



To promote, develop and support in the spirit of cooperation, the common interests of its members in all matters concerning the development and quality of maritime education and training.

NEWSLETTER

OCTOBER – 2012

ISSUE NO. | 15 |

TRAIN, TRAIN, RETRAIN, RETRAIN!



Inside this Issue

Stop Press - Opportunity Knocks.....	2
Maritime Experiential Learning.....	3
RIO+20 Conference	4
Watchkeeper: Skill Shortages Drive Claims Rise	6
Malaysia Now Exports Maritime Cadets.....	6
IMO Plans 'Future of Ship Safety'.....	7
Baltic Sea has Over 120 Ship Accidents Each Year	8
Pilot House Chairs	9
Cold comfort on World Maritime Day	9
Intertanko Expresses Concerns Over Tanker Shipping Future	10
Comparative Study of International Seafarer Education and Training Practices.....	10
Maritime Education and Training Comparative Study	11





Stop Press - Opportunity Knocks



Asian Development Bank Consultancy

When discussing the need to develop MET we frequently hear the comment "we talk and talk and talk, but there isn't enough do, do do!" GlobalMET has a record of striving to 'do' and this latest outcome as a result of liaison with the ADB over the past year is an opportunity for a major 'do' in the Asia Pacific region. Not just for seafarers though, as the title Human Resource Development in the Maritime Sector in Asia and the Pacific indicates coverage of all in the maritime sector. The following is on the ADB website:

SC 100966 REG: Human Resource Development in the Maritime Sector in Asia & the Pacific

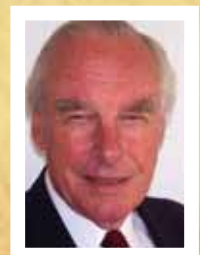
Deadline for submitting Expressions of Interest is 23 October 2012 2359 GMT + 08:00

Candidates can apply through this website:
https://uxdmz06.adb.org/OA_HTML/OA.jsp?OAFunc=XXCRS_CSRN_HOME_PAGE

Duration of Assignment: 2.5 Months

Contact Project Officer: Jouko Sarvi, Designation Advisor, RSOD conc Practice Leader (Education), RSGS, Asian Development Bank Email: jsarvi@adb.org

This could lead to very significant development of MET in the Asia Pacific Region. Anyone involved in GlobalMET with the experience and knowledge required for the consultancy and who could be available is urged to submit their Expression of Interest to Mr Jouko Sarvi not later than 23 October.

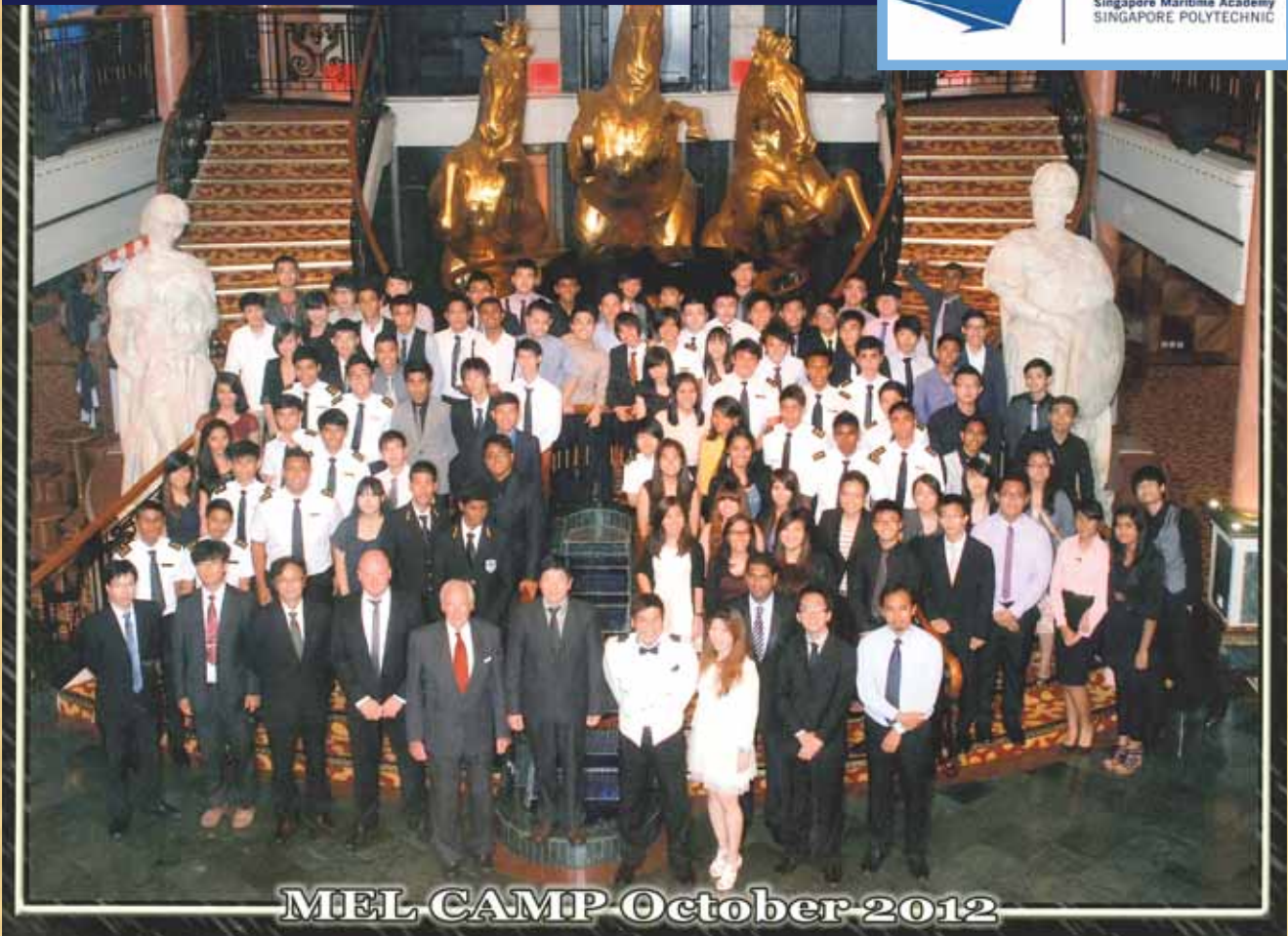


Rod Short
Executive Secretary

Maritime Experiential Learning



SMA
Singapore Maritime Academy
SINGAPORE POLYTECHNIC



GlobalMET aims to promote education and training for the maritime industry. There is an inherent tendency to concentrate on ensuring competence for ship operations and give less attention to education, especially for employment in other industry sectors.

The writing of this article is being done as another maritime experiential learning (MEL) cruise is coming an end, aboard Superstar Virgo at the southern end of the Malacca Strait and about to re-enter Singapore waters after a four day return trip to Phuket.

Three times a year – in March, July and October – the Singapore Polytechnic's Singapore Maritime Academy (SMA) enables some 100 maritime students and accompanying teachers to interact in one of the finest maritime learning situations.

Initiated by SMA Director Roland Tan in 2005, some 2000 maritime students from China, India, Japan, Korea, Malaysia, Russia, Singapore and The Netherlands have benefitted from interacting with one another, from the experience of being aboard a well-found ship, from visiting new places and from learning from experienced teachers.

The teaching – not lecturing – emphasises key life skills, irrespective of the students intended work. They are given opportunities to learn from people who are experienced practitioners, as well as to see the operation of a large, complex passenger ship.

Teachers include the SMA Director Roland Tan who interacts warmly with the students, KhooSweeChiew, a 'dare to dream' – and do! – professional adventurer who has climbed Everest

(thrice!), K2 and other peaks, skied overland – over-ice! – to the poles and also faced up to other extreme challenges, and Jeffrey Goh, a humorous former army officer with Churchillian quotes and reflections on growing up in a good family with very modest means and making his own way in life.

The writer, for whom this was the 16th MEL cruise, is privileged to provide input about the sea, the great global shipping industry in which the students are studying to work, as well as aspects of navigation as the haven finding art as it evolved over the centuries.

In addition is it usual to include a session with the Ship's Safety Officer, visits to the engine rooms, bridge and galley and a talk by a guest speaker; this time Flemming Pedersen from Aarhus School of Maritime and Technical Engineering in Denmark.

While student-centred teaching is an essential part of the maritime experiential learning, a key part is undoubtedly the never to be forgotten multi-cultural interaction and enjoyment that encourages an even great desire for maritime employment.

With the expressions of serious concern about the growing gap between the needs of industry and the provision of MET to meet those needs, the MEL initiative is particularly welcome. Shipping is a sub-sector of the huge and increasingly vital maritime sector.

Those studying for successful employment in shipping need more than training for competence. MEL is a fine example of education which, linked with effective training, will benefit those fortunate to experience it and be better prepared to contribute to the responsible realisation of the wealth of the oceans.

RIO+20 Conference

Oceans and Maritime Environment Protection Sustainable Human Settlements in Coastal Cities

By

Jai Acharya

MSc (Maritime studies); B.E. (Hons) EEE; FIE; CEng
Technical Director
STET Maritime Pte Ltd
Singapore



Abstract

Continuing my last write-up on the Rio+20 Conference, one of the most prominent issues raised and vociferously spelled out was the deteriorating health of ocean climate and its effect on human settlements in and around coastal cities and zones. Dr Awni Behnam, President of the International Ocean Institute (IOI), stressed the term 'blue economy' and its relevance to the oceans, to human beings, maritime industry and the sustainability of human settlements in coastal areas. The following is introduced to raise awareness of the maritime fraternity and industry stakeholders.

Sustainable Human Settlements in Coastal Cities

Most urban centers are experiencing a fast and largely uncontrolled population growth particularly in developing countries. This has been more evident in coastal areas. The attraction of the coast since time immemorial has been likened to the biological links with humans and settlements. Settling along large bodies of water such as seas, lakes and rivers has historically been a vital factor in the economic and demographic growth of cities. Today 75 percent of mega cities with a population over ten million are located in coastal zones.

The coastal zone is the interface between land, ocean and atmosphere. The World Ocean Review (WOR) explains that the coastal zone encompasses an area where the land is significantly influenced by the sea and the sea by the land, a complex place that is equally influenced by human activity. Coastal zones cover 20 percent of the earth space, where more than 45 percent of the population live and work. Population growth is faster than any other region on the planet. In fact coastal cities have higher densities and are growing faster than inland cities.

The concern lies in the magnitude of the interdependent impact the nexus between ocean urban coast and human settlement has on the economic, social and environmental sustainability of

ocean and coast. Coastal cities are just the front line.

All observatory and scientific evidence to date point to a devastating effect on the health of the ocean and the sustainability of its ecosystem, resources and services. The damage does not necessarily begin with human settlements on the coast; for example sedimentary rejuvenation of the coastline is triggered by paucity of sediments which can be traced world wide to over 41000 large dams and many more smaller ones that block 14 percent of total global flow, causing severely inadequate replacement of sediments, particularly when this is compounded by the damage human settlement growth creates through land reclamation from the ocean. Add to this the constant flow of land-based pollution and the damage to the biotic environment becomes irreversible.

Coastal settlements, while providing untold economic opportunities in return, need to ensure a sustainable relationship with both the coast and ocean. While this is easily said, in practice the challenge is enormous.

Ocean Urban Nexus Challenges

The sole valid and legitimate constitution of the ocean is the United Nations Law of the Sea Convention (UNCLOS), adopted in 1982. It remains the principle underpinning all other tools in ocean governance. However, reality compels us to recognize that over the last decade we have witnessed a paradigm shift in ocean governance that is the result of new and emerging challenges that were unforeseen in the seventies when UNCLOS was negotiated. That paradigm shift is an evolutionary response that has forced us to question the conventional wisdom of the established governance architecture and with it national and international ocean policies and strategies.

We can identify three over-arching and critical challenges, namely Climate Change, Security and the Global Economic and Financial Crisis.

The convergence of these three separate yet interconnected factors in time and space has created the proverbial 'Perfect Storm'. What is more alarming is that they have proven not to be discreet and independent forces that impact specific sectors, but they correlate and are interlinked in their effects. The consequence of these three challenges go to the heart of the issue of global peace and security and thus we can no longer treat ocean governance as if the body of water is isolated from the coast and urban hinterland in terms of social, economic or physical attributes. The nexus of ocean and coast have evolved into an integrated whole and is transforming our traditional perceptions of the governance of the ocean. Today we are gaining a better understanding of the implications of these inter-linkages and the need for a transition to a new governance paradigm; ie the Blue Economy.

Defining the Blue Economy

There is no universal definition succinctly encapsulated by the term "Blue Economy". However, we all understand the concept intuitively.

A workable definition could be that of "living with the ocean and from the ocean and in a sustainable relationship".

The "Blue Economy" core tenet is the mankind-ocean relationship rather than centered primarily on the environmental dimension.



The environmental parameter is inherent in the sustainability of that relationship of humans with the ocean. The Blue Economy therefore illustrates that relationship between the ocean and humans and can also be understood as a means to integrating its two opposing directions – that of provision of ecosystem goods and services as well as that of potential danger to property and life.

On the one hand, the ocean offers apparently limitless services essential for the survival and prosperity of humans – in fields ranging from recreation to research, from travel to trawling, from food to medicine, from waste disposal to carbon sink, from energy to minerals, from climate control to border control and much, much more.

At the same time the ocean follows laws of nature far beyond human control and the oceans can be devastating in their might. From this, humankind has always sought deliverance or protection through avoidance, mitigation, preparation and adaptation. Recent events of tsunamis, hurricanes, cyclones, storm surges, extreme weather events at the coast, and other marine hazards are in the majority not triggered by human activities. Of course anthropogenic climate change (triggered by human activity) exacerbates and worsens these phenomena, hence the need for humans, individuals and communities, to protect themselves from the nature of the ocean and become more climate resilient.

In this relationship of living with the ocean, humans are learning and finding innovative ways and means of responding with preparedness, adaptation and mitigation measures of which the costs and benefits are an integral component of the Blue Economy.

Let's recall that by the year 2025 about 75 percent of the world population could be living within 100 km of the coast. With the ocean providing services close to 32 trillion US Dollars in areas such as the provision of living and non-living resources, transportation (90 percent of world trade moves by sea), communication, recreation, energy production, waste disposal, medicinal goods, marine genetic resources, etc, there is increased potential for discovery and exploitation of many more services as we learn more about the oceans. Based on the extent of the sustainable use of services provided by the ocean, the Blue Economy would also become an issue of human security and intergenerational equity.

Regrettably, however, the human impact on the ocean through use and exploitation has been destructive and unconscionable because humans have taken for granted the sustainability of the ocean. In so doing, and despite decades of efforts to evolve an adequate governance regime, the ocean's fragile ecosystem is being systematically destroyed.

Environmental damage is ongoing in the form of land based and seaborne pollution, over-exploitation of its living and non-living resources, loss of biodiversity and destructive human practices

such as in coastal development and fisheries, climate change and the acidification of the ocean, sea-level rise and coastal flooding; destruction of coral reefs, mangroves, wetlands; habitat loss; deforestation and changes in hydrology, turbidity, sedimentation; mineral, sand and gravel extraction.

There are also systemic challenges that remain unresolved by UNCLOS including flag state jurisdiction, compliance with and enforcement of international law, application of the common heritage principle, ineffective governance on the high seas as in the rise of piracy and the declining share of ocean resources for developing countries.

Contemporary governance architecture has failed to protect the ocean and its resources particularly in areas beyond national jurisdiction. Management of the ocean is a complex web of interrelated, interdependent, converging, conflicting and competing demands and interests that has its origins way back in the hinterland. There is no silver bullet solution as there is no one-size-fits-all solution/approach.

The Blue Economy and the Nexus of Ocean and Urban Coast

First let us understand our universality; Confucius said "if a man takes no thought about what is far off, he will find troubles near at home". Our planet ocean is one and no person or place is insulated or isolated. We are all interconnected. It is true that under UNCLOS we have imaginary boundaries, territorial waters, contiguous zones, exclusive economic zones, continental shelves, and high seas. To take one simple example, any port manager must be prepared to deal with invasive species. In the blue economy there is a natural interdependence of every entity; local, sub regional, regional, interregional and international. In one form or other every single stakeholder impacts on others and vice versa. Therefore all stakeholders are obliged to act locally but think internationally.

The Blue Economy is essential to any country's wealth, growth, prosperity and sustainable development. Most countries Growth Domestic Product (GDP) comes from coastal areas (shipping, tourism, fisheries, aquaculture, energy, national defense, etc.). All these factors have to be integrated into holistic and collective governance architecture, just as their value added is interconnected. The new age Blue Economy may be characterized by integration and interdependence of all stakeholders and thus calls for a different type of strategy. Nowhere is this more urgent than in addressing the greatest challenge of our time, namely climate change and its implications for the Ocean Urban Nexus.

To be continued in the next issue of the Newsletter, when I will deal in more detail with the challenges of the Blue Economy and the nexus of ocean and urban coast, the implications of climate change, the protection of life and integrating marine hazards.





Malaysia Now Exports Maritime Cadets

Due to a limited number of ships in Malaysia

Due to a limited number of ships in Malaysia, the country has now become an exporter of maritime cadets to international ships, said Marine Department director-general Datuk Captain Ahmad Othman.

"On a yearly basis, around 1,000 cadets from more than 30 maritime training institutions in the country need to clock in at least a year out at sea before they can take their qualification exams.

"There are currently 4,000 locally registered vessels, but only about half fulfil the criteria to take in cadets for training.

"Since there are not enough ships here to accommodate all the cadets, many must complete their training on international ships."

Ahmad added that many of those who completed their sea time on international ships usually went on to work overseas as well.

He said this after opening the simulator training course organised by the International Maritime Organisation at the

Malaysian Maritime Academy (Alam) in Kuala Linggi, near here, yesterday.

For the first time in Malaysia, 24 participating maritime trainers from Brunei, Cambodia, Myanmar, Pakistan, Sri Lanka, Thailand and Vietnam are taking part in a five-day course to learn how to impart knowledge using simulators. Alam chief executive officer David Fredrick said the academy was proud to have been chosen as host for the course.

"Alam is ranked among the top 10 per cent of maritime training institutions in the world and offers a full range of maritime courses for prospective seafarers.

"During this course, trainers will get the chance to train on state-of-the-art simulators, including a full mission ship handling simulator, a full mission engine room simulator, a liquid cargo operation simulator and a distributed control system simulator to fulfil their training needs."

New Straits Times 5 Sep



Watchkeeper: Skill Shortages Drive Claims Rise

A study by the Swedish Club, produced as a reaction to a 60% increase in hull and machinery claims over a three year period, has pointed to skill shortages as one of the principal reasons for this rise. A substantial rise in the cost of individual claims, and an increased frequency of claims since 2008, led to the club's analysis, which points to a number of common causes.

None of these might be considered new or particularly surprising, with a lack of knowledge, the failure to follow procedures and inadequate resource management being three of the key issues identified. The club's findings mesh with that of analyses by accident investigators and others, suggesting that there is a growing shortage of experienced seafarers in a global fleet that continues to increase. Others have pointed to the increased intensity of marine operations and the Swedish Club certainly identifies excessive speed as a recurring issue, noting that situational awareness would often have been enhanced if the ship or operation had been slowed to a more reasonable speed.

The "human interface" between the operator and increasingly complicated equipment has also registered as a problem, with over-confidence of ships' officers who believe (erroneously) that they fully understand their equipment being seen as a cause of accidents. New equipment and procedures such as the major practical changes being implemented with the arrival of ECDIS and electronic charts has also been problematical. Groundings and collisions have been caused because of a lack of knowledge about what officers were seeing as they monitored equipment. The importance of relevant and adequate training is emphasised.

The club also points to the need for a universally acceptable "near miss" reporting system, noting that its absence does not encourage such reporting. Because of this "missing link", any trend cannot not be properly identified before accidents actually happen. Best practice, in this respect, needed to be shared more widely.

Failure to follow procedures, suggests the club, is undoubtedly a leading cause of accidents, and it points to the lack of a "safety culture" where such accidents tend to occur. The widespread use of multinational manning, it points out, reinforces the need for this cultural shift.

Other studies, not least the BIMCO/ISF manpower updates, have forecast this skills shortage, pointing out in their several editions the ageing of the seafaring population, the disappearance of the very experienced OECD officers as they reach retirement age and the need to address the "experience gap" their retirement is causing.

While it may accelerate promotion of younger officers, the fact of their lack of experience has also been recognised by the best operators, which have in place programmes to "upskill" younger officers before they are promoted. When it is merely assumed that inexperienced officers will learn quickly once they are in post, there is a risk (borne out by studies like that of the Swedish Club) that this assumption will turn out to be unfounded, and the officer will be unable to react properly in the event of a serious, or non-routine, problem and will "learn the hard way!"

Articles written by the Watchkeeper and other outside contributors do not necessarily reflect the views or policy of BIMCO. 29 August 12

IMO Plans 'Future of Ship Safety'



The IMO is reflecting on the safety of passenger shipping on the centenary anniversary of the Titanic disaster



Thursday marked the 35th celebration of World Maritime Day. This year's theme is 'IMO: One hundred years after the Titanic'.

It is a theme chosen by the International Maritime Organization (IMO) to reflect on the safety of passenger shipping today, and into the future, on the centenary anniversary of the Titanic disaster.

In his World Maritime Day message, IMO Secretary-General Koji Sekimizu recalled that the Titanic tragedy, on 14 April 1912, which transformed in a few short hours the world's most celebrated ship into a name forever associated with disaster, prompted the major shipping nations of the world, at that time, to take decisive action to address maritime safety. This led to the adoption, two years later, of the first ever International Convention on Safety of Life at Sea and, ultimately, to the establishment of IMO itself.

"Today, much updated and revised, SOLAS is still the most important international treaty addressing maritime safety, Mr. Sekimizu said. "This year, as we look back on that pivotal disaster 100 years ago, I urge IMO Member Governments and the shipping industry as a whole to refresh their determination to improve and enhance the safety of passenger shipping today, and into the future."

Mr Sekimizu used his message to announce that IMO is planning to hold a two day symposium at IMO Headquarters in London, in conjunction with IMO's Maritime Safety Committee next June, on the 'Future of Ship Safety'.

The idea is to go beyond the current safety issues under the Committee and rigorously consider the future of maritime safety. The objective is for the discussions to contribute to the future advancement of the Organization's maritime safety policy.

Mr. Sekimizu referred to the comprehensive body of international conventions, supported by hundreds of

guidelines and recommendations that, between them, govern just about every facet of the shipping industry, from the drawing board to the scrapyards, developed by IMO, which have led to shipping today to be safer, cleaner, more efficient and more secure than at any time in the past.

"But each new generation of vessels brings fresh challenges and, regrettably, accidents still occur, reinforcing the need for continual improvement. Our efforts to promote maritime safety, not least of passenger ships, will never stop. We should respond quickly to accidents and we must be proactive, he said".

"The lives of thousands of people are in the hands of the ship's management, the captain and crew and the operating staff. I therefore hope that this sector, in particular, will take the opportunity to lead the way, because 'safety' is its main product, not comfort, entertainment or leisure. Without safety, the industry will not survive, let alone sustain its growth. And real safety does not result simply as a consequence of regulation compliance".

"Some 20 years ago, the International Safety Management Code, adopted by IMO, represented a step change in the establishment of a safety culture in shipping. The time has now come to generate another step change. This will not be achieved through legislative measures alone. We must generate a new impetus in shipping to go beyond compliance with regulations and explore industry wide mechanisms to ensure the safety culture is embedded throughout the entire industry."

The 2012 World Maritime Day message in full, including a video message, can be downloaded from the IMO website at:

<http://www.imo.org/About/Events/WorldMaritimeDay/wmd2012/Pages/default.aspx>
27 Sep 2012

Baltic Sea has Over 120 Ship Accidents Each Year



About once every three days a cargo vessel, tanker, or passenger ship is involved in an accident somewhere in the Baltic Sea.

Last year 121 ships ran aground, collided, caught fire, or were involved in some other type of mishap.

According to figures put out by the Baltic Sea Marine Environment Protection Commission (HELCOM) there has been an average of 125 accidents at sea each year since 2004 in spite of efforts by countries in the area to improve safety.

"We need new ideas" says **Valtteri Laine**, of the Finnish Transport Safety Agency TraFi.

"Fortunately there have been few very serious accidents in the Gulf of Finland. Last year one fishing vessel sank off the Estonian coast, but it is always possible that something serious will happen."

The two most hazardous places in the Baltic Sea are the Straits of Denmark and the area off Helsinki.

There is much north-south maritime traffic between Helsinki and the Estonian capital Tallinn on a route that intersects with shipping going east and west in the Gulf of Finland.

"The worst case scenario would be a collision between a tanker and a passenger ship", Valtteri Laine says.

TraFi wants ships' crews to report dangerous situations more readily.

"As there are 125 accidents a year, there might easily be ten times as many close calls", Laine says.

TraFi says that if ships would report dangerous situations to the shipping lines, and if the companies would inform officials about the events, officials could analyse the information and make recommendations on how to prevent further problems.

The challenge is how to get a ship's crew to admit that they committed an error.

TraFi would like shipping lines to follow the example of aviation, which has an advanced culture of safety.

According to statistics, about half of all shipping accidents are caused by human error.

Human error is often caused by physical limitations or a lack of skill on the part of the crew. Sometimes a ship might pass a navigation mark on the wrong side because people on the bridge suffer from fatigue.

Turku Archipelago in the southwest of Finland is especially challenging for the professional skills of ships' crews. Traffic there is heavy, the routes are labyrinthine and visibility is often very poor.

"A significant part of accidents taking part in Finnish waters occur in ice. A typical case is when an icebreaker tows a vessel that it is assisting. The icebreaker gets stuck in packed ice and the vessel being towed collides with it", Laine explains.

Growth in the volume of sea transport has been seen as one reason why the number of accidents has not gone down in recent years. However, HELCOM's information on shipping does not support this idea.

The number of ships in the Baltic Sea has fluctuated in recent years according to economic trends.

HELCOM calculates that an average of 2,000 ships sail in the Baltic every day. Missing from the figures are small vessels which do not have Automatic Identification System (AIS) equipment on board.

The most common type of accident is when a ship scrapes the sea bottom or hits a reef. The second-most common accident is a collision either with another vessel or some fixed structure.



Cold comfort on World Maritime Day

Posted Monday 24th September 2012

World Maritime Day 2012 will be celebrated this week (the specific date is up to individual countries) with the theme: "IMO: One hundred years after the Titanic". The International Maritime Organisation has done a great job in raising the global standards for marine safety. Even so, we can't get ourselves to join the celebration. Not only do we dread hearing the usual platitudes and motherhood statements. A century after the Titanic, three things leave us feeling cold and wanting to stay away from it all and just drink our daily dose of hot coffee:

Substandard shipping persists and major sea accidents still occur. This, notwithstanding the never-ending campaign against flags of convenience (FOCs); higher safety standards; tighter inspection regimes; increased crew training requirements; new ship technologies; and the continuing orgy of conferences that deal with safety. It sometimes makes us wonder: to what extent has the culture of maritime safety really been planted and propagated amongst shipping companies and seafarers?

Seafarers are still treated as commodities. The commodification of those who man the ships continues – subtly, through the kind of language maritime folks use (e.g. phrases like "the human element") or blatantly, through the exploitation of seafarers and would-be seafarers (e.g., Manila's flunkey system in which cadets are made to work as unpaid office help in manning agencies, sometimes for months



on end). The culture of maritime safety should proceed from the premise that all human life is precious. How can seafarers be expected to imbibe this culture when they're treated no better than commodities coming out of the factory?

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) is still copyrighted to IMO. The STCW is as vital to promoting marine safety as the SOLAS (Safety of Life at Sea) Convention. The IMO copyright means that access to the full text of the STCW is restricted to those who are willing to purchase a copy from IMO's network of distributors. We've asked the question before and we'll ask it again: why can't the IMO be like the International Labour Organisation, which provides unhampered online access to all ILO conventions?

Well, perhaps things will change a hundred years from now. ~**Barista Uno**

<http://marine-cafe.com/mcblog>

Pilot House Chairs



I also disagree with the use of the big armchair type seats that have crept onto the bridge of some ships but I do agree ... that some sort of seat should be made available at the console where typing has to take place. This seat should be more like a small comfortable "shooting stick" type stool. One that supports the weight of a watch-keeper and gives back support in a rolling seaway but allows him to fall onto the deck if he nods off. The big armchairs are too comfortable and tempt a tired watch keeper into a dangerous slumber situation.

Bernard Hodges Linked In Nautical Institute 14 August 2012

Intertanko Expresses Concerns Over Tanker Shipping Future

25/09/2012

INTERTANKO's executive committee has expressed concern over the state of the tanker industry and the rising costs of shipping, which are considered the most crucial issue facing its members. At a recent committee meeting in Rome, the members noted that, while independent owners acknowledged to have contributed to the problems by over-ordering, current market levels could actually endanger the supply chain element of safe, sustainable transportation of oil, products and chemicals.

In an effort to address this, the participants agreed that INTERTANKO should explore mechanisms to redress the risk/reward balance for owners with a view of ensuring future sustainability of the industry as a whole and a transparent, balanced and functioning tanker market. The focus will be on engagement with all stakeholders, including brokers, charterers and oil companies.

With regards to maritime security threats, the committee noted the recent decline in successful Somali pirate activity in the Indian Ocean, but continued to urge its members to maintain their vigilance and compliance with the industry-developed Best Management Practices (BMP).

At the same time, it said that it was extremely concerned about increasing problems in the Gulf of Guinea and instructed INTERTANKO's secretariat to develop specific guidance for members to protect their ships when operating in this area.

Turning to environmental issues, participants welcomed the support received from a number of other shipping associations and importantly three IMO member states -Liberia, the Marshall Islands and Panama - in agreeing to co-sponsor a paper to the IMO's MEPC 64/2/18.

INTERTANKO had initiated the paper in order to highlight the remaining challenges to effective implementation of the IMO Ballast Water Management Convention. The committee agreed



to recommend that members approach their flag states and seek support for the proposals contained in the paper.

Following up from INTERTANKO's Council policy decision that the association should promote the use of clean fuels as a means of compliance with international and national air emission standards to reduce sulphur emissions, the organisation said that it would engage more actively in the development of safety, technical and operational aspects of LNG as the main fuel for ships to be built in the future.

"Proactive leadership on key issues, such as tanker market sustainability, piracy, ballast water management and air emissions is exactly what the tanker industry needs to survive these difficult times" said Teekay's Capt Graham Westgarth, INTERTANKO chairman. "This will ensure that it emerges from the downturn as a strong, confident and sustainable industry that can continue to provide the world with safe and efficient energy transportation for the years ahead."

INTERTANKO's executive committee consists of 15 members elected by the association's council, with the purpose of implementing policy decisions and conducting the business and affairs of the association.

The Rome meeting was hosted by committee member Paolo d'Amico, president of the Italian Shipowners' Association (CONFITARMA) and d'Amico Società di Navigazione.

29 September



Comparative Study of International Seafarer Education and Training Practices

As part of a national review of seafarer workforce planning in Australia, a team at the Australian Maritime College lead by Dr. Marcus Bowles (Deputy Director, at the National Centre for Ports & Shipping, mbowles@amc.edu.au), has been asked to study comparative practices in reputable, global maritime training and education institutions. They will be focusing primarily on investigating how institutions structure curricula and recognize the sea-based and shore-based learning of seafarers. This will be used to inform current approaches in Australia. The study will have two parts; an initial study to investigate the range of variation with respect to sea time, and then, based on the initial feedback a second, more rigorous project to analyse best practice and assessed outcomes.

The first stage will be conducted in October 2012. AMC will be contacting select GlobalMET members to collect sufficient preliminary information to inform national decision makers and to frame stage 2. The initial contact will involve less than a 10 to 15 minute conversation or involve collecting an online response (<http://amcresearchsurvey.questionpro.com>). AMC looks forward to a collaborative effort and will share the outcomes of the international research with participating institutes.

If you would like to get involved in stage one before it is completed in 2 November 2012, please contact **Samrat Ghosh (Sam)** Master Mariner and Lecturer in-charge of the research project, ph: +61 3 63249597 (int), e: sghosh@amc.edu.au.

Maritime Education and Training Comparative Study

Welcome:

You are invited to participate in our study [MET Comparative Study]. In this rapid questionnaire, you will be asked questions about management of maritime training berths by your institute. It will take approximately [10-15] minutes to complete.

Your participation in this study is completely voluntary. There are no foreseeable risks associated with this project. However, if you feel uncomfortable answering any questions, you can withdraw from the survey at any point. It is very important for us to learn your opinions.

Your response will be strictly confidential and data from this research will be reported only in the aggregate. Your information will be coded and will remain confidential. If you have questions at any time about the survey or the procedures, you may contact [Samrat Ghosh (Sam)] at [+613 63249597] or by email at the email address specified below.

Thank you very much for your time and support. Please start with the survey now by clicking on the <Continue> button below.

I Agree

1. When is sea time structured into a seafarer student's course?

- Before face to face study commences
- After face to face study is completed
- Once in between face to face study
- At multiple time in between face to face study
- Other

2. How many training berths do you have to secure for your trainees/cadets each year?

- <10
- 11-40
- 41-60
- 61-80
- >150
- 100-150
- 81-100

3. Who organises the seetime training berths for your students? (You may choose more than one option)

- We have a training vessel
- Our training institution finds berths for the students
- The employer/ship owner manages the students' berths
- Employee representatives (Unions) manage the berths
- The student has to find their own berth
- Employers that sponsor a student find the berth

4. Other than commercial vessels, can students secure training berths on any of the following vessels? (You may choose more than one option)

- Government owned/leased
- Customs
- Coast Guard/Border protection
- Naval/Military
- Research
- Any of the above are acceptable
- None of the above (all berths are on commercial vessels)
- Other

5. Have you had to cooperate with other approved seafarer training providers to secure training berths for students?

- Yes, always
- No, never.
- Yes, sometimes

6. Which of the following stakeholders provide assistance to help your institute secure training berths? (You may choose more than one option)

- Government Agencies
- Employers/Industry Bodies
- Unions/Empolyee Bodies
- Maritime Education and Training Providers
- None of the above
- Other

7. How is the student's time at sea assessed? (You may choose more than one)

- Cadet's Personal Task and Record Book
- Workbooks
- Journals or Personal Diaries
- Master's sea time certificate
- Employer's Letter
- None, it is not assessed
- Other

8. Can a student's time at sea be reduced by (you may choose more than one option):

- Maritime studies other than seafarer training
- Other work experience inside the maritime industry
- Simulator-based training
- No, all time at sea is done at sea
- Other

9. Which of the following STCW '95/STCW'12 certificate courses do you deliver? (You may choose more than one option)

- Master
- Chief Officer
- Deck Officer
- Ratings Able Bodied Seaman
- Chief Engineer
- Second Engineer
- Engineer On watch
- Ratings Motorman (Oil)
- Ratings Ordinary Seaman
- Stewards/Cooks and other who do not appear on safe manning certificate
- Personal Survival Techniques
- Fire Protection and Fire Fighting
- Elementary First Aid
- Personal Safety and Social Responsibilities
- Certificate of Proficiency in Fast Rescue Boats
- Certificate of Proficiency in Survival Craft
- Advanced Fire-Fighting
- Medical First Aid
- Medical care for Mates/Masters
- Automatic Radar Plotting Aid (ARPA)
- Radar Observation and Plotting
- General Radio Operator's Certificate
- Tanker Training
- Specialized Tanker Training
- Crowd Management Training for Passenger Ships
- Familiarization Training for Passenger Ships
- Safety Training for Passenger Ships
- Crisis Management and Human Behaviour Training
- Passenger Safety, Cargo Safety and Hull Integrity Training
- All the above

OPTIONAL: Can you please provide your contact details so we can send you the results.

First Name : _____

Last Name : _____

Email: _____

Optional Address : _____

City : _____ State : _____ Zip : _____

Link to your online catalogue (www.) : _____



Global Maritime Education & Training Association

GlobalMET Limited

Australian Company Number 103 233 754

www.globalmet.org

Chair:
New Zealand Maritime School
2 Commerce Street
Private Bag 92068
Auckland
New Zealand

Executive Secretary:
Rod Short
P O Box 307 Waikanae
Kapiti Coast 5250
New Zealand
rod.short3@gmail.com

Secretariat

P O Box 307 Waikanae
Kapiti Coast 5250 New Zealand
Tel 64 4 905 6198 Fax 64 4 905 6190
rod.short3@gmail.com

B III 3276 Vasant Kunj
New Delhi India 110070
Tel 91 11 26124221 Fax 91 11 26894188
secretariat@globalmet.org