



STC-NMU

PROUD TO ANNOUNCE:
**Accredited Master
of Science (MSc)**

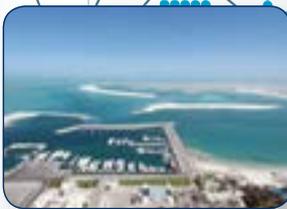
Netherlands Maritime University of applied sciences



FULL-TIME AND PART-TIME

**Master Shipping
and Transport**

THE NETHERLANDS



The STC-Group is a worldwide strategic combination of well-established education, training, research, support, consultancy and implementation service providers for the entire shipping, port, transport and logistics chain as well as for the port-related oil and chemical industry.

STC-Group is renowned for its unique combination of education, training, research and consultancy dedicated to the port, shipping, transport and process industry. It has the largest simulator park for the maritime and transport industry in the world. This makes STC-Group explicitly equipped to fulfil the need for a maritime Master program:

- STC-Group has the knowledge, tools and skills necessary to fill in the gap and step into this facet of the education market.
- The Master Shipping and Transport is the perfect answer to the requirements from companies for well-professionalised educated employees. It gives students the best of both educational worlds in professional and scientific manner.
- Our education philosophy is built on high emphasis on interaction and simulator assisted learning. Giving students the possibility to practice in a simulated business environment will challenge their behaviour, decision-making process and will provide immediate feedback of their management decisions. This approach is a powerful way to help students improve their management competences.

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Welcome



The shipping and transport industry is a challenging environment. It is one of the few industries that is truly worldwide in geographical scope and in the nature of the business. Globalisations of trade and economies have led to a situation where multinationals have taken on global sourcing and marketing strategies. Logically the ports and shipping companies play an important function to enable smooth and efficient transportation, connecting manufacturers and consumers around the world.

The downturn of the economy has had an impact on the shipping and transport industry, showing once again the necessity of skilled professionals that understand the business and can guide their companies through the turbulent waves of the shipping industry. As a result of this, jobs for maritime professionals are ever more difficult to fulfil.

In answer to fulfil the need for maritime professionals, STC-Group established the Netherlands Maritime University (NMU) in 2007. If you consider yourself to be a maritime professional, Netherlands Maritime University offers you a dedicated management program with the Master program 'Shipping and Transport'.

This study will provide you the excellent opportunity to improve your maritime knowledge and understanding as well as to strengthen your managerial skills. You are encouraged to share your views on the dynamic world of shipping with us and with your fellow students from all over the world. Once finished our Master program, you will be a skilled and knowledgeable professional, excellently equipped to fulfil a higher management position within shipping and transport industry.

NMU offers both part-time and full-time Master degree programs. We trust this brochure will provide you the information you need to get a clear view on the curriculum and how it can contribute to your personal ambitions. The brochure also explains all matters that you should know to prepare for starting your study in Rotterdam.

In case you need more information, we are more than pleased to inform you.

We look forward meeting you.

Master Shipping and Transport: Full speed ahead ... with your career!

*Erik Hietbrink MSc
Chairman Board of Directors STC-Group*

Shipping is a turbulent and challenging industry

Shipping plays a vital role in world trade and is the backbone of the world economy. Without ships and the transportation services these ships provide, the world would not be as prosperous as it is today. Many countries would not be able to participate in world trade.

In the years before the worldwide economic crisis, shipping has proven to be a growth industry witnessing the increase in gross tonnage of the world fleet by millions of tonnage every year. Since the worldwide economic downturn set in late 2008, the interdependence of global economies has become even more evident. International trade - by any mode of transport - has been affected immediately and dramatically. A sustained surplus of vessels put pressure on the profit margins.

These developments make the shipping and transport industry so complex, yet so exciting to work in. The dynamics are driven by the growth rates of the trades, the ups and downs of business cycles, as well as by a large number of external innovation triggers. Managing these challenges requires not only professional training of the highest standards, but also a thorough academic understanding of specialised knowledge domains.

There are different categories of maritime professionals: port managers, maritime officers, engineers, economists, lawyers, shipbrokers, charterers, naval architects. Where do shipping people get their education and training?

A number of them has had special maritime education or has been educated in a specialist area. Another category has been trained on the job. What all these people have in common, is their passion for the industry, their international mind-set and their commitment to remain working in this highly interesting field of business.

Worldwide there are very few specialised maritime universities that offer a comprehensive shipping program. The STC-Group is a specialised educational institution which is renowned for one-stop-shop for education and training to the maritime industry. Based in Rotterdam, one of the world's largest trade and transport hubs, STC-Group offers a great location to experience the spirit of world shipping.

The Netherlands Maritime University offers a specialised Master program for the maritime professional: the Master Shipping and Transport. Our Academic Board consists of key persons from the industry and the academic society. They make sure that the quality of the program makes your time and money a worthwhile investment.



Netherlands Maritime University

“The university is well equipped with state-of-the-art facilities ever seen in any maritime university around the globe. With the world port at the background, it makes it to be the right place for maritime students to be.”

Mr. Nengo, Kenya, Alumnus Master Shipping and Transport.

The Master Shipping and Transport program has been set up in 2007 in close cooperation with the maritime business community. Its involvement and sponsorship is our main drive to launch and continuously improve this Master program. The Master program and its predecessor Diploma Management Studies Port and Shipping Management (DMS) already has nearly 500 alumni worldwide.



Background of the Master Shipping and Transport

Growing importance of efficient and effective international supply chain management and associated transport operations.

One of the key enablers behind globalisation is the highly efficient global transport system. As world trade is no longer growing rapidly, but there are radical changes in locations and supply chains are geographically more disperse, it becomes more complex to manage multi-modal transport systems, transferring cargoes between seagoing vessels, road-, rail-, air- and inland waterway transport.

Managers are needed who are fully competent in the maritime field and have a clear understanding of the international supply chain. In addition, managers should be able to choose from the variety of multi-modal transport nodes and networks that exists to move cargo around the world from the sourcing location to the point of final consumption in an optimal way. Optimizing the supply chain means integrating airfreight, sea freight, river transport, port operations, transshipment, warehousing, inventory management, pick-up and delivery services and information management.

Increasing demand for higher professional educated employees in the maritime industry.

On the basis of extensive labour market research as well as through intensive contacts with the maritime industry, STC-Group has especially signalled an increasing demand for higher professional educated employees in maritime companies.

Port authorities, shipping companies, inspection authorities, insurance companies, shipbuilders and ship-repair companies, marine equipment manufacturers and suppliers are in need of managers that master a specific mix of maritime knowledge, competences and attitude that are very hard to find on the labour market.

Need for dedicated program to fulfil labour market needs

There seems to be a discrepancy between the existing educational infrastructure in the maritime labour market, supply and demand of shipping knowledge and the needs from the labour market.

In answer to these demands of the business community, STC-Group has developed the Master Shipping and Transport.



Target group

The target group is composed of course participants having different backgrounds, e.g.:

- Seafaring officers, needing the necessary tools to take up an onshore occupation after a reasonable number of years at sea.
- Current transport and logistics professionals seeking to extend their knowledge on shipping, supply chain management and multimodal transport and to improve their management competencies.
- Employees in specialised or technical related functions, that want to make the step towards a managerial function in the shipping industry.
- Port authority and government officials.

Learning objectives

General objective of the Master Shipping and Transport is to ensure that after graduation participants fulfil management positions in the shipping and transport industry successfully. After graduation our alumni are equipped to solve complicated management problems. They have gained required knowledge and competences such as:

- Integrated multi-disciplinary professional knowledge on shipping and transport at academic level and skills to apply this knowledge on tactical and strategic level in the shipping and transport industry.
- Awareness of social responsibilities in shipping and transport, related to labour conditions, safety, security and protection of the environment.
- Leadership, persuasiveness, social skills, e.g. cooperation, communication, negotiation.
- Analytic attitude, creativeness and research capabilities.

“The objective of the Master Shipping and Transport is to ensure that graduates can successfully fulfil management positions in the shipping and transport industry.”

Mr. Jansen MSc, senior lecturer.



Master Shipping and Transport program

“What I like about the program is its practical approach. The course is very intensive, but as managers we should be able to deal with shortage of time.”

Mr. Gailitis, Latvia, Alumnus Master Shipping and Transport.

The Netherlands has a binary system of higher education, which means there are two types of programs:

1. Research-oriented education, traditionally offered by research universities.
2. Professional higher education, traditionally offered by universities of applied sciences.

Both programs are awarded a Master degree. The Netherlands Maritime University is such a University of Applied Sciences, specialised in shipping, transport and port management. While the emphasis of our Master program is on professional competencies, the program includes (instruction on) applied research as well.

The Master degree gives access to Doctorate/PhD programs. More information on the Higher Education Structures in the Netherlands, the system, institutions and degrees can be obtained via: www.nuffic.nl

Didactical Concept

The courses provide - each in its specific field - a thorough understanding on specific elements of the maritime sector. The Master Shipping and Transport is set up in such a way that students are provided with a combination of subject matter knowledge education and competency development. Throughout the curriculum, the emphasis lies on applying knowledge into practice.

NMU's didactical model is derived from Confucius' famous philosophy: "I hear and I forget, I see and I remember, I do and I understand". We believe that students learn most from practical experience. In summary, NMU's didactical model is structured around the following learning objectives and realised through a number of practical learning methods. NMU believes that knowledge is transferred best when students not just hear and read, but preferably interact with lecturers and other students in a real-life or simulated real-life environment.

“The lecturers do not just provide knowledge, but help us to think about problems and create solutions ourselves.”

Mr. Sun, Korea, Alumnus Master Shipping and Transport.

| Learning objectives | Description | Methods |
|--|--|--|
| Knowledge & understanding | Demonstrates knowledge and understanding beyond BA-level and provides a basis for originality in applying ideas | Theoretical lectures Class discussions |
| Application of knowledge and understanding | Can apply knowledge and problem solving abilities in a new or unfamiliar environment within broader (multidisciplinary) contexts | Study course materials Course assignments |
| Ability to make judgements | Has the ability to integrate knowledge and handle complexity and formulate judgements with incomplete or limited information, but that include social and ethical responsibilities | Field trips and company visits Management games |
| Ability to communicate | Can communicate his/her conclusions and the knowledge and rationale underpinning these, to specialist and non-specialist audiences, clearly and unambiguously | Full mission simulators Presentations and role play |
| Learning skills | Has the learning skills to allow him/her to continue to study in a manner that is largely self-directed or autonomous | Master Thesis |

NMU's didactical model

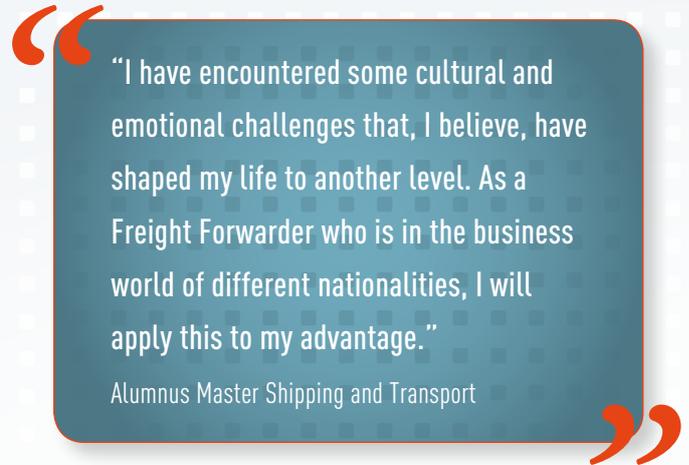
Course Structure

The Master program consists of approx. 20 courses with a combined study load of 60 credits and a thesis project with a study load of 21 credits. This credit system is derived from the standardised system (ECTS) for measuring study load as a way to facilitate international mobility. One ECTS credit represents 28 hours of full-time study, 60 credits represent one full-time year of study.

The duration of the Master program is 18 months for the full-time program and 27 months for the part-time program. This includes the Master thesis project.

All courses together are complementary in the way that course participants are challenged to approach maritime related issues from different perspectives and from the position of different supply chain players, e.g.:

- From the position of a shipping company, port authority, national or regional governmental body, maritime inspection authority, shipbroker, freight forwarder, stevedore, logistics company or financial institution.
- From different organizational perspectives, e.g. strategy, crewing and manning (human resources management), operations, finance and accounting, management, (organisation) policies, etc.



International Study Trip Experience

As international experience is of great importance for the industry, students will participate in an international study trip. In recent years, there have been trips to Korea and Oman. During the trip, the participants will follow courses in another environment. In addition they will be visiting companies to provide students and lecturers a broader perspective of shipping and transport. Positioning them in a different place in the world provides students with new views of the functioning of global supply chains.

| Domain Logistics | Domain Finance & Economics | Domain Shipping Management | Domain Law and Policies |
|--------------------------------|----------------------------|---|---|
| Introduction to Logistics | Port Economics | Introduction to Shipping | Maritime Law |
| Port Design and Management | Shipping Economics | Shipbroking & Chartering | Maritime Policies and Governmental Politics |
| Supply Chain Management | Introduction to Finance | Fleet Management | Ocean Management & Marine Policies |
| Cargo Operations Management | Ship Finance | Shipbuilding, Sale and Purchase | Transport Security |
| Hinterland Logistics | Port Finance | Marine Engineering | Maritime Surveys and Surveying Management |
| Applied Management Techniques | | Corporate Maritime Strategies | |
| | | Human Resource Management & Development | |
| Port Case | | | |
| Shipping Case | | | |
| Management and Research Skills | | | |
| Thesis | | | |

Course structure

Course outline

Attractive program for course participants

The students are offered a range of courses that will prepare them for management positions in the maritime cluster. The curriculum is specifically tailored to subjects, issues and insights into maritime management. All course participants are required to attend all lectures, workshops, case-studies and take all exams and/or assignments.

At the start of the program students receive a course outline which describes the contents, learning objectives, organisation, time table, literature list as well as assessment methods and evaluation criteria. Hereunder a short overview of the different courses.

At the beginning of the year, an introduction week will be organised, where the students will get acquainted with the school, their fellow students, Rotterdam, the Port area and the Master program.

Introduction to Shipping Management and Introduction to Logistics

These courses are the introduction to the Master Shipping and Transport. It is crucial for the entire Master program that participants coming from a variety of countries with a widely varied background and experience to have a common reference framework. Main subjects of the global

transportation system are explained, such as transport chain players, multimodal, intermodal and combined transport, anatomy of shipping and ship operations.

Supply Chain Management

The course provides insides to concepts and techniques related to the design, planning, control and improvement of supply chains and supply chain operations. Attention is paid to important logistics functions, such as the management of inventory, information, terminals and warehousing. The dynamics, development and globalisation of supply chains are explained, as well as the application of various supply chain management concepts in practice. Students are challenged to position themselves in the role of a logistics services provider and develop a supply chain design project for one of their clients. At the end of the course students have gained an improved understanding of the main concepts, dynamics, trade-offs and interdependencies of supply chain management.

Applied Management Science

Gives participants the understanding of quantitative methods, as well as with skills to apply these methods in the transport sector. Managers at Master's level should be capable to approach management problems analytically, in order to find effective solutions. Also basic methods from statistics and management science will be covered. In statistics the field of probability and exploratory data analysis will be discussed. In management science an introduction to decision analysis will be given. As such, a background is established to cope with some quantitative aspects in transport and logistics.



“Lecturers are really experienced in their field. When talking and lecturing from their own professional life and experiences, I can sense their enthusiasm.”

Mr. Chowdhury, Bangladesh, Alumnus Master Shipping and Transport.

Transportation Law

The aim of this course is to provide the student a legal and jurisdictional framework in relation to trade and transportation. The specific law framework applicable for the transportation sector and the line of developments and dynamics therein per sector are explained. Distinction will be made between global, regional and the character of international and national sources of law applicable to the various sections of the supply chain.

Structures, methodology of law sections, essential parallels in approach and differences in system are focused on, as these facilitate better understanding of the basic principles common to all transport and logistics sectors. Special attention is given to the specific characteristics and development of maritime law and from there the parallels and differences are drawn to the other sectors.

Shipping Economics and Port Economics

These two courses provide an overview of all major aspects of shipping and port economics. Typically, maritime organisations (should) have a global scope as their business extends itself to all corners of the globe. Shipping has an essential role in enabling world trade and linking economies together. In this course generic economic theories and instruments are applied to a maritime context. Students will explore the relationships between world trade, commodity markets, supply and demand cycles in shipping, forecasting and market research and port competition.

Ocean Management and Marine Policies (OCM)

It is generally accepted that ocean usage will grow in the years to come. That realisation has prompted calls for a more integrated approach to ocean management at all levels of government. Still, most people involved in the maritime sector know relatively little of what is happening in other areas. OCM addresses this shortcoming. It is a primer on all uses of the oceans, past present and future. We look at the various resources, how they extracted, how important they are and how they are managed or, in some instances, mismanaged. Emphasis is placed on the need to responsibly use the oceans in a sustainable manner, to ensure the availability of marine uses and resources for future generations. The course takes a true multi-discipli-



nary approach, with science, history, economics and law taking equal billing. This vertical structure is further complemented by a horizontal approach which constantly examines how these various activities affect one another. The objective for students is that they have gained knowledge on various ocean uses and how they are regulated. Secondly students are expected to be able to examine and anticipate on the interaction between various marine activities and to plan accordingly.

Corporate Maritime Management and Strategy

The shipping industry tends to be different from other industries because of its true global nature of the business, its capital intensity, its high sensitivity to economic upswings and downturns, its typical organisation and ownership structures and its sensitivity to geopolitical forces (trade blocks, trade barriers, etc.).

In this changing and extremely competitive international context, strategic options of maritime operators appear to be even more complex with:

- International and national regulatory frameworks becoming more rigid.
- Environmental preoccupations becoming more important.
- Interest group mobilisation.
- Optimal security of international supply chains emanating from potential terrorist actions.

Corporate Maritime Management and Strategy aims to provide students with a comprehensive understanding of today's shipping industry and its sub segments, as well as an understanding on how to create insights into the market structures and drivers of competition.

Finance and Controlling Management

This course consists of 3 parts.

Basics of Finance and Accounting

This part is the introductory course in management accounting, management control and financial management for students with no previous financial or business education. The course is based on international accounting standards and business practices. Students will be introduced into cost accounting concepts, be able to conduct financial analysis and learn the key principles of management control and financial management performance tools and models.

Shipping Finance

The aim of this specialised finance course is to bring the students awareness of and basic knowledge about principles in ship finance, sources of finance, financing structures, risk analysis and the role of commercial banks and other financial institutions in the shipping market. After the course, students will be able to assess proposals for ship investments and to make a structure for financing a ship.

Port finance

The objective of this advanced course on port finance is to introduce students to main trends in the port sector which have an influence on the way port infrastructure is restructured and financed. Students will gain insights into the main principles of financial structuring of port assets and financial analysis tools for port investments and financing.



“The program is quite tough, but very professional. I feel I am a maritime specialist, although I am only half way through the program.”

Mr. Shaaban, Egypt, Alumnus Master Shipping and Transport.



Important elements in port financing are the development and structures of public private partnerships (PPP), concession contract analysis and the ability to determine the so-called bankability of a port finance proposition.

Human Resources Management & Development in Shipping

This course will enable participants to make their choices in a reflected and holistic manner and inspire change and innovation in organisations through human resources management. In addition, it will provide background on how to manage and develop human capital in shipping companies. Proper human development policy is essential for running a good and effective business. A key topic to be considered on this course is employability; this includes both the organisation and the individual employees.

Specific attention is given to crewing and manning aspects, such as the supply and demand of seafarers, labour conditions and the effect of cultural differences on board.

Cargo Operations Management

Cargo Operations Management introduces students to concepts and techniques related to transport techniques and procedures, control and improvement of (un)loading and carriage of goods by sea going and inland water vessels. Students will acquire knowledge of the philosophy of safe and efficient transport of goods and will gain insights in the role of transport regulations and rules on transport procedures. During the course, different handling procedures per commodity are elaborated on, such as break bulk, dry and liquid bulk and container terminal operations.





Maritime Policies and Governmental Politics

The International Maritime Organisation (IMO) is the leading UN Agency where it comes to safety, security and protection of the marine environment. This course covers all important aspects of the IMO and one of its major Conventions, i.e. the MARPOL 73/78 Convention. The influence of national policy on international work and vice versa is immense. The second part of the course covers a number of aspects of European transport and infrastructure policies. The course will highlight the several policy areas to be considered in a sustainable transport policy and highlight the role of the European transport Agencies.

Shipbroking and Chartering

Shipbroking and Chartering provides the student with a sound understanding of the Shipbroking and Chartering world as well as the fundamental principles and working methods in its field. The course addresses all relevant technical, commercial and financial aspects in an international context. Important subjects that will be discussed in this course are: shipbroking markets, laytime, demurrage, charter parties, pricing, contracts and obligations of carriage of goods by sea.

The Business of Shipbuilding, Sale and Purchase

This course gives the student a sound introduction into the relevant parties, principles and policies regarding shipbuilding, sale and classification. The content of the module

has been developed from the viewpoint of the principal (the shipowner, not the shipbuilder). The course will give background information on the Principles of Shipbuilding and Financing: what are the preliminary considerations, how to deal with the planning and timing and what are the future shipowner perspectives. The course will zoom into the possible finance structures – processes and procedures relating to a loan and mortgage agreement. The main clauses of ship acquisition are discussed as well as key processes, procedures and contracts used. The student will learn about the management of shipbuilding from a shipowner's perspective, how to choose a shipyard and how to manage the marine equipment suppliers and subcontractors.

Marine Survey and Safety Management

Marine surveying covers the field of inspecting, surveying or examining marine vessels to assess, monitor and report the condition of a ship, equipment for new or existing vessels and checking compliance to various standards and regulations. Through this module, the student gets a thorough understanding of the meaning of marine surveying for the maritime industry. It addresses all regulations, technologies and practices concerning maritime safety and surveying, relevant to the implementation of maritime transport solutions, which are safe, secure and protecting the environment.

Fleet Management

This module gives the student a sound introduction into the relevant parties, principles and policies regarding fleet management and the market possibilities for outsourcing and the contracts used. He will understand the role and the place of the fleet manager. The course will give background on the principles of the registration and flagging of ships. The working environment of a fleet manager is complex, with all shipping institutes, regulatory bodies and related organisations. At the end of the course the student will know which of the organisations are important and where the information can be found.

The whole maintenance and technical management process will be handled, including the system support functions, followed by all crewing issues. An important aspect in the course will be all safety, health and environmental management issues. The ISM system will be explained and discussed.

Transport Security

Piracy, armed attacks, cargo theft shore-side and seaside have occurred in the past and still continue today, on an all too frequent basis. The issue of security is a topic of great concern. For some time now, administrations worldwide have been addressing this problem and have been busy developing plans and actions for early implementation. In many areas of the world, the standard of security has already risen significantly. This course gives insight into national and international application of the new regimes with regard to transport security. The ISPS Code will be used as a starting point to address the global application of the new measures of both sea-side and shore-side cargo concerns. The course focuses on practical application of the new security measures and an understanding of the various regulations, directives and trade requirements with regard to transport security.

Port Design and Management

Ports are important nodes in the worldwide transportation system. The course Port Design and Management aims to explain all elements that are involved in the planning, design, management and optimisation of ports, terminals and navigation fairways. Multiple perspectives are provided: port economics, finance, environment, hydrodynamics, risk analyses, design, construction and navigation in constraint waterways. Specific attention is given to port organisation and management. Management games and simulators are used in order to create a simulated setting in which students are actually tested on their knowledge as well as their managerial skills.

Hinterland Strategies

The hinterland is the backbone of every port. This course will introduce you to concepts and techniques related to hinterland logistics. It serves as a practical introduction into the design, planning, control and improvement of intermodal options and supply chain operations from the perspective of international ports and port operators. Its objective is to familiarise students to the different options for hinterland transport, to create awareness on limitations and opportunities of transport in a dynamic environment.



Marine Engineering

The main objective of the course is to provide the student with a fundamental understanding of marine engineering, with an emphasis on total ship propulsion concepts. In this perspective, the different types of modern marine propulsion plants will be discussed, their outlines, appliances and economics. The student will get an overall view and understanding of how the key figures of the propulsion plant are to be determined. Furthermore, the technical and economical advantages and disadvantages of different systems will be discussed as well as operational issues such as availability and maintenance.

Management and Research Skills

The course will give students a thorough view for understanding and developing core skills necessary in a working environment. In the first part, it will focus on management skills, such as presentation skills, interview skills or listening skills. With these skills, students are able to maintain a better focus on their work. In the second part of the course, the focus is on research skills and will give students different handouts on how to prepare for their thesis project. It will help students to define and scope a research question and to analyse data. The research course also starts a process where students are actively collecting ideas and background information on a subject of their interest, which eventually results in their thesis subject.

Port Case and Shipping Case

Cases are an integral part of the curriculum of the Netherlands Maritime University. In order to become qualified as a master, development of skills is equally important as development of knowledge. The objectives of a case driven method of learning is to apply knowledge, make



informed judgements, as well to improve communication skills. As the case study work is spread out over a longer period of time, students have sufficient time to reflect and improve based on feedback. To make the content of the Master more tangible, there are two major cases during the year; the Port Case and the Shipping Case.

The Port Case focuses on port development. Because of limited resources of the public sector as well as increasing awareness of the disadvantages of public sector led port development, private port development initiatives increasingly emerge. This trend leads to an increasingly international 'market' for port development. In this case, the groups will be asked to do all the necessary market research for the development of a port.

In the Shipping Case, students are asked to start a new shipping company. They will start with the research on what kind of shipping company they will start and in what market they will operate. After a while, they will focus more on the fleet management and at the latest stage, the group will see if they can buy, sell or scrap a ship out of their fleet.

Thesis

Master Thesis Project

The thesis is the so-called 'Master piece' of the Master Shipping and Transport program. During three to six months of the thesis period, every course participant is required to conduct research and write a thesis, preferably

within the context of a relevant management problem inside a company. Students are responsible for defining their own projects and determine and negotiate a 'sponsor' company for the thesis.

The thesis can never be solely a practical or theoretical piece of work. The thesis must have two elements: knowledge (theory) and practice (application). Participants are stimulated to find a thesis project in their home country and/or with the company they are working for. The final report forms the basis of the thesis defence and final evaluation.

Thesis defence

The student has to prepare a presentation of the thesis work. The report and the oral examination during a presentation will form the basis, together with the results of the course tests, for the graduation.

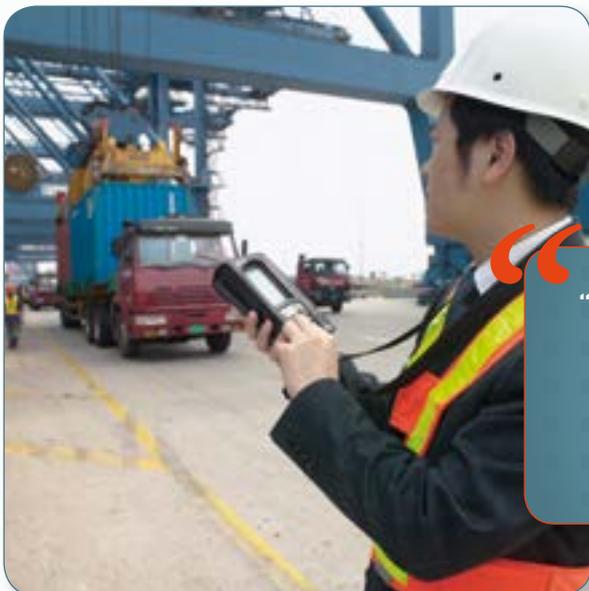
Diploma and Diploma supplement

After a period of 16 to 18 months the Master Shipping and Transport program will be concluded with a graduation ceremony. Graduates receive a diploma, certifying that he or she has successfully completed the Master Shipping and Transport program. In addition, a separate diploma supplement will be issued with information on the contents of the Master program and the qualifications gained by the graduate as a result of this program. This will facilitate international recognition of qualifications gained through the Master program.

Accreditation and Quality

Higher education in the Netherlands has a worldwide reputation for its high quality. Quality is supported by a national system of statutory regulation and quality assurance. The Ministry of Education, Culture and Science is responsible for legislation pertaining to education. The Accreditation of Higher Education Act requires that all degree programs offered by universities and universities of applied science are evaluated against a specific set of criteria. Only programs that meet all the criteria receive an accreditation. The Master Shipping and Transport program has been accredited by the Dutch Flemish Organisation for Accreditation (NVAO). Once accredited, these programs are listed in the Central Register of Higher Education Study Programs (CROHO). The Master Shipping and Transport is registered in CROHO under number 70068. Most importantly, only graduates from accredited programs can be awarded a Master degree diploma.

Furthermore, NMU is ISO certified. An internal quality management system has been set up according to the standards of ISO9001:2008. This quality management system ensures that the organisation continuously strives for improvement and enhancement of the education process in all its facets. In addition, STC-Group is certified according to the Investor in People standard. Within the Investor in People framework, STC-Group works on improving performance through personal development of their people.



“There seems to be a discrepancy between existing educational infrastructure and demand of labour market needs in the maritime industry.”

Mr. Hietbrink, Chairman STC-Group.

Facilities

The buildings of STC-Group offers the most modern facilities for students, lecturers and researchers. The Transport Chain Simulator® is one of the simulators and is unique in the world. Students are managing and operating an entire supply chain together in one classroom that is specifically equipped for this purpose. Another 3,000 m² of simulators, ranging from full mission bridge, engine room, VTS, crane and straddle carrier simulators is available.

Auditoriums and classrooms of different sizes have state-of-the-art audio-visual equipment that facilitate learning and transfer of knowledge. There are a number of computer rooms and ICT facilities students can use. In addition a wireless connection with the internet is available in the entire building. The library offers a place where students can do research, search in databases and browse through relevant literature, magazines and books.

Last but not least, there are sporting facilities within the building, where students can work out in a fitness area, play football, squash or challenge themselves at the climbing wall.

The building of NMU is well accessible for disabled.

“Rotterdam is the ideal location to experience the spirit of shipping in the world’s largest hub of trade, logistics and transport.”

Student Master Shipping and Transport.

Full-time or Part-time

The Netherlands Maritime University provides the Master Shipping and Transport as a full-time program and as a part-time program in Rotterdam. The part-time program is identical in content and form to the full-time program, except that the requirements must be met within a period of 27 months, instead of 18 months.

The degree, the education and the faculty of both programs are the same. The main difference is that the part-time program's schedule is tailored for working professionals who want to keep their day jobs and are seeking further education in the field of port, shipping and transport management. The classes of the part-time program are conducted twice per week in the evening hours. The part-time program requires more self-study than the full-time program, due to a lower amount of contact hours.

Admission requirements

The Master Shipping and Transport program offers a solid and challenging program aimed at international course participants from a wide variety of educational backgrounds and professions. The course participants must demonstrate to be motivated and willing to work very hard and show the ambition to reach the top-echelon in the maritime business world.

Please visit the website www.stc-nmu.eu for the current start dates, tuition fees, additional costs and application deadlines, or contact the Administration Office via e-mail info@stc-nmu.eu or telephone number +31 10 448 6060.



The ideal profile of an applicant fulfils the following admission requirements:

1. A Bachelor degree in a relevant subject and two years job experience, or:
2. A Bachelor degree and two years job experience in a relevant field.

Demonstrated proficiency in the English language is required. All course participants must be able to read with ease, follow lectures and express their thoughts in fluent written and spoken English.

Candidates are expected to submit the following digital admission documents:

- Application Form; can be downloaded from www.stc-nmu.eu.
- Curriculum Vitae.
- Certificate of Bachelor education program.
- Transcript of Academic Record/Grade overview in English or GMAT Record >500.
- Study motivation Letter.
- Letter of Recommendation from current employer.
- English Language test result:
 - TOEFL > 550 Paper based
 - > 213 Computer based
 - > 79 Internet based
 - IELTS > 6.5
 - TOEIC > 800

Refer to www.ets.org, www.toefl.org or www.ielts.org for test centres in your area. Note that Netherlands Maritime University has a TOEFL code, which means that you can send your test result electronically to our admission centre. The TOEFL-code is 3617.

On the basis of the admission documents, a preselection will be made. Selected candidates will be invited for an intake interview by phone, Skype or face-to-face. In order to prepare for the intake interview, candidates are requested to write a paper (max. 2 A4) on a maritime, port or shipping subject. In the interview we will:

- review your documents about your education qualification and job experiences;
- discuss the intake paper;
- assess your English language skills;
- study motivation.

A successful interview will result in your admission to the Master program.

About Rotterdam and The Netherlands

The Netherlands has a proud maritime history. At present the Dutch Maritime Cluster consists of a flourishing merchant marine and a number of world leading subsectors such as specialised shipbuilding, dredging, offshore, ports and logistics, inland waterways and yachting. The Dutch Maritime Cluster contributes nearly 3% to the Gross Domestic Product (GDP). The 12,000 companies employ directly and indirectly 185,000 persons with a turnover of € 25 billion and value added of €14,6 billion.

The number of international employees in the cluster is growing rapidly. The Netherlands are home to a number of worldwide renowned knowledge, research and education institutions that create a rich climate for innovation. Therefore the Netherlands is often called “**The Maritime Valley**” of Europe.

Participants of the Master Shipping and Transport program will benefit from this expertise through guest lecturers from leaders in the Maritime industries and through excursions field trips, seminars and other informal gatherings.

Port of Rotterdam

The Netherlands is home to Europe’s main transport gateways: Port of Rotterdam and Schiphol Airport. Being in the centre of trade and transport, the Netherlands has developed into one of the world’s most prosperous countries. Rotterdam is the maritime metropolis. Most of the leading maritime companies can be found in and around the city of Rotterdam. Rotterdam was founded more than 750 years ago and has been involved in trade and shipping ever since.

The strategic location within Europe, the open and fast connection with the sea, the very deep access channel and the perfect hinterland connections; these are just some of the main strengths of the port of Rotterdam. The port is the gateway to a European market of 450 million consumers.

“The Dutch have a long maritime history and are world famous for their knowledge on logistics, port management and waterworks.”
Mr. Hietbrink, Chairman STC-Group.

More than 500 scheduled services link Rotterdam with over 1,000 ports worldwide. Throughput in 2013 was 440 million tonnes and 11,6 million TEU’s.

The port and industrial area stretches over a length of 40 kilometres and covers 10,000 hectares. Companies can find all imaginable facilities here for cargo handling, distribution and industry. A lot of auxiliary services are also on hand. Rotterdam is, for example, Europe’s cheapest bunker port. Due to the size of the operations, the port offers significant advantages of scale.

The port of Rotterdam is investing heavily to expand and improve its service offerings. The most high-profile project is the construction of Maasvlakte 2, a new port and industrial zone in the North Sea, providing 1,000 hectares of industrial sites with direct access to deep waters.

Knowledge institutions such as the Erasmus University, Netherlands Maritime University, Rotterdam Mainport University of Applied Science and Shipping and Transport College are important drivers for innovation in the port of Rotterdam. Education and training of students and professionals provide a highly skilled and service oriented workforce. From the early days of port expansion, STC-Group has been engaged in providing well-educated and professionally trained people to the maritime cluster.

“Almost every person in Rotterdam can speak English, so communication is not at all a problem.”
Student Master Shipping and Transport.



Studying in the Netherlands

Funding your Master study

The investment in your Master Shipping and Transport degree is quite substantial, not only in direct out of pockets for the tuition fee and the travel and lodging costs, but also because of the opportunity costs of being one year without a job and its income.

Most tuition fees are paid by the participant's employer or through a scholarship. Of course participants can pay the tuition fee themselves. Many companies are willing to support their employees as part of their management development programs. Course participants are strongly advised to explore the possibilities within their company or organisation first, before they attempt to obtain awards and scholarships.

NUFFIC

'Study in Holland'

Nuffic is the Netherlands Organisation for International Cooperation in Higher Education. Their main tasks are the generic promotion of Dutch higher education and the enhancement of cooperation between higher education institutions in the Netherlands and institutions. Visit www.nuffic.nl.

Scholarships

There are various opportunities for foreign students to obtain a scholarship via the Dutch Government. The infor-

mation can be found on the websites: www.nuffic.nl and www.grantfinder.nl. Every type of scholarship has its own requirement for eligibility. Therefore read the rules and regulations well in advance of application. An example of a Dutch fellowships program is:

- Netherlands Fellowship Program (NFP); fellowship program designed to foster capacity building within organisations in 62 developing countries to mid-career staff members.

Examples of international fellowships programs:

- StuNed Scholarship Programme: Indonesia
- Orange Tulip Scholarship (OTS): China, Indonesia, Korea, Mexico and Russia.

We also recommend you to explore other scholarship opportunities via Maritime Branch Organisations, Companies and Rotary Foundations, etc.

Loan tuition fees for EU/EEA residences

EU/EEA students can apply for a loan to pay their tuition fees from Dutch Government. This loan is known as 'loan tuition fees' (in Dutch: collegegeldkrediet) and is paid on a monthly basis. You repay the sum you borrowed after your studies. Students from EU/EEA countries and Switzerland who are under the age of 30 and follow full-time studies at an institute of higher education can apply for loan tuition fees of five times the sum of legal tuition fees, which is in total around € 8,000. Find more information on www.ib-groep.nl.

Housing

For more than 15 years, the STC-Group has a department who arranges housing facilities for international students, "de Loopplank". These apartments are on walking distance of our institute and near the city centre of Rotterdam. Also connection to bus, tram and metro are on walking distances. Computer facility with (wireless) internet connection is



“Everything is provided here. I live close to my course mates, which allows asking questions or working together in group assignments.”

Student Master Shipping and Transport.

“One of the main objectives to visit a new place is to know the people who are living there, their food and drinks, behaviour, cultures and thoughts. Also in that sense our exchange program was a successful event.”

Student Master Shipping and Transport

available in those apartments. As STC-Loopplank rents those apartments to (foreign) students only, it is not allowed to have family members staying in those apartments permanently. If students want to bring their family for the duration of the study, the students are responsible to find an apartment themselves. Of course it is allowed to have family members over for a short stay. Rules and regulations are obtained upon arrival and start of the study. Student counselling and support upon housing and living matters are available 24 hours per day.

Immigration requirements

To enter the Netherlands for study purposes, inhabitants from most countries need a visa. It must be applied for well in advance.

If you will be staying for longer than three months, you need an 'authorisation for temporary stay' (Machtiging tot Voorlopig Verblijf or MVV). This requirement does not apply to citizens of the EU/EEA, the USA, Australia, New Zealand, Canada, Japan, Switzerland or Monaco. The regular application procedure for an MVV may take two months. NMU will apply for an MVV on your behalf using a fast-track procedure. Upon arrival in the Netherlands, all foreigners must register with the municipality of Rotterdam. NMU will apply for your residence permit (VVR) which is valid for the duration of one year. Throughout the whole application procedure NMU will assist you in arranging your stay with local authorities. For more information visit www.nuffic.nl/eu

Insurance

Dutch law requires everyone living in the Netherlands to be covered by health insurance. NMU will apply on your behalf for a health insurance certificate which is valid for one year and covers medical expenses, travel accidents, additional costs and emergency assistance, liability and personal possessions.

A medical practitioner is available on walking distance of the NMU-building.



“Studying at the NMU was an excellent experience, from

which I will benefit in my career! Courses and materials are developed according to the highest standards. I especially enjoyed the Engineering management courses i.e. Inland Waterways, Port Design and Management and Marine Engineering. Besides, the NMU enforced my presentation knowledge and aided me to see subjects from a managerial point of view. Although I did my thesis on a long distance base, my supervisor constantly supported me with his comments and guidance. In conclusion I can say from my heart that a master degree from the Netherlands Maritime University was of great help to get a job and start up my career in the harbor of Rotterdam. I am very happy to have graduated from NMU.”

Fatemeh Feyzi , Alumna Master Shipping and Transport

We look forward to receive your application!





NVAO accredited



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