

Research on the Development Strategy of Navigation Education and Training in Response to International Conventions Based on “the Belt and Road Initiative”

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Abstract: The “the belt and road initiative” strategy is a new economic development model proposed by China that can promote international and regional economic cooperation. As Chinese medium and long-term national strategy, “the belt and road initiative” not only brings good news to Chinese economic development and in-depth cooperation among international regions, but also brings more opportunities and challenges to all walks of life. The implementation of the “the belt and road initiative” strategy puts forward higher requirements for shipping talents. Under the new strategy, navigation education must meet the needs of strategic development. By analyzing the influence of “one belt and one road” on shipping talents and the impact of maritime education, this paper analyzes the background of international conventions closely related to nautical education and training, reveals the development rules and trends of relevant international conventions, and explores the challenges faced by Chinese maritime academies and seafarers training institutions in coping with the development of international conventions. Fighting and Countermeasures to be taken. In order to provide ideas for the development of navigation education.

1. Introduction

At present, “the belt and road initiative” strategy has become a hot topic at home and abroad. “All the way” refers to the maritime part and is called the “21st Century Maritime Silk Road” strategy [1]. The shipping industry, one of the seven strategic industries controlled by the state, is one of the important core contents of the “the belt and road initiative” strategy. The key to the competition and development of international shipping industry lies in talents [2]. Internationalization is an important feature of maritime education, because maritime education itself is an open education, fulfilling international conventions and training specialized talents for international shipping. How to train a large number of high-quality seafaring talents that meet the requirements of international conventions and meet the needs of shipping power construction is a realistic problem facing Chinese Maritime Education under the “one belt and one way” strategy [3]. Looking at the development of international conventions related to maritime education and training, it is of great significance for our government to implement international conventions and for maritime education and training institutions to meet the development and challenges of international conventions by studying and exploring the internal links, development laws and changing trends of the development of relevant international conventions.

2. Demand for Shipping Talents Under “one belt and one road”

For China, “the belt and road initiative” includes “please come in” and “go out” in concrete implementation. In recent years, China has made a lot of achievements in “going out” and suffered setbacks repeatedly. One of the important reasons is the shortage of talents [4]. Due to the impact of the international financial crisis, since 2010, Chinese shipping market has entered a depressed state, the treatment of crew members has declined significantly, and more and more crew members and navigation graduates are unwilling to embark. In the process of modern enterprise cooperation, the game between enterprises can be repeated, the enterprise cooperation is long-term, and there are

many choices in the cooperative behavior of creating value and the competitive behavior of demanding value. At present, the serious shortage of maritime talents, especially senior talents, has become a major “bottleneck” hindering the development of shipping industry. At present, there is a global shortage of senior shipping talents [5]. Chinese maritime education and training should carefully study the training objectives, knowledge and ability structure, training specifications and ways, teaching content and curriculum system, teaching process and methods, and teaching organization, in order to build a new talent training model.

As the most active, core and most important factor in shipping industry, seafarers play an irreplaceable role in the implementation of the whole strategy. Seafarers have become an important strategic resource in national development. In the process of promoting the “one belt and one way” strategy, the problems faced by nautical vocational education are more complicated than those existing in China, which will involve many legal problems. The absence of the legal system will seriously restrict the development of the internationalization of nautical vocational education. The transformation of enterprises requires more cooperation among the main bodies, a profound understanding of the true meaning of the fate community, and a united effort to create value so that they can fully enjoy new dividends in the process of value creation. It can be said that smooth trade aims to broaden overseas trade and investment fields and expand shipping sources. The purpose of facility connection is to improve the efficiency of maritime transportation and save unnecessary costs and expenses. However, the number of high-quality senior seamen with good professional spirit, professional quality, excellent professional skills, high-level management ability and healthy psychological quality is relatively small. Therefore, the 21st century's maritime technical talents must have five basic characteristics: solid foundation, wide knowledge range, strong professional ability, strong English ability and high quality [6].

3. The Development of Relevant International Conventions under “the belt and road initiative” Brings Challenges to Chinese Navigation Education and Training

3.1. The objectives pursued by the International Maritime Organization have changed

For a long time, the IMO has set “safer navigation and cleaner oceans” as its goal. Now the goal has been changed to “safe, safe and efficient shipping in a clean ocean” [7]. In order to better promote the “one belt and one way” strategy, the Chinese government, on the basis of fully seeking the opinions and suggestions of the countries along the line, has taken the lead in building a legal system for crew education and training along the “one belt and one road” line, so as to ensure good and sustainable development of maritime vocational education along the “one belt and one road”. In this process, navigation technology is changing with each passing day, high-end intelligence of ship science and technology, fierce competition in the shipping market, and sudden changes in the wind and cloud. Only through continuous learning, exploration and trial by creative shipping talents with strong learning ability can we cope with future changes. It is not difficult to see that IMO has juxtaposed the two traditional themes of “security” with “safety” and “pollution prevention” and has fully incorporated “security duties” into seafarers' training content [8]. However, due to the impact of the international financial crisis, Chinese shipping market has always been in a depressed state. Shipping companies are experiencing difficulties in survival or even losses. The treatment of crew members has obviously declined, and the gap between the treatment of crew members and that of shore-based work has gradually narrowed. Therefore, improving the quality of maritime education and the overall quality of maritime talents have important practical significance for promoting the development of Chinese marine economy and the success of the “the belt and road initiative” strategy.

3.2. New contents of crew training have been added

Standardized security training for ship personnel; It has strengthened the requirements of knowledge, understanding and proficiency in marine environmental protection. The use of electronic navigation astronomical calendar and astronomical navigation calculation software is

proposed. Setting up training institutions and carrying out maritime vocational skills training in countries along the “the belt and road initiative” route can not only solve the problem of overcapacity in enterprises outside China, but also train local maritime professional professionals for countries along the “the belt and road initiative” route. To promote the implementation of the “the belt and road initiative” strategy, we must adhere to the strategy of giving priority to talents. Navigation colleges and universities should combine their own experience in running schools and the advantages of academic resources in disciplines, highlight the key points and characteristics, and participate in the “the belt and road initiative” strategy in depth. Requirements for knowledge, understanding and familiarity of electronic chart display and information system and other marine electronic equipment; mandatory requirements for bridge resource management and engine room resource management. In order to simplify the procedures of customs clearance, transshipment and multimodal transport, shorten the transshipment time, make it possible to link up organically and realize the facilitation of international transport, it is necessary to establish a cooperative mechanism of maritime transport and strengthen the cooperation of maritime logistics information, which requires high-quality seafarers with not only professional knowledge, but also a lot of management, public relations and so on. There are many other necessary knowledge such as economy, law and so on.

3.3. The strategy of electronic navigation will be implemented

As the Manila Amendment to STCW Convention amends and improves the seafarers' competency standards, the main amendments to the competency of senior seafarers are compulsory competency requirements such as electronic astronomical navigation, electronic chart display and information system, bridge resource management and cabin resource management. This requires that Chinese maritime education must be international-oriented and in line with international standards in many aspects, such as personnel training objectives, training programs, training quality, teaching staff, school-running conditions and facilities. Therefore, school education must be built on the basis of market mechanism, so that the trained students fully meet the needs of the market. The implementation of the “the belt and road initiative” strategy will lead to a surge in demand for maritime talents, bringing opportunities and challenges to the development of maritime talents. Navigation colleges and universities should closely integrate with the shipping market, adjust the educational objectives and contents, and cultivate creative ship operators and managers who meet the requirements of the times and can fulfill STCW78/95 Convention. Strengthening the construction of city ports should not be limited to port infrastructure and other hardware facilities, but should also include software projects to strengthen the construction of maritime colleges and universities and the training of maritime talents.

4. Maritime Education and Training under the “the belt and road initiative” Should Respond to the Development Measures of International Conventions

4.1. Grasp the development law of international conventions

Grasping the development law of relevant international conventions is the basic requirement for maritime education and training institutions to actively adapt to the development of international conventions and calmly face the challenges brought by the development of conventions. The implementation of the “the belt and road initiative” strategy has brought opportunities to the internationalization of Chinese maritime vocational education. Maritime vocational colleges should conform to the overall national strategy, fully seize this opportunity and realize international leapfrog development. The development of international conventions and social development are inseparable. The exploitation and utilization of oil have led to an increasing amount of crude oil and refined oil transported by ships, posing an increasingly obvious threat to the environment. On the prominent issues of maritime education, it is possible to temporarily solve the prominent difficulties of material security and personnel circulation by strengthening policy inclination or reaching policy consensus with coastal countries on issues of training and exchange of maritime personnel of

common concern, but in the long run this problem can not be fundamentally solved. With the continuous implementation of the “one belt and one way” strategy, the demand gap for shipping talents will increase year by year, and talent is an essential resource in any strategy implementation process. Therefore, during the school period, the training of students' creativity can not be ignored. It is the most important thing for students to do more and practice more during the school period, and to learn in practice.

4.2. To implement the relevant laws and regulations promulgated by our government for the implementation of the Convention

In order to implement international conventions, our government timely promulgates some relevant laws and regulations. For example, the Law of the People's Republic of China on Maritime Traffic Safety, the Regulations of the People's Republic of China on the Prevention of Marine Environmental Pollution by Ships, and the Regulations of the People's Republic of China on Seafarers, etc. Legislation and policy-making, as two social norms and adjustment means in a society ruled by law, are mutually complementary and mutually reinforcing to jointly promote economic development and social progress. The institutions, procedures and effectiveness of the two are different. In order to fulfill the international conventions, our government should do some research and preparatory work before promulgating relevant laws and regulations, and combine with the reality of our country, the relevant laws and regulations formulated by our government meet at least the minimum standard requirements of international conventions. Setting up training institutions or overseas branch schools in countries along the “the belt and road initiative” route, exploring new modes of Sino-foreign cooperation in running schools, and vigorously developing education for overseas students can, on the one hand, serve the country's grand strategy and train specialized talents needed by the country to promote the “the belt and road initiative” strategy; To solve the outstanding problems of Chinese maritime education under the background of “the belt and road initiative”, it is far from enough to rely on policies alone, and laws cannot be absent. Chinese maritime colleges and universities must firmly grasp the opportunity, make reforms as soon as possible, absorb the advanced international maritime education modes and concepts, and create maritime education with international characteristics.

4.3. Adjust the personnel training plan at the right time

Chinese maritime vocational colleges can actively look for cooperative colleges in countries along the “the belt and road initiative” route and explore new modes of Sino-foreign cooperation in running schools. Maritime education and training institutions shall, on the basis of fully studying the Manila Amendment to STCW Convention and the “11 Rules”, timely adjust and revise the personnel training programs related to maritime education and training to meet the requirements of new international conventions and new domestic rules. Promoting cooperation with countries along the route in employment, skills training and other fields; At the same time, we will deepen the exchange and cooperation of talents among countries along the route and encourage the circulation of professional talents and technologies. To make up for the new contents of the new Convention by making up for the difference, and to take the competency examination in accordance with the “11 rules” after completing the make-up of the difference; For new students majoring in navigation, adjust the teaching plan in time. By learning from and drawing lessons from the advanced international maritime education concepts and personnel training standards, we can alleviate the structural shortage of our current crew, improve the level and level of our maritime education, and enhance the competitiveness of our shipping talents in the international market. During the school period, students should not only acquire knowledge through reading, listening, and consulting materials, but also exercise their creative ability through practical links. Therefore, we should change the previous exam-oriented education mode and pay attention to training students' practical ability and innovative ability. Continuously improve the quality management system of navigation education and training, so that the whole process of seafarer education and training is continuously and effectively monitored, and improve the quality of personnel training.

5. Conclusions

The “one belt and one way” strategy puts forward new requirements and challenges for developing maritime education and training high-quality seafaring talents. In response to the international economic situation and the needs of Chinese strategic development, a series of changes have taken place in the requirements of the quality elements of maritime talents, especially the cross-cultural communication ability and innovation and entrepreneurship consciousness embodied in the advantages. Developed countries were the first to put forward economic globalization, developed countries were the first to put forward the internationalization of education, and developed countries were still the first to put forward and formulate international conventions. The developing countries seem to be facing a passive situation in economy, education and international conventions. This requires the training of ship operators and managers who meet the requirements of STCW78/95 Convention, have strong practical ability, English conversation ability, professionalism and innovation consciousness. As soon as possible, a reform plan should be drawn up, the training mode should be improved, and efforts should be made to train excellent shipping talents needed for strategic development, so as to provide an important talent guarantee for the smooth realization of the strategic goal of “the belt and road initiative”.

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