



STUDIJŲ KOKYBĖS VERTINIMO CENTRAS

Klaipėdos universiteto

**STUDIJŲ PROGRAMOS *LAIVYNO TECHNINĖS  
EKSPLOATACIJOS VALDYMAS (621J60001)***

**VERTINIMO IŠVADOS**

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**EVALUATION REPORT  
OF *FLEET TECHNICAL OPERATION MANAGEMENT  
(621J60001)*  
STUDY PROGRAMME  
at Klaipėda University**

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- 4. Mr. Tomas Žemaitis, *representative of social partners'***
- 5. Mr. Justinas Staugaitis, *students' representative.***

Išvados parengtos anglų kalba  
Report language - English

## DUOMENYS APIE ĮVERTINTĄ PROGRAMĄ

|  |  |
|--|--|
| Studijų programos pavadinimas                        | <i>Laivyno techninės eksploatacijos valdymas</i> |
| Valstybinis kodas                                    | 621J60001  |
| Studijų sritis                                       | Technologijos mokslai                            |
| Studijų kryptis                                      | Jūrų technologijos                               |
| Studijų programos rūšis                              | Universitetinės studijos                         |
| Studijų pakopa                                       | Antroji  |
| Studijų forma (trukmė metais)                        | Nuolatinė (2), iššęstinė (3)                     |
| Studijų programos apimtis kreditais                  | 120  |
| Suteikiamas laipsnis ir (ar) profesinė kvalifikacija | Jūrų technologijų magistras                      |
| Studijų programos įregistravimo data                 | 1997 05 19, Nr. 565                              |

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## INFORMATION ON EVALUATED STUDY PROGRAMME

|   |   |
|---|---|
| Title of the study programme                        | <i>Fleet Technical Operation Management</i> |
| State code  | 621J60001                                   |
| Study area  | Technology studies                          |
| Study field   | Marine technologies                         |
| Type of the study programme                         | University studies                          |
| Study cycle   | Second                                      |
| Study mode (length in years)                        | Full time (2), part time (3)                |
| Volume of the study programme in credits            | 120   |
| Degree and (or) professional qualifications awarded | Master Degree in Marine Technologies        |
| Date of registration of the study programme         | 1997 05 19, No 565                          |

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The Centre for Quality Assessment in Higher Education

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## I. INTRODUCTION

### 1.1. *Background of the evaluation process*

The evaluation of on-going study programmes is based on the **Methodology for evaluation of Higher Education study programmes**, approved by Order No 1-01-162 of 20 December 2010 of the Director of the Centre for Quality Assessment in Higher Education (hereafter – SKVC).

The evaluation is intended to help higher education institutions to constantly improve their study programmes and to inform the public about the quality of studies.

The evaluation process consists of the main following stages: 1) *self-evaluation and self-evaluation report prepared by Higher Education Institution (hereafter – HEI)*; 2) *visit of the review team at the higher education institution*; 3) *production of the evaluation report by the review team and its publication*; 4) *follow-up activities*.

On the basis of external evaluation report of the study programme SKVC takes a decision to accredit study programme either for 6 years or for 3 years. If the programme evaluation is negative such a programme is not accredited.

The programme is **accredited for 6 years** if all evaluation areas are evaluated as “very good” (4 points) or “good” (3 points).

The programme is **accredited for 3 years** if none of the areas was evaluated as “unsatisfactory” (1 point) and at least one evaluation area was evaluated as “satisfactory” (2 points).

The programme is **not accredited** if at least one of evaluation areas was evaluated as "unsatisfactory" (1 point).

### 1.2. *General*

The Application documentation submitted by the Klaipeda University follows the outline recommended by the SKVC. Along with the self-evaluation report and annexes, the following additional documents have been provided by the Klaipeda University before, during and/or after the site-visit:

| No. | Name of the document/proof   |
|-----|--|
| 1   | Presentation of structure of Quality System                                      |
| 2   | Samples of questionnaires  |
| 3   | Paper version of Self Evaluation Report, study programme, modules and syllabuses |
| 4   | Thesis of graduates from programme in last 3 years                               |

|   |   |
|---|---|
| 5 | Publications (articles, books etc.) of teaching staff 2009-2014 |
| 6 | Study plan, paper version                                       |

### ***1.3. Background of the HEI/Faculty/Study field/ Additional information***

Klaipeda University is a public higher educational institution. It was established in 1991. Klaipeda University aims to be multidisciplinary and interdisciplinary as well as integrated into international academic networks, a leader of the national and Baltic Sea region research and studies, an upholder of cultural heritage, a life-long learning centre. Studies at Klaipeda University are implemented on the basis of degree and non-degree programmes.

Faculty of Marine Engineering which runs Fleet Technical Operation Management programme is one of the oldest higher education institutions in Lithuania. It was established in Klaipeda in forties last century.

The Master Degree studies of Fleet Technical Operation Management (FTOM) programme of Marine Technologies field is implemented at Klaipeda University Faculty of Marine Engineering. The programme is supervised by the Maritime Institute.

The second studies programme consists of 120 ECTS and is run along with first stage programme Fleet Technical Operation. The purpose of the programmes is to deliver managing specialists for Lithuania's marine sector companies and organisations. The programme allows to prepare and manage, administrate and provide scientific research skills. Klaipeda region is maritime industry oriented area with number of actors like port, shipyards, maritime administration, shipping companies, maritime logistic centres, storages and workhouses etc. Programme of Fleet Technical Operation Management is needed for continuous development of this region.

The objective of this report is to present results of the evaluation of the "Fleet Technical Operation Management" study programme (national code – 621J60001) - Master study programme. Programme is delivered by Klaipeda University in Klaipeda and is run by its unit the Faculty of Marine Engineering. The programme is supervised by the Maritime Institute.

The evaluation of Fleet Technical Operation Management programme was carried out basing on self-initiative of Minister for Education and Science of the Republic of Lithuania and was organised under the Minister's authority by the Studiju Kokybes Vertinimo Centras (hereinafter referred to as the SKVC). The evaluation was carried out on 14 of October 2014.

The evaluation of study programme was based on the Methodology for evaluation of Higher Education study programmes approved by Order No 1-01-162 of 20 December 2010 of the Director of the Centre for Quality Assessment in Higher Education (hereafter – SKVC).

The findings of evaluation are intended to help Klaipeda University to improve its study programme of Fleet Technical Operation Management and to inform the public about the quality of this study.

Earlier the programme was self-evaluated in 2006 on the basis of the order of the Ministry of Science and Education and accredited by the Ministry of Science and Education in 2001. Last external evaluation of Fleet Technical Operation Management study programme was conducted by experts of the Centre for Quality Assessment in Higher Education in 2010. Programme was accredited for three years.

Current evaluation process consisted of following stages:

- evaluation of follow up activities undertaken by Klaipeda University after evaluation in 2010,
- self-evaluation and preparation of self-evaluation report by University of Klaipeda,
- visit of the evaluation team on 14 of October 2014.

During the visit evaluation team carried out meeting with representatives of administration (management of the programme), team who prepared self-evaluation report, teaching staff, students, social partners and alumni. Evaluation team visited facilities of the Faculty including library and got familiar with theses. General results were presented for management of the programme at the end of the visit.

On the basis of findings the study programme is proposed to be accredited for three years. Details are given in summary of this report.

#### **1.4. The Review Team**

The review team was completed according *Description of experts' recruitment*, approved by order No. 1-01-151 of Acting Director of the Centre for Quality Assessment in Higher Education. The Review Visit to HEI was conducted by the team on 14th of October 2014. Team consisted of following members:

1. Prof. Janusz Uriasz (team leader) representative of the Polish Accreditation Committee, Head Institute of Maritime Technology, Faculty of Navigation, Maritime University of Szczecin, Poland.
2. Prof. François Resch, Sea Tech Engineering School. University of Toulon. Professor Emeritus. France
3. Prof. Reza Ziarati, Chair of Centre for Factories of the Future (C4FF) and Coordinator of MarEdu (C4FF and Piri Reis University)
4. Tomas Žemaitis, The Lithuanian Maritime Safety Administration (social partners representative), Lithuania
5. Justinas Staugaitis Kaunas Technological University (student representative), Lithuania

## **II. PROGRAMME ANALYSIS**

### ***2.1. Programme aims and learning outcomes***

Fleet Technical Operation Management programme run by Klaipeda University was registered in on 19 of May 1997 under number 621J60001. Programme belongs to the study fields of marine technologies. It is second circle study on university level. Programme is delivered in full and part time mode. Full time programme lasts 3 semesters while part time four semesters.

This programme has been implemented by Faculty of Marine Engineering and is supervised by Maritime Institute. The master degree study programme was created in cooperation with the social partners. Visiting team had opportunity to meet some of them (Lithuanian Marine Safety Administration, Western Ship Yard and others) and found indications of positive cooperation between Klaipeda University and social partners. Social partners expressed positive opinion on the necessity of the programme implementation, emphasising its particular importance for the maritime sector. It could be assumed that programme meets the need of labour market.

Klaipeda University assumed learning outcomes for the programme based on Eur-Ace model. It is positive but other models (like Bologna) could be considered too. Euro-Ace model has been assumed without proper (critical) adjustment to Klaipeda capabilities (in term of number of potential students, facilities etc.) and desired learning outcomes.

The programme aims and learning outcomes satisfy academic minimum requirements but are in need of revision. General (national) model of learning outcomes hasn't been elaborated in Lithuania so far. Due to that reason programme learning outcomes cannot be crosschecked with higher model. The programme aims and learning outcomes shall ensure Master of Science

qualifications. They are consistent with university level of education. Content and outcomes are compatible with each other.

University underlined that in order to improve the quality of the study aims the Maritime Institute carries out the survey of the graduates. It should be noted that number of graduates is very small and results cannot be objective (especially that mobility of students doesn't exist). Results of the survey haven't been presented to the evaluation team. Faculty presented form of questionnaire. According to information provided, last students' surveys were carried out in October 2013.

Pervious evaluation of Fleet Technical Operation Management programme found deficiencies in quality of training. Recommendations were proposed. Recommendations focused on two aspects. Firstly-on possible merging of two programmes of Fleet Technical Operation and Fleet Technical Operation Management. Secondly (three recommendations) focused on aims and objective of the programme and learning outcomes. Execution of recommendation was postponed by Faculty without reflection. The evaluation team is in opinion that running of the programme is an independent decision (will) of Faculty. However, the proper level of quality and meeting of minimum requirements are to be fulfilled in every case. The recommendation given and related to learning outcomes like: "the aims and objectives of the programme should be reviewed", "learning outcomes ... should be clarified and developed to a more comprehensive standard", "coherency between the programme learning outcomes and the module learning outcomes should be developed and improved..." should have been considered by Faculty without delay. The evaluation team found, that these recommendations were not reflected by HEI and same problems concerning learning outcomes arose during current evaluation.

The evaluation team learned after meeting with students and teaching staff that their understanding of meaning, purpose, importance of learning outcomes is on very low level. This groups have to be aware that in fact they are the main actors who should be involve in the creation, improvement of, and benefit from, the stated learning outcomes. Faculty itself in SWOT analysis recognises that "the update (adjusting to market demands) of study aims is insufficiently frequent". One of the reasons noticed by the evaluation team is rather too little involvement of internal and external stakeholders in improving the learning outcomes.

The University recognises its programme as integral part of other programmes offered by universities in Lithuania: Kaunas and Vilnius. All offered programmes cover different sectors of transport. The Programme of Fleet Technical Operation Management is design for water transport while other rail, automobile, transport systems and technologies. The purpose and aims



of the FTOM programme comply with cycle and normative acts for higher education institutions. Description of the programme and current learning outcomes and syllabuses are available on the KU website (<http://www.ku.lt/jtf/struktura/jureivystes-institutas/studijos/>). Teachers present the aims of particular subject at the beginning of the semester. The general current study outcomes are compatible with the programme aims. Compatibility of study outcomes corresponds to the second university study cycle and “Transport Engineering” science field. The stated learning outcomes were presented for the evaluation team. The knowledge, understanding (ability) and personal/transferrable skills are defined in 17 learning outcomes. The current outcomes are formed in the study process. The programme is needed for the labour market.

## ***2.2. Curriculum design***

The curriculum of Fleet Technical Operation Management has 120 ECTS credit points. It meets legal requirements. In 2010 scope of the programme was 80 of national credit points. Faculty upgraded programme to new regulations – European Credit Transfer System. At the Faculty there is a programme board responsible for curriculum design. The programme is delivered in four semesters (2- year study course). Every semester has 30 ECTS. The subjects are divided into few groups: direction subjects, general university subjects, optional subjects and analytical-research work. For the direction subjects there are 1947 hours (73 ECTS, 60.8%) allocated. For contact classroom activity it is 675 hours. Scientific research and preparation the final paper have 1253 hours (47 ECTS, 39.2%) of the programme scope. The subjects of basic study level have 15 ECTS. Specialisations like “Maritime transport energetics technologies” or “Maritime transport alternative energetics and environmental protection” have 12 ECTS. There are alternative subjects in the programme. The content of the subjects corresponds to the type and level of the studies. Total workload and structure (the order of subjects) shall ensure achievement of planned learning outcomes.

Students’ involvement in the scientific research programmes starts from the 2nd semester and continues till the end of the studies. Part-time mode lasts 3 years (6 semesters). Total contact hours equal to 462 (39.2 %), scientific research work has 47 ECTS. There were some differences between electronic version of curriculum and syllabuses presented for the visiting team and printed version. Printed version was correct. However, the evaluation team suggests to elaborate new version of syllabuses for subject “research work” (stages 1 and 2) with description of recommended areas of researches, evaluation methods and criteria. Work load is spread properly between semesters. The subjects and their themes are not repetitive. Faculty made SWOT analysis. Findings are correct. Disadvantages like “results of subjects and

programme are not fully harmonized“ and “the update of content of subject is insufficiently frequent” shall be considered. Deeper involvement of internal stakeholders shall help to find solutions. Some good examples of contact with external stakeholders were noted by visiting team (like Naval School, DNV and others). The curriculum ensures (content and applied methods) achievement of planned learning outcomes and the latest achievements in science. However stronger involvement of external stakeholder could help to reflect also new technologies in the programme like removable energy sources, maritime safety.

### ***2.3. Teaching staff***

Academic staff meets legal requirements. The academic staff members of the Fleet Technical Operation Management programme consist of 2 professors (habil. doctors), 7 associated professors with a doctor degree, 4 lecturers. Three assistants shall defend their PhD theses in near future. Number of teaching staff and distribution of their competences ensures learning outcomes. 56% of teaching staff is over 40 years old. Looking forward one could assume that teaching staff is stable. The teaching staff realising the study programme has remained stable during the 5 last years. There haven't been amendments in staff composition in recent years. Study process has been ensured.

The qualification of all teaching staff and pedagogical positions correspond to the requirements of normative acts. Klaipeda University states that on the grounds of the practical experience of the teaching staff and positive results of the study realisation results it can be stated that the qualification of the staff are sufficient for achievement of the programme aims. Evaluation team confirm that. However, the evaluation team noted that researches and their results should be published more frequent. Just few publications were found to be published in last five years. Despite during the assessment period the total number of published in peer review science editions is 15. The teaching staff members are carrying out scientific research.

There is an internal board evaluating individual research progresses and Faculty possess a research plan. The teaching staff members have been involved in realisation of 21 international projects and commercial agreements, for instance “Transfer of competency, technology and knowledge in region of South Baltic – Martech LNG”. They are related with study process. Outcome of the researches could be utilised in the programme. One to four lecturers of the programme took part in mobility programmes. However mobility of the teachers could be more visible. Members of teaching staff took part in conferences, forums what ensures that their knowledge is up-to-date. Professors are supervising doctoral dissertations what might help to

upgrade their competences. There are also part-time teachers employed by University. Some of part-time lecturers are scientists and are from industry what gives positive impact on learning outcomes. It shall be said that condition for self-development of staff exists at the University. Ratio of staff to students is 1:10 what is reasonably low value.

The contact hours of the study programme among the teaching staff are divided in the following way: 50% of the lectures are delivered by professors, 41% by associate professor and 9% by other lecturers. Professors make up 12% of the staff. They deliver about 28% of the field level subject block amount, associated professors – 43%. The pedagogical experience of the teaching staff is from 2 to 38 years. The teaching staff should enhance their contacts with other stakeholders like students and social partner looking for the ways of improvements learning outcomes.

#### ***2.4. Facilities and learning resources***

The study process is carried out in premises owned by Klaipeda University. The infrastructure consists of classrooms for lectures and practical work, laboratories for practical work, computer equipment, and specialized professional equipment for scientific research. Premises are located in two buildings, in different part of Klaipeda city. Laboratories are distributed between those buildings. There are five advanced laboratories: ship engineering and hydromechanics laboratory, air pollution from ships research laboratory, materials engineering laboratory, materials science laboratory, seaport engineering and navigational condition research laboratory. Equipment in laboratories is in the operational state and the short-term material recourses are sufficient and systematically supplied. Klaipeda University is planning also new investments. About 3 mln LT shall be spent in 1-2 years for that purpose. One subject is delivered in premises owned by social partner (Baltic Offshore Energy Cluster). Evaluation team noted that University doesn't have any formal agreement for that kind of cooperation. It is highly recommended to establish formal conditions for cooperation between University and other partners like social partners if such cooperation aims to secure study process.

Premises are more than sufficient to secure delivery of learning outcomes in term of size. Labs quality and equipment could be improved. However number of current places and work stations is sufficient. In some laboratories instructions or exercises should be developed in written/printed form. A few more technical/relevant pictures/posters could also help to brighten the place up and make it more inviting. Most classrooms visited had a projector and a PC for the visual presentation of the subject matter; this is good practice. Teaching staff acknowledged that

they have their own rooms in the Faculty where students can meet them. Since most of the students work in industry the practical training are satisfactory. It is not however clear if an known standard of training is applied or what kind of facilities are available in places where practice is taken place. University owns library (central library and FME library) equipped with books and journals listed in syllabuses.

Students have access to digital libraries from computers in University and also from homes. Web databases are as follow: national bibliography, Oxford English Dictionary (OED), Oxford Journals Online, Science Direct, Wiley InterScience. Libraries receive funds allowing them to make new supplies every year. The methodological materials for the study process are realised in two ways: by ordering modern methodical means and replenishing the funds of the KU libraries and by preparing methodical materials for the subjects by the lecturers and publishing them. Meeting with library staff acknowledged that condition of library is on good level, quality of offered service is on very high level.

Facilities are generally acceptable but are in needs of development and refreshment. Facilities of Faculty of Marine Engineering were found not to be inviting or motivating to students. Dark corridors, old floor, walls, ceilings and windows create rather old fashion condition. This remark should not be considered as negative as the overall access to resources both in the University, the Maritime Institute and in the industry were considered to be good.

### ***2.5. Study process and students' performance assessment***

Admitted for study process are the students who present an application and have the highest admission score. However, the number of applications is very low and University accepts everyone. This situation put in question the sustainability of study process even if most of students are financed by Lithuanian state. The number of state financed places for Master Degree studies is defined proportionally to department's scientific output. It has to be confirmed by the KU Senate. The competition results are approved by the Rector and announced: for the autumn semester till July 1, and for the spring semester till February 6. The studies begin on 1st of September and ends on 30th of June.

University should consider admission of disabled candidates. It is clear for evaluation team that learning outcomes could be achieved also by disabled people. In present situation if only one person were assigned to the programme it would increase number of students by 20%. Profession/labour market is also opened and should accept such graduates. Especially that the present graduates meet the programme providers' expectations.

The scope of the studies is 120 ECTS or 3200 hours (it means 26,7 hrs per 1 ECTS). Faculty has converted national credit system into ECTS system since last accreditation. However principles of this system shall be discussed with students because those who attended meeting with evaluation team presented very poor understanding of the European Transfer System. They should be aware of ECTS benefits.

The main theoretical classes and the greatest number of practical and laboratory work classes are delivered at the classrooms and laboratories (at Maritime Institute Marine Engineering Department or APS laboratory). Different practical classes and workshops are run at other branches of the University. The ratio of theory and practice (practice and laboratory works) during the first semester is 8:7, second semester 8:6. The last semester consists of preparation of master thesis. No more than five subjects are given in one semester. Students have a chance to choose one of two alternative subjects in first semester and one of the specialisation having two subjects each in second semester (specialisation "Marine transport technologies" and "Maritime transport environment protection and alternative energetics"). During third semester students can choose one alternative subject from two available and additionally specialisation with two subjects each. Every semester has got equal workload 30 ECTS. Organisation of study process is correct. However, most of subjects are delivered in the evenings. Evaluation team assumed that this adjustment has been made for student's conveniences who are mostly full time workers.

Ratio of dropouts is relatively high, in one case even 100% recently. This value gives rather artificial picture and deeper analysis cannot be made as it was situation where Naval School graduates started sea practice. However, the Faculty has commenced prevention measures which should improve situation in future. One of prevention means was an introduction of individual plans for students. Another one is an agreement with the Lithuanian Maritime School. Rector of this social partner expressed opinion during the meeting with evaluation team that there is planned closer cooperation with Faculty and amendments to study process might be introduced helping its graduates to start bridging programme and commence studies at Klaipeda University.

After meeting of the evaluation team with alumni and social partners it occurs that they have a lot of suggestion for improvement of study process. They are keen to provide real support to University. It is need for Faculty to use such opportunity. Faculty should organise periodic meetings. Students are encouraged to participate in scientific activities (7 students were involved in period 2011-2013). Students are encouraged also to take part in mobility programmes. However, most of them have permanent work and they are not interested in such activity. It is rather weak side of study process what significantly prevent transfer of better standards to the

study process. University provides opportunity for students to apply for social support (scholarship) and support from social partners. Students have places in dormitories and access to sport facilities. There is Klaipeda University Students' Union existing. Students of FTOM programme are not familiar with its activity.

Didactic and academic support is on the proper level what was crosschecked with students and teaching staff. Assessment criteria are shown in syllabuses. They are also reminded at the beginning of each semester. For the student achievement assessment a ten point scale and accumulative assessment system are applied. System is clear and common in Lithuania. The results of the examination session are announced on the notice boards.

The evaluation team found quality of final papers very good. They correspond to scientific work requirements and consist of the following parts: review of the theme problem, research ways and methods, main tasks, motor experiments, mathematical simulation computer research, conclusions and recommendations of the practical application of the achieved results and further development. It should be underlined that all thesis have been defended so far.

## ***2.6. Programme management***

The programme is supervised by Maritime Institute of the Faculty of Marine Engineering. The programme is registered in the study programme register of the MES of the Republic of Lithuania under state code 621J60001. The study programme is controlled by collegial bodies – the Senate of Klaipeda University and Board of Faculty of Marine Engineering. In KU Senate there are 8 students representatives (20%). Everyday responsibilities are hold by the Rector of Klaipeda University and Dean of Faculty of Marine Engineering. Other formal body involved in management is KU attestation Commission, formed by the KU Senate and the order of the Rector and the KU Study Quality Assurance Commission, formed by the order of the Vice Rector for studies, which consists of representatives of all Faculties.

In the University and Faculty quality assurance system has been introduced recently. The system was approved by Klaipeda University Senate and the Rector. This quality management system (QMS) is based on the International quality standard ISO-9001:2000. The evaluation team considers this change as positive one which should help in proper management of the programme. There are ten procedures in the system. The results of quality system have not been visible yet. Due to that reason the performance of quality system could not have been evaluated. Other outcomes given by external institutions like SKVC were not considered. Merging of two second circle programmes were postponed (considerable reasons were presented to the

evaluation team) but recommendations related to the learning outcomes were not considered or implemented. It is rather a negative symptom of performance of management.

There is appointed coordinator of the Fleet Technical Operation Management programme by the Rector's order (based on the Senate provision) responsible for study programme implementation.

Coordinator of master degree study is a professor with scientific degree. Drawbacks and efficiency of quality assurance system should be reflected in annual KU Rector's report, approved by the KU Senate and KU Board. They should help to elaborate areas of improvement. Control of the programme is multistage and covers highest University organs and other actors like teachers, students and social partners. Following steps have been undertaken by management of the programme since last accreditation:

- associated model of academic activity was created in 2010/2011 to improve admittance,
- the advancement of lecturer's qualification in foreign high schools have been strengthened and the advancement of skills improved, and
- the alternative subjects block was reformed.

The evaluation team recommends discussing results of internal evaluation of the programme with stakeholders at the end of each academic year. Findings of such discussions could be the basis for improvement of the programme from beginning of next year.

### **III. RECOMMENDATIONS**

1. Klaipeda University and Faculty of Engineering should improve learning outcomes in the Fleet Technical Operation Management programme by implementation of related recommendation given in 2010.
2. In formation of learning outcomes involvement of internal and external stockholders should be significantly improved. The understanding of the role of internal stockholders on improving learning outcomes should be significantly enhanced.
3. The evaluation team recommends establishing formal agreements with social partners offering premises for study process.
4. General refreshment of Faculty of Engineering facilities is needed. In future investments plans Faculty should consider adjustment of premises for disabled students giving them access to the studies

### **IV. EXAMPLES OF EXCELLENCE (GOOD PRACTICE)**



## **V. SUMMARY**

The objective of this work is to present results of the evaluation of the “Fleet Technical Operation Management” study programme run at Klaipeda University. The University was visited on 15 of October 2014 by the evaluation team. The programme is delivered by the Faculty of Engineering. Final grades were given based on review of self-assessment report, meeting and discussions with administration, authors of self-assessment report, teachers, students, employers and graduates, and finally after tour visit of the Faculty facilities and assessment of learning resources.

The University offered comprehensive support for the evaluation team allowing it to find real and objective results for its evaluations.

The general picture of the Faculty of Engineering is positive. However, area of programme aim and learning outcomes should be improved. The Faculty should elaborate good practices incorporating internal and external stakeholders in description and improvement of learning outcomes. It should be considered as a process and not just as single execution. Links between learning outcomes and academic subjects are well presented and correspond to the learning aims. The curriculum allows achievement of learning outcomes. The Faculty presents clear activity plans for future. The facilities and learning resources are in need of refreshment. Teaching staff members are skilled and experienced. However, more international teacher exchanges would be fruitful. The students are well motivated even though that the number of students is relatively small. The Faculty has implemented a new quality system. The outcomes of quality system have not been visible yet. The study process could be opened for disabled people. The management of the programme is on good level. Recommendations provided in this report should help to obtain and sustain a more effective level of education.

## VI. GENERAL ASSESSMENT

The study programme Fleet Technical Operation Management (state code – 621J60001) at Klaipėda University is given positive evaluation.

*Study programme assessment in points by evaluation areas.*

| No. | Evaluation Area                                    | Evaluation of an area in points* |
|-----|--|----------------------------------|
| 1.  | Programme aims and learning outcomes               | 2                                |
| 2.  | Curriculum design                                  | 3                                |
| 3.  | Teaching staff                                     | 3                                |
| 4.  | Facilities and learning resources                  | 3                                |
| 5.  | Study process and students' performance assessment | 3                                |
| 6.  | Programme management                               | 3                                |
|     | <b>Total:</b>                                      | <b>17</b>                        |

\*1 (unsatisfactory) - there are essential shortcomings that must be eliminated;

2 (satisfactory) - meets the established minimum requirements, needs improvement;

3 (good) - the field develops systematically, has distinctive features;

4 (very good) - the field is exceptionally good.

Grupės vadovas:

Team leader:

Prof. Janusz Uriasz

Grupės nariai:

Team members:

Prof. François Resch

Prof. Reza Ziarati

Tomas Žemaitis

Justinas Staugaitis

&lt;...&gt;

**VI. APIBENDRINAMASIS ĮVERTINIMAS**

Klaipėdos universiteto studijų programa *Laivyno techninės eksploatacijos valdymas* (valstybinis kodas – 621J60001) vertinama **teigiamai**.

| <b>Eil. Nr.</b> | <b>Vertinimo sritis</b>                          | <b>Srities įvertinimas, balais*</b> |
|-----------------|--|-------------------------------------|
| 1.              | Programos tikslai ir numatomi studijų rezultatai | 2                                   |
| 2.              | Programos sandara                                | 3                                   |
| 3.              | Personalas                                       | 3                                   |
| 4.              | Materialieji ištekliai                           | 3                                   |
| 5.              | Studijų eiga ir jos vertinimas                   | 3                                   |
| 6.              | Programos vadyba                                 | 3                                   |
|                 | <b>Iš viso:</b>                                  | <b>17</b>                           |

\* 1 - Nepatenkinamai (yra esminių trūkumų, kuriuos būtina pašalinti)

2 - Patenkinamai (tenkina minimalius reikalavimus, reikia tobulinti)

3 - Gerai (sistemiškai plėtojama sritis, turi savitų bruožų)

4 - Labai gerai (sritis yra išskirtinė)

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**V. SANTRAUKA**

Šio darbo tikslas – pateikti Klaipėdos universiteto studijų programos „Laivyno techninės eksploatacijos valdymas“ vertinimo rezultatus. Vertinimo grupė universitete lankėsi 2014 metų spalio 14 dieną. Minėtą studijų programą vykdo Jūrų technikos fakultetas. Galutinis įvertinimas buvo atliktas remiantis savianalizės suvestine ir informacija, gauta susitikimų ar diskusijų su administracija, savianalizės suvestinės rengėjais, dėstytojais, studentais, darbdaviais ir absolventais metu bei akivaizdžiai susipažinus ir įvertinus fakulteto materialiuosius išteklius.

Vertinimo grupei universitetas pasiūlė visapusišką paramą ir sudarė sąlygas, kad ekspertai vertindami atspindėtų tikrus ir objektyvius rezultatus.

Iš esmės Jūrų technikos fakultetas paliko gerą įspūdį. Tačiau dar reikėtų gerinti programos tikslų ir studijų siekinių sritį. Fakultetas turėtų plačiau taikyti gerosios praktikos pavyzdžius, ir į numatomų studijų rezultatų aprašymo ir gerinimo darbą įtraukti vidaus ir išorės socialinius dalininkus. Šis darbas turi būti suprantamas kaip procesas, o ne kaip vienkartinis veiksmas. Numatomų studijų programos rezultatų ir dėstomųjų dalykų sąsajos yra tinkamos ir atitinka studijų tikslus. Studijų programa sudaro sąlygas siekti numatytų studijų rezultatų. Fakultetas pateikia aiškius būsimos veiklos planus. Reikia atnaujinti materialiuosius išteklius. Dėstytojų personalo nariai yra kvalifikuoti ir patyrę. Tačiau būtų naudinga aktyviau dalyvauti tarptautiniuose dėstytojų mainuose. Studentai yra gerai motyvuoti, bet jų skaičius yra santykinai mažas. Fakultete yra įdiegta nauja kokybės užtikrinimo sistema, tačiau jos įdiegimo rezultatai kol kas nėra akivaizdūs. Galėtų būti sudaryta galimybė studijuoti neįgaliems žmonėms. Programos vadybos lygis yra tinkamas. Šiose vertinimo išvadose pateiktos rekomendacijos turėtų padėti pasiekti ir išlaikyti veiksmingesnį mokymo lygį.

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**III. REKOMENDACIJOS**

1. Klaipėdos universitetas ir Jūrų technikos fakultetas turėtų tobulinti programos „Laivyno techninės eksploatacijos valdymas“ numatomus studijų rezultatus, įgyvendindamas 2010 metais pateiktas su šiuo klausimu susijusias rekomendacijas.
2. Reikėtų vidaus ir išorės partnerius aktyviau įtraukti į numatomų programos studijų rezultatų rengimo darbą. Supratimas apie vidaus partnerių vaidmenį gerinant numatomus programos studijų rezultatus turėtų būti gerokai gilesnis.
3. Vertinimo grupė rekomenduoja sudaryti oficialias sutartis su socialiniais partneriais, siūlančiais patalpas studijoms.
4. Reikėtų iš esmės atnaujinti Jūrų technikos fakulteto materialiąją bazę. Planuodamas būsimas investicijas, fakultetas turėtų apsvarstyti patalpų pritaikymo neįgalių studentų poreikiams klausimą ir sudaryti sąlygas jiems studijuoti.

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