Dear Members,

PLEASE ENSURE THIS GEN MEMO IS WIDELY DISTRIBUTED WITHIN YOUR INSTITUTION

Cruise shipping has been a boom industry and – in response to market growth and to maximise the benefits of the economy of scale – the largest vessels have in recent years doubled in size from 80,000gt to over 160,000gt. The new generation of mega-ships can carry more than 6,000 passengers and 1,800 crew – the equivalent of a small town – and this alone has created equally massive challenges.

How can multinational crew members – many of them from developing nations and not sharing the language of the passengers or even fellow seafarers onboard – be expected to maintain command and control in such circumstances? Marine insurers and ship salvage experts have also raised concerns about the inherent difficulties in dealing with a disaster involving massive ships.

Seafarers have spoken of their worries in handling such ships. Some large passenger vessels have been built with a relatively shallow draft so that they can get in close to land and avoid the use of tenders. The number of decks has been increased, with additional leisure facilities, to increase revenue-earning capacity. Additional swimming pools, coupled with a number of slack tanks when in operational service, further reduce vessel stability.

There has also been a growing trend to operate ships in increasingly exotic locations – polar waters or remote tropical areas, for example. Not only do such waters often present testing sea conditions and navigational challenges, they are often far away from major shipping lanes or search and rescue facilities, posing an extra challenge in the event of an emergency.

In recent years, there has been no shortage of warning signals. These have included: the collision of the Norwegian Dream and the containership Ever Decent; the grounding of Norwegian Crown; the fire onboard Star Princess; the explosion and loss of power onboard the Queen Mary 2 off Spain in 2010, and a number of incidents involving large angles of heel when turning, including the Crown Princess and Grand Princess incidents.

Research shows that between 60% to 80% of accidents at sea involve "human factors". While the major cruiseship companies have a clear commitment to the employment and training of quality officers, the huge new ships raise questions about the quantity of operational crew not only to meet routine requirements but also to be able to meet the demands associated with intensive operations and emergency situations. And while the core crew in both deck and engine, including the officers, are trained to a high level, the bulk of the passenger and catering department receive minimal training, and their safety training is a fraction of that received by aircraft cabin crew.
The Costa Concordia disaster highlights the dangers of super-sized cruise ships:
Rapid developments in passenger shipping have not kept pace with safety requirements: this is a wake-up call to the industry
Andrew Linington,
The Guardian, 15 January 2012

1 GlobalMET at IMO

Please be advised that three of the four submissions to STW 43, as described in Gen Memo 03/12, have been submitted and that it is intended to submit the outstanding information paper on the marine environmental awareness raising posters by the deadline of 24 February.

The draft new Leadership and Teamwork Model Course has also been submitted to IMO, for validation.

The GlobalMET delegate to STW 43 will Captain Tim Wilson, Chairman of the Board of Directors of GlobalMET Ltd. It is expected that several national delegations will include senior people from GlobalMET member institutions, who will also have the opportunity to comment on GlobalMET's submissions during STW 43.

2 BCIT Vacancy

Attached please find an advertisement for a key MET post, responsibility for the British Columbia Institute of Technology Marine Campus in North Vancouver, as an Associate Dean in the BCIT School of Transportation, recently vacated by Captain John Clarkson. Please note that the closing date for applications is 11 March 2012 and that the application form is available at bcit.ca/jobs.

It is a pleasure to express appreciation of John Clarkson's strong support of GlobalMET while in charge of the Marine Campus, especially through his membership of the GlobalMET Advisory Panel and participation in meetings, and to wish John well in his new and important role as a member of the Transportation Safety Board of Canada.

3 ECDIS

As Members will be aware, implementation of the use of ECDIS is causing considerable concern. GlobalMET was pleased to be asked by the Nautical Institute to join peak industry bodies in developing the attached document of guidance on issues of training for competence in the use of ECDIS. As stated in the document 'in accordance with best practice it is recommended that approved ECDIS training be undertaken as soon as practical to ensure that all bridge watchkeeping officers meet all the competencies required by STCW prior to sailing on a ship fitted with ECDIS.'
4 Portal

Members are urged to make more use of attractive, comprehensive, re-designed portal, which currently receives between 100 and 150 hits each day. Facilities are provided for letting others know about recent developments; eg through advising about new courses, new equipment, staff vacancies and retirements, through promoting products such as new CBT and distance learning materials, posting papers and news about other developments. Let's use it to build a more collaborative and effective MET community. While it is good to see the 56 logos already displayed and flowing through the home page, that number could be almost doubled if all members submitted their logos for uploading.

5 GlobalMET Newsletter

More contributions for the bi-monthly newsletter are also needed. While apparently well received, it mainly contains reprints of interesting news items gleaned from the internet. There is value in this, however as mentioned above, we need to build a more collaborative and effective MET community. There is need for more networking by the membership, and communication of current thinking as well as of developments are ways of doing this. This was also a key reason for the introduction of the electronic newsletter, replacing the former hard copy. The next newsletter will be distributed next month and there is still time to include more material from members. If you wish to use this opportunity please let the ExecSec know as soon as possible.

With kind regards

Rod Short

Executive Secretary
GlobalMET Limited
ASSOCIATE DEAN, BCIT MARINE CAMPUS
SCHOOL OF TRANSPORTATION

The School of Transportation is seeking a full-time Associate Dean to join the institute’s Educational Leadership Team. The successful candidate will manage the BCIT Marine Campus located in North Vancouver. This site is the only training facility of its kind in Western Canada that provides a complete spectrum of Transport Canada-approved programs and courses on marine navigation, marine engineering, seamanship, and maritime safety and security. The new multi-million dollar Marine Simulation Centre gives the Marine Campus the capacity to serve the training and research needs of the marine industry in British Columbia, nationally, and internationally.

As a member of the Educational Leadership Team, the Associate Dean provides administrative and educational leadership to keep BCIT at the forefront of marine training. You'll function as first-line educational manager, a member of academic departments, and faculty and staff supervisor. Utilizing your entrepreneurial business acumen, you will build partnerships with internal stakeholders and marine industry partners from coast to coast to implement corporate and school level educational strategies to best prepare graduates who will shape the future of the marine industry.

A collaborative management style that fosters strong working relationships and a passion for transportation education will ensure success in this exciting leadership position.

Primary deliverables include:

- Providing leadership consistent with BCIT’s mission, as well as educational, financial and human resource management and development
- Developing academic relationships with other institutions and organizations across Canada and globally
- Management of Part-time Studies, Industry Services, Business Improvement Programs, and Applied Research
- Liaising with industry and business, program advisory committees, professional associations, regulatory bodies and government groups
- A passionate advocate for growing and strengthening the institute

START DATE: June 2012
COMPETITION #: 12M16
CLOSING DATE: March 11, 2012
TO APPLY: Visit us online at bcit.ca/jobs and complete an application form.

BCIT offers a competitive salary, generous benefits package and promotes an inclusive workplace. BCIT is an equal opportunity employer. All qualified candidates are encouraged to apply; however, Canadians and permanent residents will be given priority.

Only those selected for an interview will be contacted. If selected for an interview, candidates will be required to present original copies of credentials.
• Demonstrate vision and the ability to raise the reputation of the Institute and to enhance its existing research and teaching reputation
• Ensuring full enrolment of Canadian and international students

QUALIFICATIONS:

• Relevant degree; Master’s preferred
• Professional and/or industry certification such as Master Mariner or Chief Engineer, with eight to ten years of directly related experience in business, industry and/or training, or an equivalent combination of education, training and experience
• Strong leadership skills, good organizational skills and a high degree of self-motivation and business acumen
• Ability to communicate effectively and build networks with all levels of stakeholders
• Familiarity with educational technology and new educational methodologies
Industry Recommendations for ECDIS Training

Being aware that the implementation of Electronic Chart Display and Information Systems (ECDIS) has given rise to confusion in regard to ECDIS training, an industry group, organised and coordinated by The Nautical Institute and comprising leading international shipping industry organisations, held a series of meetings in order to produce this guidance on issues of training and competency for ECDIS.

The 2010 amendments to the STCW Convention for ECDIS training will not take full effect until 2017. Therefore in accordance with best practice it is recommended that approved ECDIS training be undertaken as soon as practical to ensure that all bridge watchkeeping officers meet all the competencies required by STCW prior to sailing on a ship fitted with ECDIS.

It is recognised by all signatories to this guidance that ECDIS, as defined by the International Maritime Organization (IMO), when implemented will be one of the most important navigation and decision support tools. The complexity of ECDIS should be recognised and the ability of a watchkeeping officer to be competent and confident in operating ECDIS as part of the shipboard navigational system is essential for safety, security and protection of the marine environment.

The regulatory requirements for Generic Training and Familiarisation in ECDIS are covered by various international instruments including the IMO STCW Convention, the ISM Code, SOLAS and also by national laws. The industry also recognises that compliance with these regulations including the required competencies are increasingly being examined by external parties including Port State Control, insurance inspectors, charterers and accident investigators. The industry organisations recognise the following definitions for ECDIS Training:

Training definitions

**Generic ECDIS Training**: ECDIS training to ensure that navigators can use and understand ECDIS in the context of navigation and can demonstrate all competencies contained in and implied by STCW 2010. Such training should ensure that the navigator learns to use ECDIS and can apply it in all aspects of navigation, including the knowledge, understanding and proficiency to transfer that skill to the particular ECDIS system(s) actually encountered on board, prior to taking over navigational duties. This level of training should deliver the competencies at least equivalent to those given in IMO Model Course 1.27

**Familiarisation**: Following the successful demonstration of competencies contained in the Generic ECDIS Training, familiarisation is the process required to become familiar with any onboard ECDIS (including backup) in order to assure and demonstrate competency onboard any specific ship’s ECDIS installation, prior to taking charge of a navigational watch.
The industry further endorses the following issues pertaining to ECDIS training:

- All watchkeeping officers must be competent in the use of the onboard ECDIS prior to taking charge of a navigational watch. An implicit element of continual competence is the ability to demonstrate that competence.

- Familiarisation pertains to any ECDIS onboard including any backup systems. This includes any pertinent information required for the safe operation of the ECDIS including all updates and alterations.

- Focus should be upon achieving and demonstrating the necessary competencies, rather than time spent on training or achieving certification alone.

- There are a wide range of training methods and tools available that can be used, alone or in combination, that may contribute to a navigator’s competency.

- Familiarisation should be structured, specific to the onboard equipment and its arrangements and should be complementary to generic ECDIS training.

- In order to meet the competencies identified in the IMO Model course (1.27) “The Operational Use of Electronic Chart and Information Display Systems (ECDIS)” the minimum training time is unlikely to be less than the IMO recommended 40 hours, and assessment of competency should be conducted by a suitably trained instructor/assessor.

- The competencies contained in Model course 1.27 should, for trainee OOWs, be incorporated into the STCW Officer of the Watch II-1 Navigation at the operational level training.

- The requirement for familiarisation is recognised under the provisions of section 6.3 & 6.5 of the ISM Code which requires not only effective training, but familiarisation of equipment and regulations with respect to safety and emergency related duties.

- Pilots should be able to demonstrate the competencies contained in Model Course 1.27, however pilots should not be expected to meet familiarisation requirements.

- It is recognised that manufacturer provided tools for structured onboard familiarisation will enhance and possibly add value to onboard ECDIS.

Recommendations:

1. Ship operators are recommended to recognise the critical importance of ECDIS for navigational safety and ensure that crew competency is achieved and maintained.

2. ECDIS trainers should take the contents of this document into account and ensure that their courses deliver at least the competencies for navigators which have been identified by the IMO.

3. Equipment manufacturers should take the contents of this document into account, are urged to recognise their role in the familiarisation process and to work with ship operators to meet their needs.

4. Flag States are encouraged to note this document and to consider its content when developing requirements and guidance for ECDIS.

5. Port States and other inspection/auditing authorities are encouraged to provide appropriate ECDIS training to their staff.

Supported by: