

This difficulty was discussed at a seminar on training standards held in Malmö, Sweden, in November 1980. The seminar, which was organized by IMO* in cooperation with the Swedish International Development Authority (SIDA), concluded that there was a great need for a high-level maritime training institution, preferably located in one of the world's advanced maritime countries. A resolution supporting the idea was adopted unanimously.

Action then moved to IMO itself. The Malmö resolution was given warm support, and in November 1981 the IMO* Assembly also adopted a resolution backing the idea. It called on the Secretary-General of IMO, Mr C.P. Srivastava, to take the action necessary to secure the establishment of what by then had come to be called the 'World Maritime University', and appealed to the United Nations Development Programme to give the project financial support.

In the meantime, the idea of the 'University' had attracted strong support in Sweden, whose Government agreed to make a generous financial contribution towards the University amounting to \$1 million a year. The authorities in Malmö have provided facilities for the University — a former merchant marine academy — as well as a hostel which will be used to accommodate students.

Further support has been provided by the UNDP, which has agreed to provide the WMU with \$800,000 a year. Several IMO Member States and other bodies—

* Then styled the 'Inter-governmental Maritime Consultative Organization' (IMCO).—Ed.

such as the Commonwealth—have also offered financial support, indicating the interest which the University project has aroused in the entire maritime community. The advantages for the developing countries who will provide the students are obvious enough, but the established maritime countries see it as a way of helping to maintain and indeed improve safety standards in world shipping in the years to come.

The University will offer two-years' courses on maritime administration, maritime safety administration, maritime education, and technical management of shipping companies. In addition, it will provide one-year courses for technical officials engaged in maritime safety administration, and for technical staff of shipping companies. There will also be shorter courses on specialized subjects.

All the students will have the benefit of first-class tuition: in addition to the permanent staff, 85 experts from around the world have offered to visit the University to give lectures and short courses in their own specialities. In addition, the students will be able to visit shipyards, ports, and other centres, in Sweden and other European countries.

Within a few years, the first graduates of the University will be back in their own countries putting their newly-acquired knowledge into practice. It is confidently expected that this will not only make shipping more efficient but also far safer.

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Council of Europe Promotes Measures to Save and Develop the Rural Heritage

How can we save Europe's rural heritage, a living reminder of her cultural diversity but also of her unity? A Council of Europe Colloquy, held during 1–3 June 1983, represented the first stage in a European programme of studies and experimental schemes for the protection of the rural heritage. It was held at the Saint Vincent Congress Centre, Aosta, Italy, in cooperation with the Autonomous Region of Aosta and the Ministry of Cultural Assets of Italy.

Three days of wide-ranging reports and discussions by about 60 delegates from the 21 Council of Europe member countries*, audio-visual and documentary material, and photographic exhibitions of restoration projects and environmental schemes that have already been completed in a number of countries, revealed the various techniques and situations as well as the difficulties encountered when seeking to husband the rural heritage and protect the environment and living standards of the inhabitants.

Similar solutions could be applied throughout Europe, although they must be adjusted to differing historical, environmental, administrative, political, and economic, situations which make it necessary to mobilize local and

national authorities, the press, radio, and television, and above all the farmers themselves. Models for rehabilitation and protection, particularly after the damage done in recent decades, must be based first and foremost on thorough surveys and inventories of the rural heritage which can still be saved, bearing in mind the changes which have occurred and the economic needs of the population in agricultural areas.

A message from Mr Franz Karasek, Secretary-General of the Council of Europe, gave an account of steps which had already been taken, and emphasized that the aim of research was not only the maintenance of historic, picturesque, or touristic, sites. The future of the rural heritage depended also on the balanced cultural, economic, and social, development of the European regions. The conclusions of the Colloquy fully endorsed that judgment. There can be no turning back!

It is up to the Council of Europe not only to promote a programme for the exchange of information and experience, but also to take concrete steps to encourage pilot rural-heritage restoration schemes as part of a realistic economic development programme in favour of the poorer agricultural areas.

* Austria, Belgium, Cyprus, Denmark, France, Federal Republic of Germany, Greece, Iceland, Ireland, Italy, Liechtenstein, Luxembourg, Malta, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Turkey, United Kingdom.

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