short-term experts	12
Trainees received	12
Equipment	406 million yen

Moroccan Side

Counterparts	28
Land, facilities and equipment	
Local cost	33 million yen

3. Members of Evaluation Team

Team Leader/Seamen's Education (Deck):

Hiroshi YUMOTO, Chairman, Department of Navigation Institute for Sea Training, Ministry of Transport

Seamen's Education (Maritime Engineering):

Takeshi GOI, Teacher, Educational Affairs Division, Shimizu School for Sea Training, Ministry of Transport

Cooperation Planning:

Naoto MUKAI, Planning Division, Social Development Cooperation Department, JICA

Evaluation Analysis:

Yoshiki MIZUGUCHI, Chubu Electric Power Co., Inc.

4. Period of Evaluation

30 October 2000 – 9 November 2000

5. Results of Evaluation

(1) Relevance

In the Five-year Development Plan (2000 – 2004), there was a specific target to increase the volume of marine transportation. In order to achieve the target, it is obvious that the maritime sector will need a greater number of better-qualified personnel. Therefore the overall goal is considered appropriate.

ISEM is the sole high-level training organization for training high-level sailors and reeducating officers. Therefore, the project purpose of improving the training of seamen in compliance with international training standards is relevant.

(2) Effectiveness

Through this project, the educational level at ISEM has satisfied the mandatory standards of the revised ST-CW. Curriculums, teaching manuals and textbooks were all revised, and theories and practices including marine training were all in conformity with international training standards.

Morocco was placed on the White List²⁾ announced in the 73rd IMO Maritime Safety Committee held in 2000. This means that the Moroccan seaman's recognition system was in the international level, and it could be estimated that the project purpose was attained.

(3) Efficiency

The dispatch of both long-term and short-term experts was carried out as planned. Suitable technology transfer was implemented as well in each field by, for example, supplementing short-term experts when necessary.

Although the procurement of a diesel engine plant took time and was delayed, a short-term expert for installation of the plant was dispatched at the same time, resulting in smooth installation. Other principal equipment was all provided either in the first or second year of the project contributing to the efficient achievement of outputs.

(4) Impact

The recognition of ISEM by private shipping companies has risen, and requests for various training sessions have increased.

Moreover, counterparts have acquired capabilities to develop their own training programs, and have thoroughly learned the usage of training tools and materials, and training methods at ISEM.

(5) Sustainability

ISEM was established organization in 1978, and has sufficient management capabilities since. There is a large possibility of development as an educational institution for the high demand of seamen in Morocco and the large number of applicants.

The budget for ISEM is secured by the governmental fiscal support and income through training courses, thus predicted to be stable. Since ISEM is recognized as an important high-level training organization, it is difficult to



Installation of an engine plant by the collaborative work of Japanese engineers, counterparts and experts

imagine the sharp reduction of governmental support, and thus ISEM is thought to be financially sustainable. However, since maritime related equipment is expensive, ISEM should recognize the need for a new measure for raising fund whenever new equipment is needed.

In respect to technology, in addition to ISEM having been a high-level training institute, this project has enabled ISEM to independently apply knowledge and skills in the areas of navigation and engineering. Through the project activities, ISEM has also established relations with foreign related organizations, and created a system where the latest information is collected, which includes the application of the Internet. Furthermore, the counterparts have established capabilities to cope with problems by themselves.

6. Lessons Learned and Recommendations

(1) Lessons Learned

Since the procurement of advanced equipment often requires time, it is necessary to have discussions on sufficient procedures beforehand with the implementing organization and complete specifications before the start of the project.

(2) Recommendations

Since the equipment provided requires considerable expense for maintenance and expendable items, ISEM must make further effort to secure enough budget.

Trainers at ISEM need further improvements in their technological level. It is important to provide lecturers with opportunities for further study in educational institutions such as the World Maritime University.

1) "STCW Convention" stands for "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers" signed in 1984 and revised in 1995.

2) The "White List" is a list of countries that are judged to be in conformity with the revised STCW. The IMO judges them by the reports submitted from each country that ratifies the Convention.