

添 付 資 料

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帰国研修員リスト

国名	記号	番号	氏名	研修時所属先及び役職	現職	コース名	研修期間	連絡先
TURKEY	G	914	Mr. Balsun Halli	Ship Design Engineer, Halic Shipyard, Turkish Shipbuilding Industry Inc.	Assistant General Manager, General Management, Turkish Shipbuilding Industry Inc.	船舶技術コース	1975.10-1977.6	Abbasaga Mah. Uzengi Sok, Elif Ap.No.2/4, 80690 Besiktas, Istanbul
TURKEY	G	1114	Mr. Hasan Erdogan	Machinery Design Engineer, Camialti Shipyard, Turkish Shipbuilding Industry Inc.	Assistant General Manager, General Management, Turkish Shipbuilding Industry Inc.	船舶技術コース	1977.10-1979.6	Cemil Topuzlu Cad. 18 mart. Nr. Kazim Lokay Sok Umur, Ap.16 El, Kodikoy, Istanbul
TURKEY	G	1313	Mr. Omer Neptun Algan	Halic Shipyard, Turkish Shipbuilding Industry Inc.	Moved	船舶技術コース	1979.10-1981.6	Ortaklar Cad. sabbh Ap.No. 6/4, Mecidiyekoy, Istanbul
TURKEY	G	1416	Mr. Seden Mehmet Selcuk	Chief Industrial Engineer, Camialti Shipyard, Turkish Shipbuilding Industry Inc.	Manager of Workshop, Camialti Shipyard, Turkish Shipbuilding Industry Inc.	船舶技術コース	1981.1-1981.12	Darulaceze Cad. Kaplancasa Mah, Bilas Ap.F Blicok D-11, Okmeydani, Istanbul
TURKEY	G	1617	Mr. Ihsan Madakbas	Assistant Chief of Hull Works Section, Camialti Shipyard, Turkish Shipbuilding Industry Inc.	Chief of Hull Design Dept., Pendik Shipyard, Turkish Shipbuilding Industry Inc.	船舶技術コース	1983.1-1983.12	Katip Muslihittin Mah. Mermer Sahin Sok.No.6 Fener, Istanbul
TURKEY	G	2218	Mr. Kemal Aksar	Assistant Chief of Design Bureau, Halic Shipyard, Turkish Shipbuilding Industry Inc.	Project Manager, Camialti Shipyard, Turkish Shipbuilding Industry Inc.	船舶技術コース	1989.1-1989.12	Akbivik Cad. No.83/7, P.Kod 34400, Sultanhmet, Istanbul
TURKEY	G	2317	Mr. Okan Rumelioglu	Chief of Steel Construction Workshop, Pendik Shipyard, Turkish Shipbuilding Industry Inc.	Ship Surveyor, AMERIKAN BUREAU OF SHIPPING	船舶技術コース	1990.1-1990.12	Lojmanlari, 88 Blok Kat:7, Besiktas, Istanbul
TURKEY	S	119	Mr. Seyfettin Tatli	Engineer in Construction Office, Camialti Shipyard, Turkish Shipbuilding Industry Inc.	Ship Repairing Chief Engineer, Camialti Shipyard, Turkish Shipbuilding Industry Inc.	船舶建造メンテナンス	1991.1-1991.12	Muratpasa Mah. Demirisar Cad. No.14, 34150 Bayrampasa/ Istanbul
TURKEY	S	210	Mr. Gurbuz Konak	Engineer in Steel Processing Workshop, Pendik Shipyard, Turkish Shipbuilding Industry Inc.	Chief Engineer in Block Assembly Unit, Pendik Shipyard, Turkish Shipbuilding Industry Inc.	船舶建造メンテナンス	1992.1-1992.12	Sair Ahmet Kemal Sok, Isin Ap. 5/15, Goztepe, Istanbul
TURKEY	S	321	Mr. Nihat As	Chief of Steel Construction, Pendik Shipyard, Turkish Shipbuilding Industry Inc.	Chief Engineer, Ship Repair, Marketing, Pendik Shipyard, Turkish Shipbuilding Indd. Inc.	船舶建造メンテナンス	1993.1-1993.12	Aydinli Yolu Cad. Gelincik Sok NO.9/5, Pendik, Istanbul
TURKEY	S	519	Mr. Enver Ozturk	Ship Surveyor, Maritime Under Secretariat, Directorate of Istanbul Region	Ship Surveyor, Maritime Under Secretariat, Directorate of Istanbul Region	船舶建造メンテナンス	1995.1-1995.12	Atakoy 5 Kism, El-3/A Daire-3, Karakoy/Istanbul
TURKEY	SS	219	Mr. Nuzhet Bilgin	Quality Control Chief Engineer, Halic Shipyard, Turkish Shipbuilding Industry Inc.	Quality Control Chief Engineer, Halic Shipyard, Turkish Shipbuilding Industry Inc.	船舶安全・海洋汚染防止	1997.1-1997.12	Yavez Selim, Turna Yolu So No.4 /4, Fatih/Istanbul
TURKEY	SS	320	Mr. Murat Demir	Quality Control Chief Engineer, Halic Shipyard, Turkish Shipbuilding Industry Inc.	Quality Control Chief Engineer, Halic Shipyard, Turkish Shipbuilding Industry Inc.	船舶安全・海洋汚染防止	1998.1-1998.12	

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EGYPT	M	104	Mr. Yehia Yousef el-Din Md. Saleh	Senior Engineer, Port Said Shipyard, Suez Canal Authority	Moved	造船経営管理七 ナナ	1980.9-11	
EGYPT	M	305	Mr. Magdy Henry Ibrahim	Superintendent Engineer, Egyptian Navigation Company	Consultant, Egyptian Navigation Company	造船経営管理七 ナナ	1982.9-11	63 El Gesh St. Apt. 14, Ibrahimeya, Alexandria
EGYPT	M	404	Mr. Mohamed Abdel Hamid Zayed	Head of New Building Section, Suez Canal Authority	Repair Manager, Port Said Shipyard, Suez Canal Authority	造船経営管理七 ナナ	1983.9-11	Suez Canal Building No. 247, Flat No. 5, Port Fouad
EGYPT	M	505	Mr. Mahmoud Abdel Khalik El Shimany	Chief of Technical Section for Affiliated Companies, Suez Canal Authority	Retired	造船経営管理七 ナナ	1984.9-11	Suez Canal Authority, Ismailia
EGYPT	M	606	Mr. Maged Nessim Hanna	Project Manager of Bulker Carrier, Alexandria Shipyard	Moved	造船経営管理七 ナナ	1986.1-3	2, 121 St. Sporting, Alexandria
EGYPT	M	607	Mr. Mostafa Mohamed Omran	Manager of Machinery and Equipment Sec. The Egyptian Shipbuilding & Repair Co.	General Manager of Shipbuilding, The Egyptian Shipbuilding & Repairs Co.	造船経営管理七 ナナ	1986.1-3	The Egyptian Shipbuilding & Repair Co. P.O. Box, Alexandria
EGYPT	M	706	Mr. Hussein Mohamed Taha	Port-Said Shipyard, Suez Canal Authority	Chairman, Maritime Construction Co., Port Said	造船経営管理七 ナナ	1986.9-11	Suez Canal Authority Housing No. 274-11, Port Fouad, Port Said
EGYPT	M	803	Mr. Wail Saleh Ahmed Kaddour	Managing Director, Suez Canal Authority	Chairman & Managing Director, Suez Ocense Marine Service (SOMS)	造船経営管理七 ナナ	1987.9-11	5 Shohadaa El Yeman St. Port Tawfik
EGYPT	M	804	Mr. Raafat Mahmoud Mohamed Mansy	Manager of Shipbuilding and Repair Dept. The Egyptian Shipbuilding & Repair Company	General Manager of Planning, The Egyptian Shipbuilding & Repair Company	造船経営管理七 ナナ	1987.9-11	37 Cole Canal Street, Elmohandiseen, Alagouza, Cairo
EGYPT	M	903	Mr. Mohamed Diaa Eldin Yousef	Project Manager, Port Said Shipyard, Suez Canal Authority	Project Manager, Port Said Shipyard, Suez Canal Authority	造船経営管理七 ナナ	1988.9-11	Suez Canal Authority Port Said Shipyard, Port Said
EGYPT	M	1003	Mr. Adel Mohamed Emam	Deputy Director of Port Said Shipyard, Suez Canal Authority	Chairman, Canal Mooring & Lights Co.	造船経営管理七 ナナ	1989.9-11	Suez Canal Authority, Ismailia
EGYPT	M	1004	Mr. Magdy George Farid Mankaricous	Senior Shipbuilding Engineer, The Egyptian Shipbuilding & Repair Co.	Moved to USA	造船経営管理七 ナナ	1989.9-11	267 Merchants Ave. South Plainfield, N.J. 07080-3526
EGYPT	M	1104	Mr. Moustafa Mohamed El Fawi Moustafa	Senior Manager in Shipbuilding Dept., The Egyptian Shipbuilding & Repair Co.	Moved	造船経営管理七 ナナ	1990.9-11	4-AZZA ST. SKOUTZ, Alexandria
EGYPT	M	1105	Mr. Aly Shalaby Aly	Deputy Manager, Port Said Shipyard, Suez Canal Authority	Director of Suez Canal Authority	造船経営管理七 ナナ	1990.9-11	132, Gawad Hosny St. Port Fouad
EGYPT	M	1202	Mr. Ahmed Abdel Khalek Saad Alla	Assistant Manager of Building Shop, Alexandria Shipyard	Moved	造船経営管理七 ナナ	1991.9-11	8, Mouneer El Said El far st., Sporting, Alexandria
EGYPT	M	1402	Mr. Ahmed Nabil Moustafa Ali Neaman	Manager of Shiprepair Administration, The Egyptian Shipbuilding & Repairs Co.	General Manager of Shiprepair, The Egyptian Shipbuilding & Repairs Co.	造船経営管理七 ナナ	1993.9-11	35 Medhat Saf El Yazal St. Cleopatra, Alexandria
EGYPT	M	1502	Mr. Adel-Mohsen Ahmed El-Taybany	Hull Section Vice Manager, Port Said Shipyard, Suez Canal Authority	Shipbuilding Division, Port Said Shipyard, Suez Canal Authority	造船経営管理七 ナナ	1994.9-11	Suez Canal Authority Building, El-Gomhoria St. 221/5, Port Said
EGYPT	M	1603	Mr. Mohsen Mohamed Eltair	Chief of Marine & Shipbuilding Manager, Port Said Port Authority	Marine Manager, Port Said Port Authority	造船経営管理七 ナナ	1995.9-11	Port Fouad 42524
EGYPT	M	1702	Mr. Ahmed Sayed Ali Korain	Field Manager, Suez Canal Authority	Chief Assistant, Dredging Department, Suez Canal Authority	造船経営管理七 ナナ	1996.9-11	ElGory and 99 St. Port Said
EGYPT	M	1801	Mr. El Sayed Saber Shawash	Chief of Marine Management, Port Said Port Authority	Marine Project Engineer, Port Said Port Authority	造船経営管理七 ナナ	1997.9-11	180 Mader Str. from Ahmed, Orabi Suez Canal Authority House
EGYPT	M	1802	Mr. Samir Georges Henina	Chief Engineer of Production Planning, Suez Canal Authority	Unpaid Leave	造船経営管理七 ナナ	1997.9-11	17 El Houria & Salah Eldin St. Port Said

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国名	記号	番号	氏名	研修場所	先及び役職	現職	コース名	研修期間	連絡先
EGYPT	S	106	Mr. Elsayed Amine Elkholy	Transit Mechanical Production Engineer, Suez Canal Authority	Assistant Manager, Transit Department, Suez Canal Authority	船舶建造メンテナンス	1991.1-1991.12	Suez Canal Authority Building No.245/19, Port Said	
EGYPT	S	207	Mr. Ashraf Faty Abdou Belal	Shipbuilding Engineer, Egyptian Shipbuilding & Repairs Co.	Bureau Veritas, Douhai	船舶建造メンテナンス	1992.1-1992.12	P.O.Box 9110 Dubai, U.A.E.	
EGYPT	S	306	Mr. Hussein El Said Hussein Ismail	Mechanical Engineer, Alexandria Port Authority A.P.A.	Moved	船舶建造メンテナンス	1993.1-1993.12	31, Mohamed Koraa St., Alexandria	
EGYPT	S	406	Mr. Ahmed Saleh Mohamed	Third Engineer, Egyptian Shipbuilding and Repairs Co.	Moved	船舶建造メンテナンス	1994.1-1994.12	67 Kasr Ras- El Tin Street, Alexandria- El Gomrok	
EGYPT	S	505	Mr. Adei Elsayed Abdel Latif	Marine Inspector & Surveyor, Port & Lights Houses Administration, Ministry of Maritime Transport	Marine Inspector & Surveyor, Port & Lights Houses Administration, Ministry of Maritime Transport	船舶建造メンテナンス	1995.1-1995.12	18 Amer Eibaier St. Koharabek, Alexandria	
EGYPT	SS	106	Mr. El Sayed Abd El Fattah Hasan El Moatter	Second Engineer of Maritime Administration, Ports & Light Houses	Moved	船舶安全・海洋汚染防止	1996.1-1996.12	Zawet El Maara, El Shohada Menofia, P.O.32856	
EGYPT	SS	107	Mr. Badr Hossein Ibrahim Soltan	Marine Engineer, Port Tawfik Transit Department, Suez Canal Authority	Marine Egnineer, Port Tawfik Transit Department, Suez Canal Authority	船舶安全・海洋汚染防止	1996.1-1996.12	Eshnawai-Elsantaa, Elgharbia, P.O. 31743	
EGYPT	SS	207	Mr. El Kadry Taha Ali Krawya	Field Engineer, Port Said Transit Department, Suez Canal Authority	Field Engineer, Port Said Transit Department, Suez Canal Authority	船舶安全・海洋汚染防止	1997.1-1997.12	Port Said Transit Dept. Suez Canal Authority, Port Said	
EGYPT	SS	307	Mr. Salah Salah El-Deen Goda Hassan	Field Engineer, Suez Canal Authority	Field Engineer, Suez Canal Authority	船舶安全・海洋汚染防止	1998.1-1998.12	Suez Canal Authority, P.O. Box. 110, Ismailia	

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EGYPT	G	805	Mr. Maged Nessim Hanna	Shipbuilding Engineer, Alexandria Shipyard	Moved	船舶技術コース	1974.10-1976.6	2, 121 St. Sporting, Alexandria
EGYPT	G	804	Mr. Yehia Yousef Ez-Eldin Md. Saleh	Engineer in Shipbuilding Dept. Port Said Shipyard, Suez Canal Authority	Moved	船舶技術コース	1975.10-1977.6	
EGYPT	G	905	Mr. Mostafa Hussein S. El-Sheweikh	Engineer of Shipbuilding, Suez Canal Authority	Emigrated to a Gulf Country	船舶技術コース	1975.10-1977.6	
EGYPT	G	1003	Mr. Elsayed Mostafa Ahmed	Engineer in Shipbuilding Dept. The Egyptian Shipbuilding & Repair Co. Alexandria Shipyard	Moved	船舶技術コース	1976.10-1978.6	Alexandria Shipyard, Kabary, Gate No.36
EGYPT	G	1105	Mr. Abdel Aly Kamel	Chief of Mechanical Section, Alexandria Shipyard	ZADCO, UAE	船舶技術コース	1977.10-1979.6	Zadco P.O.46808 Abu-Dhabi, UAE
EGYPT	G	1205	Mr. Md. Abdel Aziz Aly Ghoneim	Engineer, The Egyptian Shipbuilding & Repair Co.	Moved	船舶技術コース	1978.10-1981.6	
EGYPT	G	1304	Mr. Bakri Mohamed Edris	Engineer in Design Office, Alexandria Shipyard	Moved	船舶技術コース	1979.10-1981.6	5-MAG ELARAB ST. MASGED SIDI ELICHER ST. Alexandria
EGYPT	G	1305	Mr. Ibrahim Assad Girgis	The Egyptian Shipbuilding & Repair Co.	Moved	船舶技術コース	1979.10-1981.6	Villa Abbass F. St No.57 Sidi Bishr NO.2, Alexandria
EGYPT	G	1404	Mr. Nader Abbass Mohamed Fors	First Engineer, Port Tawfik Shipyard, Suez Canal Authority	First Engineer, Port Tawfik Shipyard, Suez Canal Authority	船舶技術コース	1981.1-1981.12	
EGYPT	G	1507	Mr. Mohamed Hassan Hanafy	Engineer in Planning Section, Port Tawfik Shipyard, Suez Canal Authority	Moved	船舶技術コース	1982.1-1982.12	
EGYPT	G	1605	Mr. Md. Essam Eldin Wahba	Engineer in Affiliated Companies Dept. Suez Canal Authority	Unpaid Leave	船舶技術コース	1983.1-1983.12	49 Shahid Ali Saib St. Hadra El Kblig, Alexandria
EGYPT	G	1905	Mr. Mohsen A.A. El Makib	Maintenance Senior Engineer, Suez Canal Authority	Unpaid Leave	船舶技術コース	1986.1-1986.12	Transit Department, Suez Canal Authority, Ismailia
EGYPT	G	2005	Mr. M.A.Kamal El Din	The Egyptian Shipbuilding & Repair Co.	Moved	船舶技術コース	1987.1-1987.12	37A, Sedeia St. Camp Shezar, Alexandria
EGYPT	G	2106	Mr. Abd. El-Fattah Md. El-Shair	Supervising Senior Engineer, Suez Canal Authority	Supervising Senior Engineer, Suez Canal Authority	船舶技術コース	1988.1-1988.12	16 Haroun and Mabeel Mansour St. Port Said City
EGYPT	G	2206	Mr. Hassan Mohamed Mahmoud Ibrahim	Engineer in Design Office, Alexandria Shipyard	Moved	船舶技術コース	1989.1-1989.12	35 El Zarafa Street, Kabbary, Alexandria
EGYPT	G	2207	Mr. Hesham Abd El Monim Khalil El Far	Engineer in Design Office, Port Said Shipyard, Suez Canal Authority	Engineer in Design Office, Port Said Shipyard, Suez Canal Authority	船舶技術コース	1989.1-1989.12	34 Salah El Din Street, Port-Said
EGYPT	G	2303	Mr. Adel Nasr Abdel Naser Osman	Third Engineer, The Egyptian Shipbuilding and Repair Co.	Third Engineer, The Egyptian Shipbuilding and Repair Co.	船舶技術コース	1990.1-1990.12	33 Ebn Hany St. Ramsel, Alexandria
EGYPT	G	2304	Mr. Talaat Wadie Bessada	Shipbuilding Coordinator, Alexandria Shipyard	Moved	船舶技術コース	1990.1-1990.12	263, Gamal Abd-Elhaaser St. Miami, Alexandria

質問表回答
(関係機関用)

QUESTIONNAIRE / NEEDS SURVEY
(For The Relevant Organization)

1. Systems and the present situation of your organization:

- 1-1. What are the main activities of your organization?
(Please attach the organization chart if possible)

To build, repair and dock ships and every kind of maritime transport vehicles with or without machine and to manufacture marine engines.
(Turkish Shipbuilding Industry Inc.)
Annex 1,2,3 (Maritime Undersecretariat)

- 1-2. What are the present situation and problems of your organization?

Being a state owned company, this situation causes to not ordering new investment and not finding the qualified man-power which are appropriate to the new technology. (Turkish Shipbuilding Industry Inc.)
Our finance and budget problems are prevent to our work on control of safety and environment protection at our authorized area. The Bosphorus have heavy international ship traffic especially oil, petroleum products and LNG transferred by big tankers. Education and training of our personnel. (Maritime Undersecretariat)

- 1-3. What are the countermeasures to solve the above problems?

As a countermeasure our company has been included in the privatization by transferring all the shares of this company to prime ministry privatization administration presidency.
(Turkish Shipbuilding Industry Inc.)
If we solve our finance and budget problems, many problems can be solved more easily. (Maritime Undersecretariat)

Thank you very much for your cooperation

2. Future projects in your country or your organization.

2-1. What kinds of projects do you have in the next 5 years?

Since our company is included in the privatization, the future investments are continuing on the Pendik and Alaybey dockyards. The government planning organization has been informed of the investment expenses in 1998. Our investment plan which will continue after 1999 budget is accepted. (Turkish Shipbuilding Industry Inc.)

Main office in Ankara decides the projects. (Maritime Undersecretariat)

2-2. What are the required technologies for the projects?

Computer network connecting the shipyard. Full Automatic welding and cutting Plants. Other automation technologies. 50/100 tons gantry cranes. (Turkish Shipbuilding Industry Inc.)

3. Human resources development

3-1. What type of human resources do you develop?

(Ex. ship inspector, PSC officer, ship maintenance engineer, ship design engineer)

Ship design engineer, Ship maintenance engineer, Hull construction engineer, Ship outfitting engineer, Welding engineer, Quality control team (Turkish Shipbuilding Industry Inc.)

Ship inspectors, PSC officers (Maritime Undersecretariat)

3-2. How many human resources are you planning to develop?

Approximately 20 (Turkish Shipbuilding Industry Inc.)
At least 50 and more (Maritime Undersecretariat)

Thank you very much for your cooperation

4. Domestic training facilities and programs

4-1. What type of domestic training facilities and programs are available in your country?

ISO 9000 series. Welding materials and methods. Computer using programs. Financial affairs (Turkish Shipbuilding Industry Inc.)

Annex 4 (Maritime Undersecretariat)

4-2. What about the training facilities and programs in your organization?

ISO 9000 series. (Turkish Shipbuilding Industry Inc.)

We haven't any training facilities. (Maritime Undersecretariat)

5. Overseas training programs

5-1. Please describe the available overseas training programs briefly.

(Ex: marine engineering in WMU, IMO, etc.)

JICA and IMO (Turkish Shipbuilding Industry Inc.)

5-2. What do you expect from the overseas training program?

We expect to have more qualified personnel in order to solve the technical problems. We hope these trainings give us a wide opinion about the usage of high technology in shipbuilding and its related field for our improvement. (Turkish Shipbuilding Industry Inc.)

To develop our personnel knowledge and experience.

(Maritime Undersecretariat)

Thank you very much for your cooperation

6. Request for training in Japan

What do you expect from training in Japan?

6-1. Training Items (Please tick necessary items)

- Theory of naval architecture
- Lines plan - CAD practice
- Principal of ship stability
- Damage stability
- Ship structure
- Hull construction
- Outfitting of ship
- Hull vibration
- Welding process
- Marine paints
- Marine engines
- Pumping and piping arrangement
- Shipyard administration
- SOLAS
- Life-saving appliance
- Fire safety measure
- ISM code
- MARPOL
- Load Lines
- COLREG
- Tonnage
- Quality assurance for shipyard and shipbuilding
- ISO 9000 in shipbuilding and design
- Others (Please describe in detail)

Ship structure, Hull construction, Outfitting of ship, Hull vibration
Welding process, Pumping and piping arrangement, SOLAS, MARPOL,
Load Lines, COLREG, Quality assurance for shipyard and shipbuilding,
ISO 9000 in shipbuilding and design

(Turkish Shipbuilding Industry Inc.)

Principle of ship stability, Damage stability, SOLAS, Life saving
appliance, Fire safety measure, ISM code, MARPOL, Load lines,
COLREG, Tonnage, Quality assurance for shipyard and shipbuilding,
ISO 9000 in shipbuilding and design

(Maritime Undersecretariat)

Thank you very much for your cooperation

6-2. Targeted class (Please tick necessary items)

- Ship surveyor
 PSC officer
 Ship maintenance engineer
 Ship repair engineer
 Quality assurance engineer
 Ship design engineer
 Others (Please describe in detail)

Ship maintenance engineer, Ship repair engineer, Quality assurance engineer, Ship design engineer (Turkish Shipbuilding Industry Inc.)

Ship surveyor, PSC officer (Maritime Undersecretariat)

7. Request for technical cooperation to Japan

If there are any requests for technical cooperation except training in Japan, please describe in detail. (ex: third training program, second training program expert dispatching, project type cooperation, etc.)

We would like second training program, expert dispatching and quality control training on shipbuilding. (Turkish Shipbuilding Industry Inc.)

Selection and evaluation of the participants

8-1. Selection of participants

How do you select applicants in your organizations?

It depends on the working ability and performance of nominee.

(Turkish Shipbuilding Industry Inc.)

Every regional organization select one person and whose application forms are sent to main office in Ankara.

(Maritime Undersecretariat)

Thank you very much for your cooperation

8-2. Evaluation for Ex-participants

8-2-1. Do you evaluate the ex-participants after training?

Yes, we do. (Turkish Shipbuilding Industry Inc.)

Only one person went to Japan, who was Nuzhet Gilgin.
We evaluate him near future. (Maritime Undersecretariat)

8-2-2. If you do, please describe how to evaluate.

We are observing the ex-participants after returning home. We can see that all of them can work as an upper post.
(Turkish Shipbuilding Industry Inc.)

8-3 Applicability

8-3-1. Please describe the examples that the ex-participants make use of their knowledge acquired in the training.

Ex-participants can apply the practical methods used in your shipyards by examination carefully. (Turkish Shipbuilding Industry Inc.)

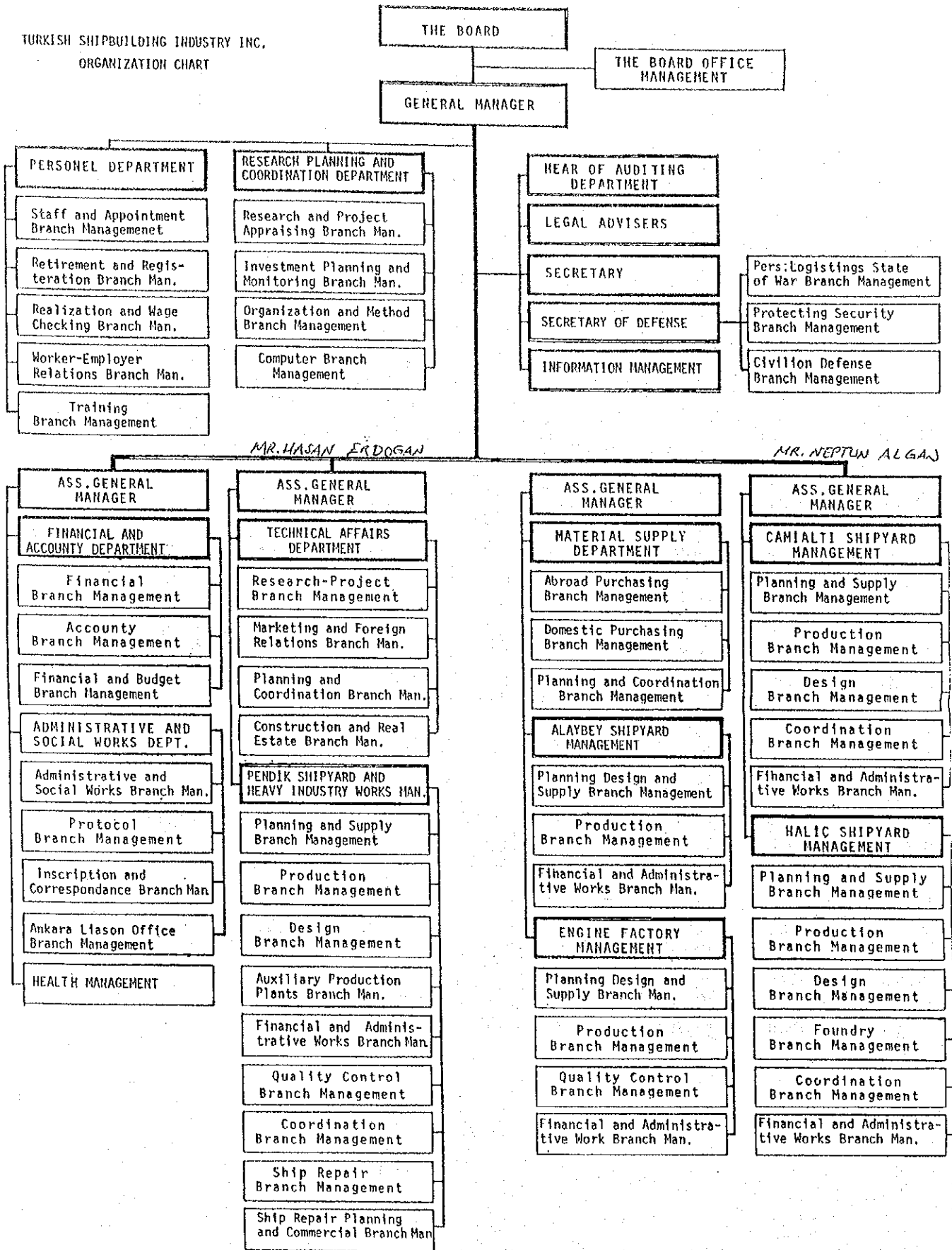
He gives seminars and courses to our personnel in Istanbul.
(Maritime Undersecretariat)

8-3-2. Do you have any plan to enhance the effective use of the knowledge and technology that ex-participants acquired? If you do, please describe briefly.

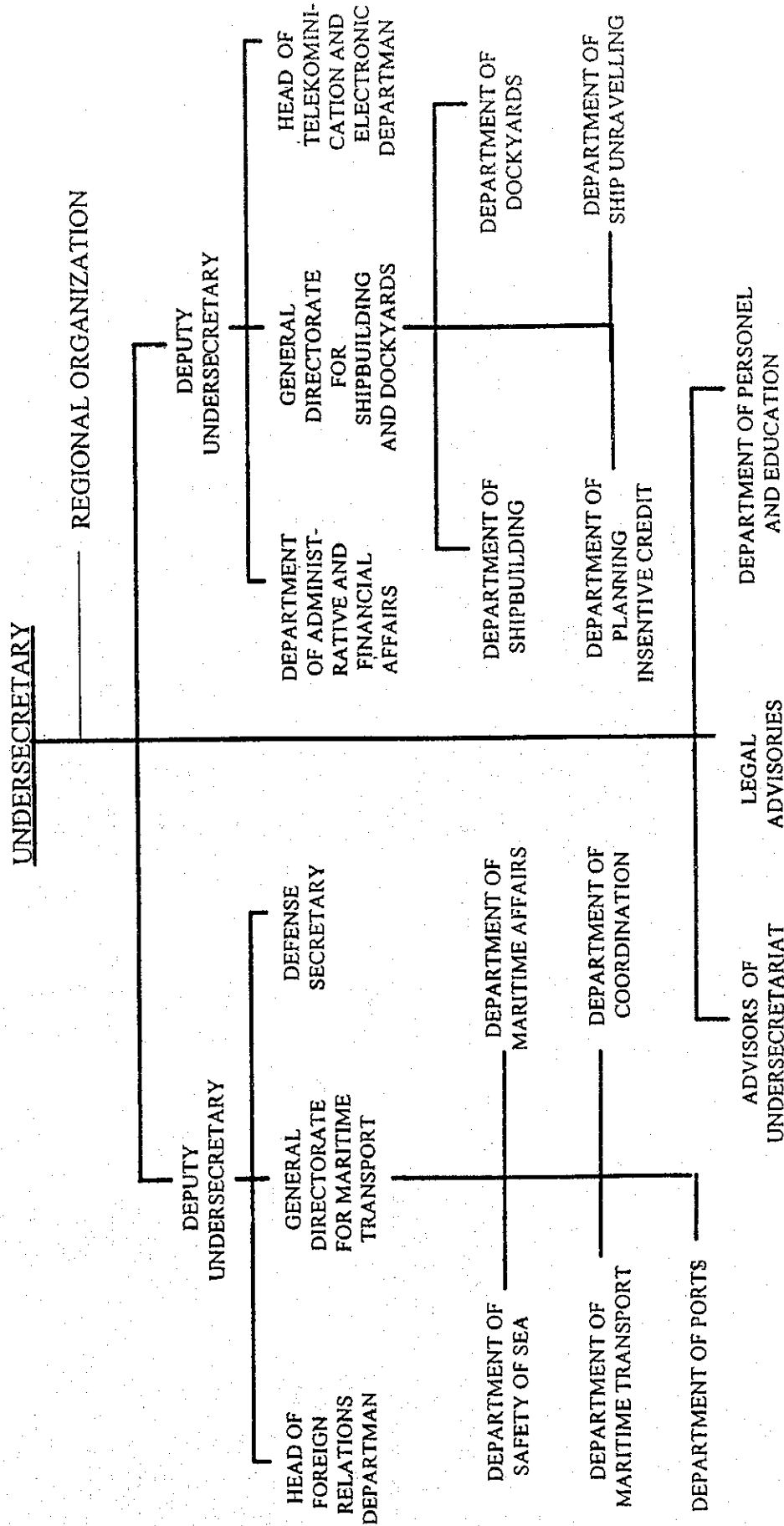
Especially, hull construction process, welding and outfitting process can be applied in our shipyards. Also, we want to arrange the human resource as a team in industrial activities as well as shipbuilding area similar in Japan. (Turkish Shipbuilding Industry Inc.)

Thank you very much for your cooperation

TURKISH SHIPBUILDING INDUSTRY INC.
ORGANIZATION CHART

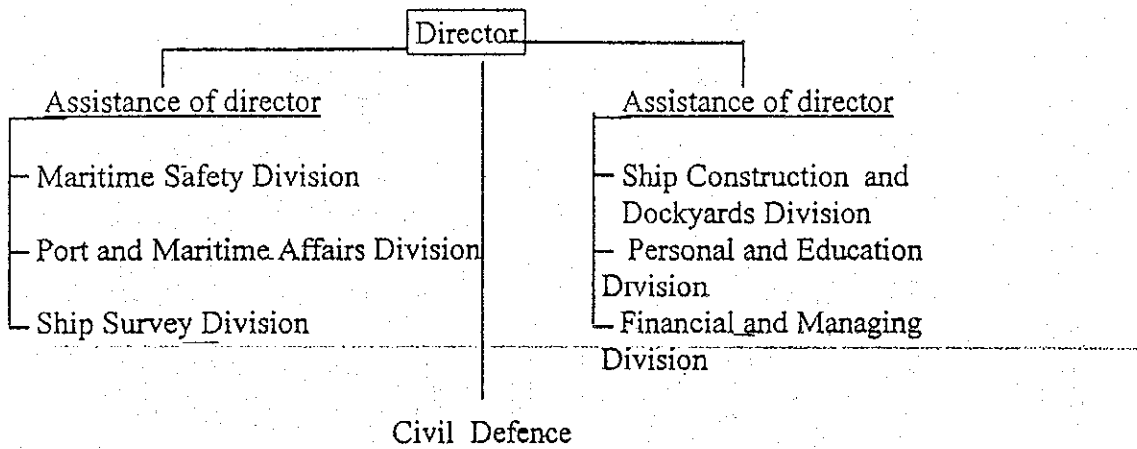


UNDERSECRETARIAT FOR MARITIME AFFAIRS ORGANIZATION CHART

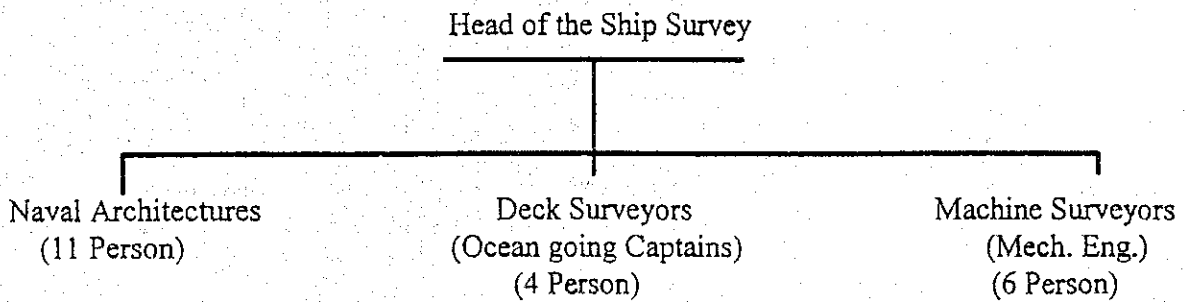


Annex 3

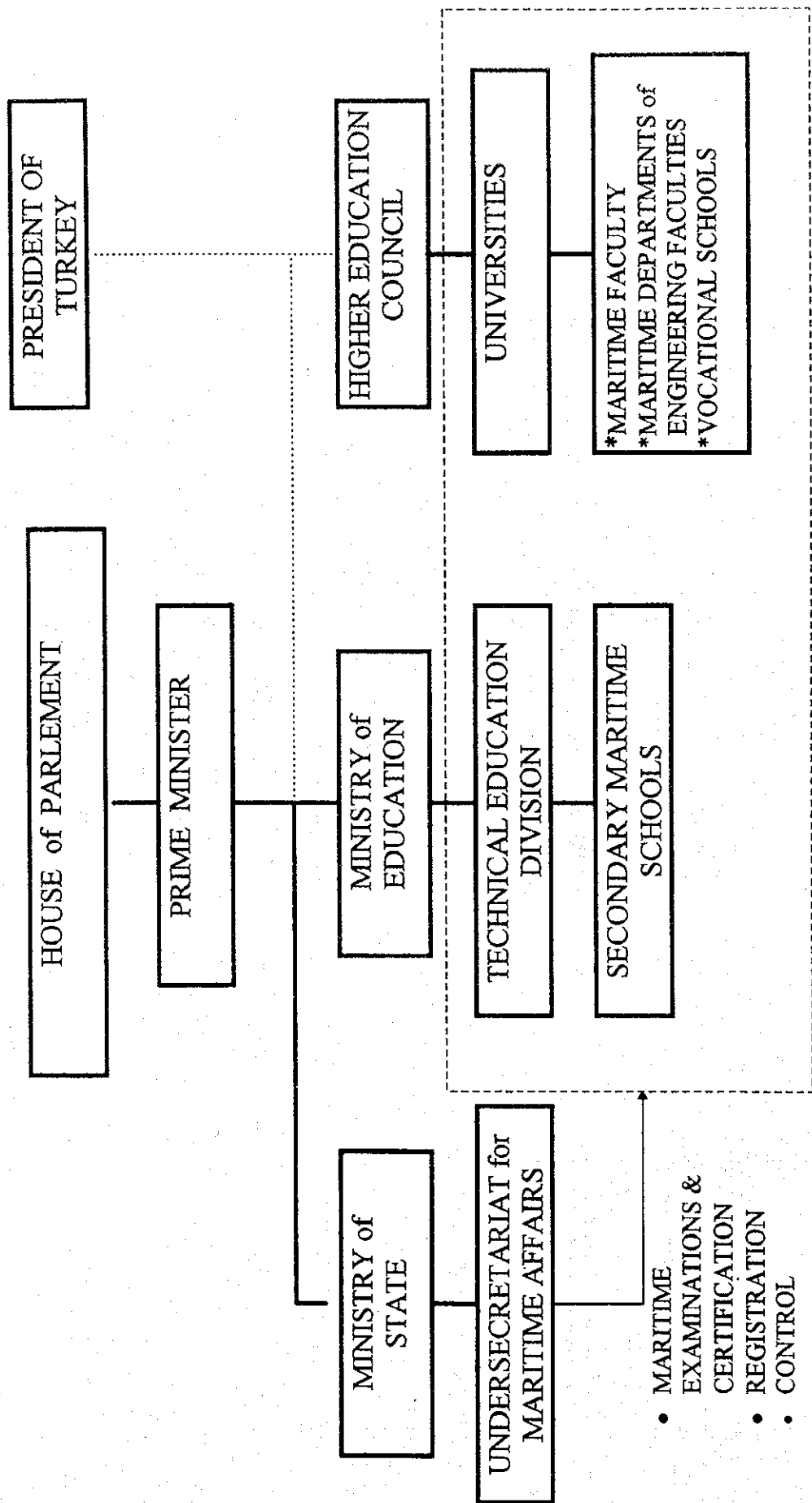
Maritime Undersecretariat Director Of District Of İstanbul Organization Chart



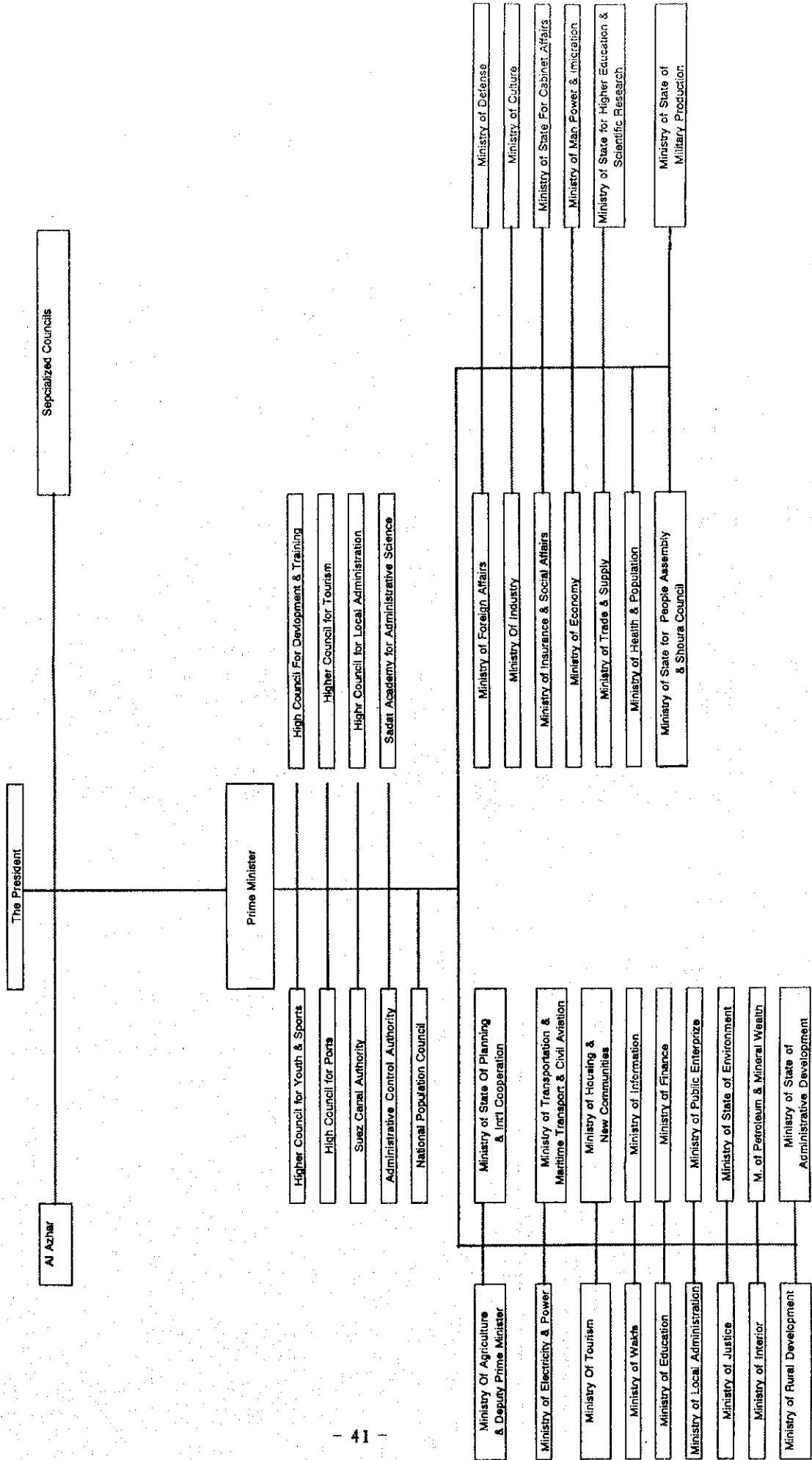
Ship Survey Division Chart:



STRUCTURE OF TURKISH MARITIME EDUCATION



エジプト官庁組織



質問表回答
(研修員用)

QUESTIONNAIRE
EVALUATION / AFTER CARE SURVEY
(For The Ex-Participants)

It would be much appreciated if you could complete this questionnaire and forward it to the JICA office in order to facilitate accomplishing our mission. Please use additional sheet of paper and attach it herewith, if necessary.

Your Name: _____

Training Course (year): _____

- Hasan Erdogan (Shipbuilding, Oct.1977-Jun.1979)
- Okan Rumelioglu (Shipbuilding 1990)
- Aksar Kemal (Shipbuilding 1989)
- Nihat As (Shipbuilding, Repairing and Maintenance 1993)
- Enver Ozturk (Shipbuilding, Repairing and Maintenance 1995)
- Nuzhet Bilgin (Ship Safety and Marine Pollution Prevention 1997)
- Moustafa M.M.Omran (Seminar on Shipbuilding Management 1986)
- Ahmed N. Moustafa Noaman (Seminar on Shipbuilding Management 1993)
- Raafat Mahmoud M. Mansy (Seminar on Shipbuilding Management 1987)
- Magdy Henry Ibrahim (Seminar on Shipbuilding Management 1982)
- Mohsen Mohamad Eltair (Seminar on Shipbuilding Management 1995)
- El Sayed Saber Shawash (Seminar on Shipbuilding Management 1997)

1. Present Occupation

1-1. Name of your organization:

- Turkish Shipbuilding Ind. Inc. (Hasan, Okan, Kemal, Nihat, Enver)
- Maritime Undersecretariat, Prime Ministry (Nuzhet)
- The Egyptian Shipbuilding & Repairs Co. (Omran, Noaman, Mansy)
- Egyptian Navigation Company (Magdy)
- Port Said Port Authority (Mohsen, Sayed)

1-2. Address of your organization:

- Meclisi Mebusan Cad No.66, 8000 Salipazari, Istanbul (Hasan, Okan)
- Pendik Tersanesi, Kaynarca, Istanbul (Kemal, Nihat, Enver)
- Denizcilik Mustesarligi Ist. Bol. Md. Rihtim Cad No.49,
Karakoy-Istanbul (Nuzhet)
- Gate 1. Custom, Ras El Tin, Alexandria (Omran, Noaman, Mansy)
- 2, El Nasr St. El Gomrouk, Alexandria (Magdy)
- Assmyl M. Kamel St. Port Said Port Bld. (Mohsen, Sayed)

Thank you very much for your cooperation

1-3. Present post:

- Assistant General Manager (Hasan)
- Investigation & Project Section Manager (Okan)
- Chief Engineer in Hull Design Dept., Pendik Shipyard (Kemal)
- Chief Engineer of Block Assembly Unit (Nihat)
- Chief Engineer in Shiprepair Department (Enver)
- Ship Surveyor (Nuzhet)
- General Manager of Shipbuilding (Omran)
- General Manager of Shiprepair (Noaman)
- General Manager of Planning & Follow up Dep. and
- Supervisor of Maintenance Dep. (Mansy)
- Consultant (Magdy)
- Marine Manager (Mohsen)
- Marine Project Manager (Sayed)

1-4. Your job assignment in detail.

- Pendik Shipyard, Technical Affairs Department (Hasan)
- Investigation of newbuilding ship projects, Evaluation of shipbuilding tenders, Preparation of quotation for the new tenders (Okan)
- Basic design drawings, material purchase specification, block units drawings, nesting and cutting drawings, accommodation equipment drawings, and sea trails. (Kemal)
- To construct blocks of ship. (Nihat)
- Tender preparation and marketing (Enver)
- Ship Inspection (Nuzhet)
- Sub assembly, assembly, delivery and test (Omran)
- Planning of process, follow up of process, survey of process during works, final report of work (Noaman)
- Planning of process of ship construction and repairing, Follow up of process, Maintenance of all machines and equipment. (Mansy)
- I give my opinion in the marine subjects, specially the technical ones. (Magdy)
- Supervising all marine project, Planning the annual for marine projects. Supervising in new marine and shipbuilding units. (Mohsen)
- Welding & painting inspector, Quality Control Engineer, Supervisor of marine units building in other companies. (Sayed)

2. Evaluation of the Training Courses

After returning home, was the course useful for your present job?

List the topic which you thought were useful.

- Welding techniques, Ship design, Outfitting works (Hasan)
- Yes, I was able to observe the most advanced techniques being used in the field of shipbuilding. The knowledge and experiences that I gained in Japan were the best for my professional career. The studies and information I received during the training give me a different point of view at my present job. (Okan)
- So far I had the chance to apply some knowledge: Selection and design of life saving equipment, Structural fire protection, Cargo handling equipment, Ship repair, Application of the international rules. (Kemal)

Thank you very much for your cooperation

-Yes, Hull construction, Welding Process, Standardization, Quality control, Practical training (Nihat)

-International conventions: SOLAS, MARPOL, COLREG, LOAD LINE etc. Practical training for ship inspection and Port state control (Nuzhet)

-Yes, the course was useful for my present job. System of construction of ships (Omran)

-Yes, the course was useful for my present job. Welding process, Cost account for shiprepair, Planning for shiprepair and Control of material (Noaman)

-The topics which were useful were System of construction of ships, Application of robot in welding process, Conversion process and fabrication of curvature plates. (Mansy)

-Of course, my previous training and experience help me to give the right reply, if my company asks me any questions or consults. (Magdy)

-Quality control and Safety control, Shiprepair work, Business analysis. (Mohsen)

-Role of design work, Business fund and Profit control, Economic studies (Sayed)

3. Applicability

3-1. Since you returned from the training, have you had any opportunities to introduce actively your acquired knowledge and skills in the training to the others?

-Yes (Hasan)

-I introduced my acquired knowledge in the training and Japanese working system to the others in every opportunity. (Okan)

-I gave some books or documents when they asked or needed. (Kemal)

-I gave a seminar that was my training in Japan and wrote a report about my training (Nuzhet)

-I introduced how to decrease man hour per ton. (Omran)

-Yes. (Noaman)

-How are we decrease man hour per ton? (Mansy)

-Yes. (Magdy)

-Yes. (Mohsen)

-Yes. (Sayed)

3-2. If any, how was the reaction?

-Welding techniques. At the beginning there was some hesitation, but later on welders believed me. (Hasan)

-When I started my job, all people asked many questions what I did during my training, how it was, how the Japanese technology was, etc. (Nuzhet)

-Increased fabricating many tons per day. (Omran)

-We decrease the time required for shiprepair. Use Co2 welding in fabrication shop. (Noaman)

-Increase fabrication many tons per day. Using computer in my company (Mansy)

-I give lectures of shipbuilding at Maritime Academy of Alexandria. (Magdy)

-They were very pleased for new technology. (Mohsen, Sayed)

Thank you very much for your cooperation

4. Technical Problems in This Field

What is the biggest problem in your filed? What are the causes of it?

- Fairing of the steel plates by heating. There are no enough experienced workers. (Hasan)
- We need new technical investment and qualified personee. (Okan)
- It's difficult to keep skill persons because of low wages. (Kemal)
- Relation between manhour and work flow, Standardization, Quality control (Nihat)
- In our organization, international problem is education and training of our personnel. Development of technology, alternating of international laws, changes of international conventions, rules and regulations couldn't be followed. Therefore we couldn't adopt the changing conditions. (Nuzhet)
- Design of ships come from outside company. (Omran)
- Material handling and stores. New technical machines in welding and handling. (Noaman)
- Design of ships from outside company. Times and approval on the design (Mansy)
- Many technical troubles which face our fleet. The poor skillness of some persons of ship crew. (Magdy)
- We build marine units in other companies. The shipbuilders problems and sub contracors supplies. (Mohsen, Sayed)

5. Understanding of Japan

5-1. Did your impression of Japan change after visiting Japan?

If yes, how did it change?

- Before going to Japan, I was only hearing about it. but after visiting Japan I had chance to sell all the things which I heard about. (Hasan)
- My impression was as same as I heard before visiting Japan. (Okan)
- Yes, in Turkey we express Japanese development by two words "Miracle of Japan". When I visited Japan, I understood that there was no miracle and a Japanese is not super than a person of other nations. But I saw the difference when they gathered for the aim of company, how they are working honestly. (Kemal)
- Yes, in positive way. Industry, Hard working, Living way. (Nihat)
- I changed my mind. Now I try to think and work like Japanese people. (Nuzhet)
- It changed from lowest to the best in the field of shipbuilding and ship repairing. (Omran)
- Yes, I see Japanese very honest and I like Japan and their works. (Noaman)
- Yes, it changed from the lowest to the best in the field of shipbuilding management & experiences also in the field of ship repairing. (Mansy)
- Yes, The Japanese people are greater than I imagined. (Magdy)
- Yes, positively for everything. (Mohsen, Sayed)

Thank you very much for your cooperation

5-2. What impressed you most during your stay in Japan?

- Quality in all fields, Hard-working, Honesty. (Hasan)
- Good policy and ability of hard working Japanese people. (Okan)
- Perfect matching of the modern life-style with Japanese culture. (Kemal)
- Industry in everywhere. To work for their company. (Nihat)
- During my training, not only our coordinators but also all Japanese people helped us. I observed all Japanese people very kind and honest. (Nuzhet)
- The field of ship construction (Omran)
- Regulation and rules, system of work in Japan. (Noaman)
- Welding process by robot and conversion process of shipbuilding. (Mansy)
- I was very very pleased. (Madgy)
- Everything is more excellent with high control. (Mohsen, Sayed)

5-3. Would you like to come to Japan again as a participant, if there is a chance?

- Mochiron (Hasan)
- Yes, I would be very happy to come back to Japan and take part in the training courses concerned with my new duties. (Okan)
- Definitely yes, It would be great opportunity to see the development of Japan within the period of about 10 years..(Kemal)
- Yes, especially for management course or individual training for hull construction. (Nihat)
- Yes, of course. (Enver)
- Yes, of course. (Nuzhet)
- Yes, I would like to come to Japan again as a participant. (Omran)
- Yes, I hope to come to Japan again to increase my knowledge in many different science. (Noaman)
- Yes, if there is a chance. (Mansy)
- Yes, of course. (Magdy)
- Yes, I wish. (Mohsen, Sayed)

6. Fixing of Ex-Participants

6-1. Have you transferred to the section that has no relation with this sector?

- No (Hasan)
- I am still working in the same sector. (Okan)
- No, I was promoted from basic design engineer to chief of basic design department when I came back. (Kemal)
- No, My job is now general manager of construction of ships. (Omran)
- No, I am in the same field of shiprepairs. (Noaman)
- No (Mansy, Mgdy, Mohsen, Sayed)

Thank you very much for your cooperation

6-2. Please describe the system of personnel rotation.

- Information about individual training programmes on shipbuilding and related fields. (Okan)
- Our managers decided personnel rotation. They observed the personnel and looked our experience. (Nuzhet)
- Third engineer→Second engineer→First engineer, Manager, General Manager, Chief section→Chairman (Omran, Noaman, Mansy)
- According to Egyptian system depends on 1) professional field, 2) year of experience. (Mohsen, Sayed)

7. Requests for After-care Service

JICA has been delivering magazines for participants and supporting ex-participants alumni associations as an after-care service. Do you have any other requests?

- To have books or notes of renewed lessons or training course. To have some news about Japanese shipbuilding industry. (Nihat)
- Please send me magazines of computer applications. (Omran, Mansy)
- Please send me magazines of ship repair and new technology in propeller repair. (Noaman)
- I did not received anything. (Sayed)

Thank you very much for your cooperation

Outline of the Shipbuilding Policy in Japan

1. Introduction

The shipbuilding industry has been playing an important role in supplying vessels that contributes to support the world socio-economic growth from the view point of transportation. Throughout its long history, the shipbuilding industry has showed a positive presence as one of the most vital industries linking the peoples around the world.

Keeping pace with the Japan's recovery after World War II, the Japanese shipbuilding industry has been rated as one of the key industries for restoration. It has developed to the degree that Japan has resulted in being mentioned as one of the major shipbuilding countries in the world. During the industry's development, the Japanese government has planned various kinds of shipbuilding policies and measures and carried them out appropriately.

2. Characteristics of the Shipbuilding Industry

Before referring to each policy taken by the Japanese government, it might be useful to identify the following characteristics of the shipbuilding industry itself that are significantly different from those of other industries;

- i) Significant gaps between supply and demand often emerge, and these gaps can distort the shipbuilding market. These situations are triggered by the fact that the demands for the shipbuilding industry highly fluctuate with response to economic activities, while the shipbuilding capacities cannot be increased or decreased flexibly and materially. The difficulties of flexible adjustment of the capacities are illustrated by the following factors; 1) A huge amount of investment and a lot of time are needed for establishing shipbuilding facilities; 2) Building facilities along with maintaining well-trained employees is also needed; and, 3) Using shipbuilding facilities for other purposes than shipbuilding activities is almost impractical.
- ii) Confusions of the shipbuilding market are not able to be kept under the domestic control. This soon brings about adverse effects on international markets. The shipbuilding industry forms a single international market because of the characteristics of products of shipbuilding, i.e. "ocean-going" vessels.

- iii) Lots of time and processes are necessary in order to complete a merchant vessel, therefore, speculative orders sometimes occur. As well, ship prices are not fixed because ship sales contracts are made one by one. Therefore, ship prices are unlikely to be stabilised.
- iv) While ship prices tend to fall down sharply, effected by slight depressions of shipowners' motivation, it is difficult to recover prices when significant gaps between supply and demand occur, even if the number of orders increases.
- v) The shipbuilding policies are often effected by the measures for meeting the nation's requirements, including national security, and social welfare such as measures for maintaining labour forces. Thus, the governments often rely on taking official measures of support.

Considering these characteristics of the shipbuilding industry, it is naturally true that the shipbuilding policy should be decided in line with the market situation. On the other hand, it also should be notified that the official measures of support are potentially apt to be provided to the shipbuilding industry. In this context, some measures of support, such as R&D assistance and assistance related to the discontinuance of shipyards, can be allowed as means of leading the world towards hopeful courses. However, public policy, if its sole purpose is to pump up short-term competitiveness of domestic shipbuilding enterprises through the direct injection of public funds or the provision of official credits, may bring about adverse effects on the world shipbuilding industry formulating a single international market. Therefore, sound developments of the world shipbuilding industry can not be accomplished only by such myopic actions. In addition to this fact, paying attention to international issues of the shipbuilding field is not negligible in order to realise sound developments. All governments concerned should formulate the policies considering the balance between "competitiveness and collaboration" of the shipbuilding industry in the long-term.

3. Shipbuilding Policy

The two decades after World War II can be named the "Nurturing Period" of the Japanese shipbuilding industry. The Japanese government had formulated maritime transport policies aimed at increasing Japanese flag merchant vessels in order to support Japan's economic growth and earning foreign currencies. Following these policies, the Japanese shipbuilding industry had made efforts to provide a certain amount of fleets to the shipping industry.

The period from the middle 1960s to the middle 1970s is considered the "Expanding Period" for the Japanese shipbuilding industry. World shipbuilding demand had significantly increased in response to the rapid growth of international seaborne trade activities. The Japanese government had elaborated its policies regarding increasing Japanese merchant vessels in this period as same as the Nurturing Period, which had led to the increase of the shipbuilding capacity and the improvement of international competitive edge. It is clearly noticeable, throughout these two periods, that the Japanese shipbuilding industry, as well as the shipping industry, had developed steadily.

The first oil price shock in 1973 had pressed for drastic change to the Japanese shipbuilding industry and its policy. The changes in the fundamental world economic system, especially, in the seaborne trade activities caused by the oil price shock rapidly reduced the shipbuilding demand, and as a result, the structural supply-demand imbalance emerged. In order to break through the jeopardy of this structural imbalance, the Japanese government conducted the reduction of the shipbuilding facilities which covered the facilities capable of building ships of 5,000 GT and over. The first round of capacity reduction started in 1979 and ended in the following year. The Japanese shipbuilders decreased their shipbuilding facilities from 9.60 million CGT to 6.03 million CGT.

However afterwards, the Japanese shipbuilding industry had been thrown into severe depression by the highly appreciated Japanese yen after the event of the so-called "The Plaza Accord" in 1985. It thereby lost its international competitive edge. In order to overcome this depression, the Japanese government conducted the second round of capacity reduction. The Japanese shipbuilders managed to decrease its facilities from 6.03 million CGT to 4.60 million CGT. As a result of these two rounds of capacity reduction, shipbuilding capacity in Japan became almost a half of its own in the past. It is noticeable that the reduction of shipbuilding facilities in Japan contributed to improve the world shipbuilding market and raised the market price.

In the 1990s, the Japanese shipbuilding industry came back from the structural depression that lasted from 1985 and is at present penetrating into the "Re-generating Period." In 1991, the Council for Rationalisation of the Shipping and Shipbuilding

Industries (CRSSI¹) made a report titled "The Future Course of Japanese Shipbuilding Policy Towards 21st Century."

The CRSSI, in this report, pointed out that restructuring measures taken in the past and an upturn in the shipping market had led to a point where the supply-demand imbalance has been almost eliminated. Besides, it also addressed that the future course of Japan's shipbuilding policy should be made with the aim of; i) long-term stabilisation of supply-demand balance; ii) improvement of the industrial base; and, iii) promotion of international co-operation. Since then, the Japanese shipbuilding policy has been principally formulated along the lines of this course.

In 1996, the CRSSI supplemented the report taking into account the changes surrounding the Japanese shipbuilding industry since the previous report was submitted, i.e. changes in competitive circumstances, changes in technological fundamentals and changes in the socio-economic circumstances. This supplemental report clearly describes the importance for the Japanese shipbuilding industry of coping with the improvement of the industrial base in order to establish an advanced shipbuilding industry under the new concept, and also of the further promotion of international co-operation including; i) long-term stabilisation of supply-demand balance; and, ii) establishment of fair competitive conditions by implementing the OECD Shipbuilding Agreement.

The future issues to be solved by the world shipbuilding industry are focused on two matters; i) how to stabilise supply-demand balance through establishing the common recognition of shipbuilding supply and demand trends; and, ii) how to establish fair competitive conditions in the shipbuilding industry.

4. Competition and Collaboration

The shipbuilding industry has been expected to contribute to the socio-economic development of the world through the steady supply of suitable high quality vessels for future demand, taking advantage of the high productivity built up through competitions in the past. There is no doubt that each shipbuilder has given the highest priority in attaining superiority over other shipbuilders in the market by

¹ The CRSSI is an advisory body to the Minister of Transport and is formulated by representatives of the industries and experts, and has played an important role to direct the principles of the Japanese shipbuilding policy.

improving their own competitive edge, and no one can deny these kinds of shipbuilders' efforts. Lots of governments have also aimed at improving their shipbuilders' competitiveness.

However, since shipbuilding demand is expected to take a down turn after reaching a peak around the year 2000, the establishment/expansion of facilities or reinforcement of the work force only to meet a recent temporary rise in demand in this decade may once again invite a structural supply/demand imbalance. Therefore, it came to evidence that, for achieving sound developments of the world shipbuilding industry, which shares a single international market, it is inadequate to rely on public policies aiming only at strengthening the competitive positions of domestic shipbuilding industry.

There are the following two challenges for the world shipbuilding industry in order to promote shipbuilding activities as an enhanced industry, even in the future, taking its responsibilities appropriately.

i) Long-Term Stabilisation of Supply/Demand Balance

The key to resolve this issue is promoting international co-operation in terms of formulating common recognition on the market trends and on the balance between supply and demand at multi-lateral talks in order to lead related governments and enterprises to take proper actions. Recognising that the shipbuilding demand would begin to fall down in the near future, we should refrain from establishing new shipbuilding facilities.

ii) Establishment of Fair Competitive Conditions

It has been already made consensus that this issue must be solved by abolishing measures of support which cause distortion to the shipbuilding market, and by introducing a mechanism for avoiding dumping sales of vessels.

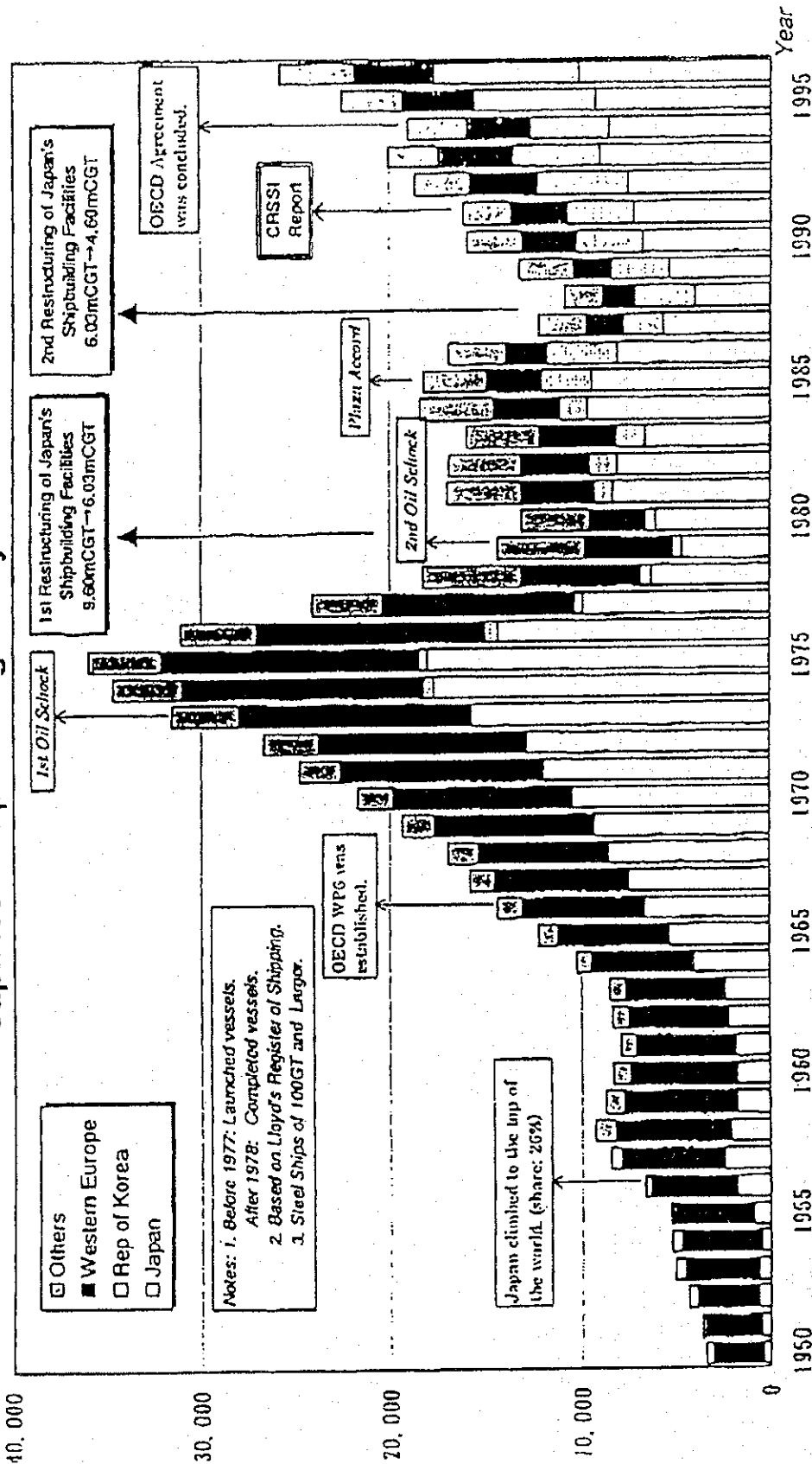
It is reasonably recognised that the former challenge will become one of the main themes for the OECD Working Party on Shipbuilding in the near future. Namely, it is expected that multi-lateral frameworks such as the Working Party and the Sub-Group on Supply and Demand are able to provide the most appropriate opportunities.

Concerning the latter challenge, in order to establish fair competitive conditions, since the Shipbuilding Agreement can be undoubtedly the most effective instrument, it is hoped for the entering into force of the Agreement at an early date. In addition, increasing accession to the Agreement by non-signatory Parties should be encouraged to realize the purpose of the Agreement.

It is impossible to cope with these emerging challenges by concentrating all energies upon improvement of competitiveness, as has been done in the past. In addition to this effort, international collaboration is the key to meet the future needs, and is indispensable. It is strongly respected, learned from the history of the shipbuilding industry, to urge all governments and enterprises to conduct proper actions with consideration well of the future market trends.

Trends of World Shipbuilding Activities and Japanese Shipbuilding Policy

Thousands GT



收集資料一覽

1. Profiles of Turkish Public Sector Projects for Foreign Funding in 1997
2. Turkish Shipbuilding Industry Inc.
3. Suez Canal Authority
4. Alexandria Shipyard
5. Egyptian Shipbuilding & Repairs Co.



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