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Who Are We?



“Global Maritime Education and Training Association”

- Started off as an initiative through a series of informal gatherings convened and hosted by the Australian Maritime College in 1989
- In Dec 1995, with the support of the IMO it was resolved to establish an Asia Pacific regional association
- In Sept 1996, representatives of 18 maritime education and training institutions joined hands to form the Association of Maritime Education and Training in Asia Pacific (AMETIAP)
- In 2006, the name was changed to Global MET owing to an expansion in activities around the world and a global membership

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What brought about our existence ?



To support the aims and objectives of the IMO –

“Safer Ships and Cleaner Oceans”

The members recognised:-

- the vital importance of maritime education and training in fulfilling the needs of expanding trade and economic growth;
- the urgent need for collective efforts in maritime education and training to promote greater safety at sea and protection of the marine environment

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Present Scenario

➤ Training standards vary across countries. Standards even within the same country may differ between different universities.

STCW 95 standardization – Good attempt, enforcement far from perfect!

➤ Availability of adequately trained officers is far lower than desired – leading to Attitude issues.

➤ Due to criminalisation of seafarers amongst various other reasons, seafaring is not amongst the top choices of a young person deciding his future profession.

Our Aim



Try to improve training standards worldwide



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Why Are We Here Today?

- Is there a link between accidents and lack of adequate training?
- So what has this got to do with underwriters?

You are paying for the Accidents!



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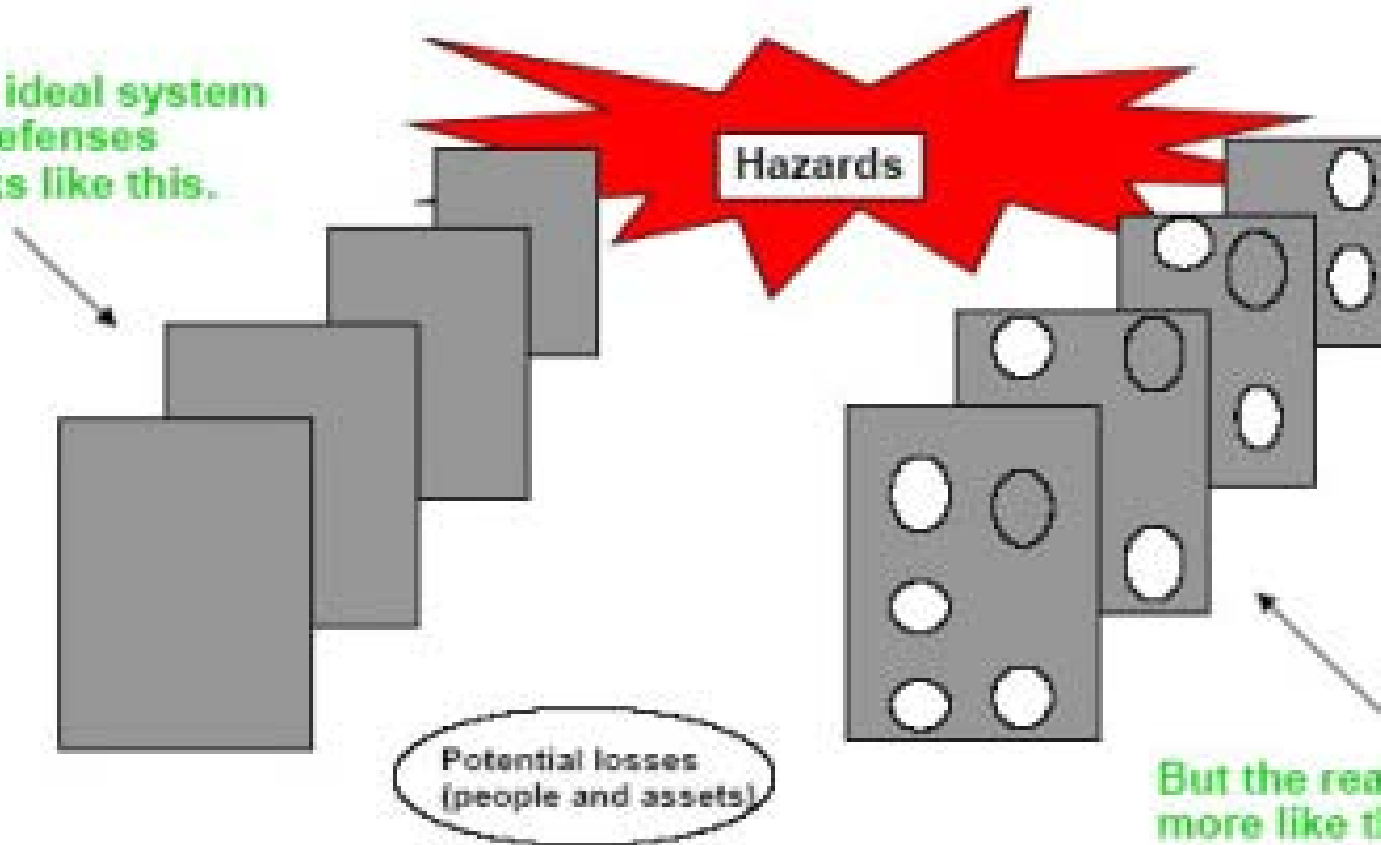
**Dr. Phil Anderson will now
address the subject on
Why Marine Accidents happen?**

MARITIME EDUCATION & TRAINING

- Why do marine accidents happen?
- **IDENTIFY YOUR HAZARDS**
 - Hardware problems?
 - Software problems?
 - **Human error?**

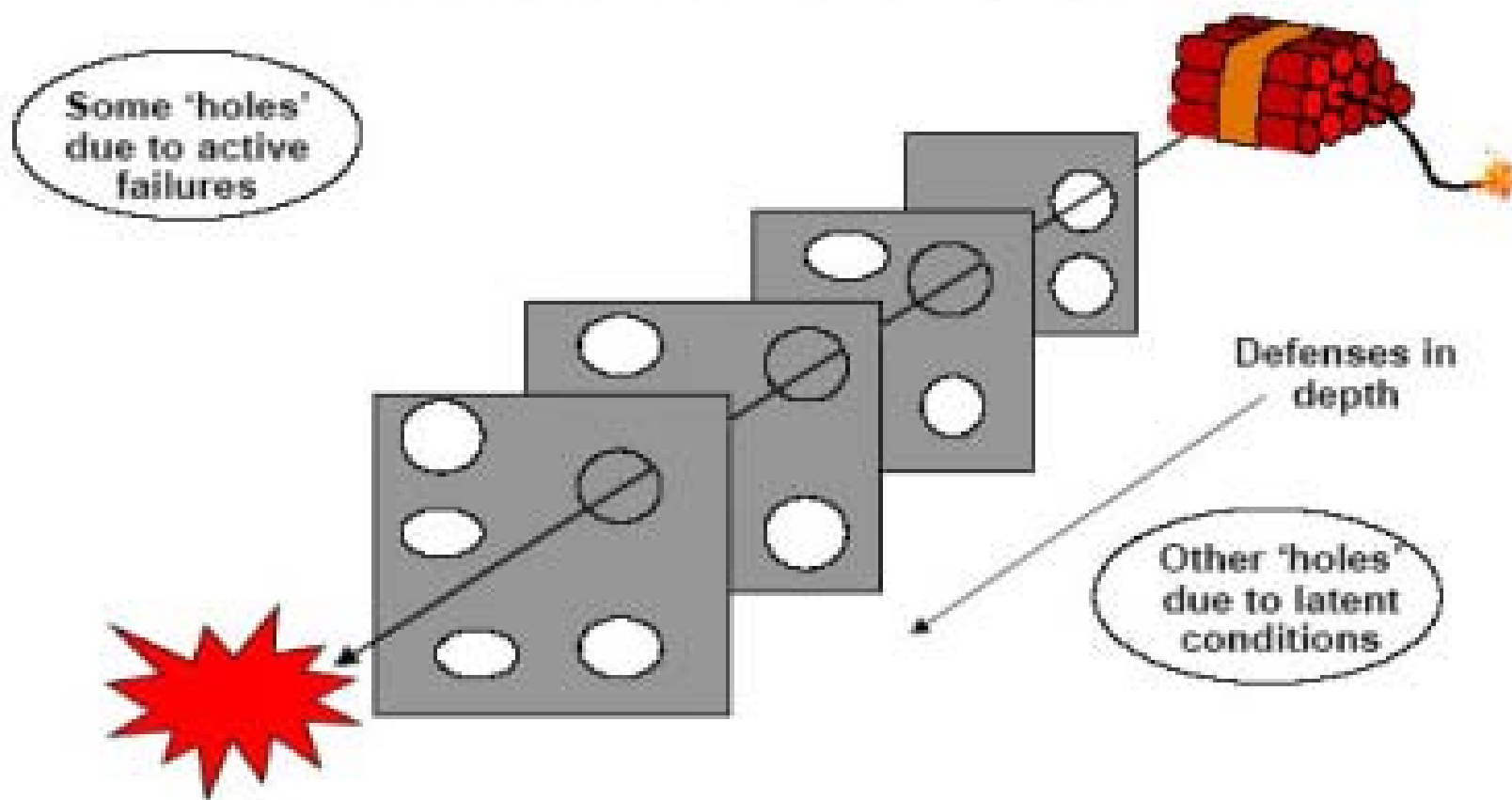
- How do we prevent marine accidents?
- **REDUCE YOUR RISK**
 - Pro-actively address the issues...
 - Create barriers to prevent the accidents happening

Our ideal system of defenses looks like this.



But the reality is more like this.

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- **Hardware issues**
 - Design in safety
- **Software issues**
 - Management Systems
 - Selection & Recruitment of seafarers (and shore staff!)
 - Training and familiarisation
 - Safety culture

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- **Is adequate training a weak link in the defence barriers?**
- **Is the lack of adequate training a contributory factor in marine accidents?**

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- **Human Error – 60%? 80%? 90%? 99.9%??? Responsible**
- **Human error – can encompass many things – lack of adequate training is one factor which may result in human errors.**

- **Quantitative evidence?**
 - Problems with available statistical data
- **Qualitative evidence?**
 - Individual incident investigations

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Accidents attributed to lack of Training

1. Grounding of a Car carrier at full speed



➤ **Root Cause:** Incorrect application of “Rules of the Road”

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Accidents attributed to lack of Training

2. VHF aided Collision between a Container vessel and a VLCC

**BEFORE****AFTER**

➤ **Root Cause:** Complacency and lack of knowledge on limitations of the ARPA

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Accidents attributed to lack of Training

3. Bulk carrier running aground with Pilot on board



➤ **Root Cause:** Breakdown of Bridge team management

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Accidents attributed to lack of Training

4. Collision between 2 container vessels in restricted visibility with each doing approx 20kts



- **Root Cause:** Inadequate experience + Lack of Bridge Resource Management + Perceived commercial consequences

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Training – whose responsibility ?

Who should pay ?



- Seafarer
- Flag State
- Crew supplying nation
- Ship Owner

Usual excuse of some Ship Owner's – Why Me ?

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What can be done to prevent accidents thereby saving you money?

- Underwriters would need to take a deeper interest in the day to day running of the companies they insure.
- Companies making efforts in training should be differentiated / treated better than companies making no efforts



For e.g. at **AESM** we believe in investing on our assets “**Seafarers**” thereby ensuring that they are Trained and Re-Trained to standards well above industry requirements.

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What can be done by Companies?

Answer lies in identifying “Training Requirements”.

Full Mission Bridge Simulator



Specialised simulator training helps both junior and senior officers to gain confidence in Operations to run ships safely.

LNG Simulator



Anglo-Eastern Maritime Training Centre - Mumbai

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What can be done by Companies?

Answer lies in identifying “Training Requirements” - **Engine Room Work shop**



Hands On Training is essential for ensuring competent engineers on board our ships



Anglo-Eastern Maritime Training Centre - Mumbai

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What can be done by Companies?

Answer lies in identifying "Training Requirements" - **Cadet Training**



Catch them Young and shape their Future!

Anglo-Eastern Cadet Training Academy- Mumbai

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What can be done to prevent accidents thereby saving you money?

- Need more open exchanges of information about real cases/accidents, especially those settled out of court.
- How about an IUMI website jointly run with GLOBALMET to disseminate lessons learned from accidents?

Perhaps an area of future co-operation between Global MET and IUMI?



What can be done to prevent accidents thereby saving you money?

- Greater direct participation needed by underwriters visiting colleges and training centres?

This will increase awareness of the costs of accidents directly to seafarers.

- A joint annual program of seminars run by IUMI and GLOBALMET together in various crew supplying captains of the world, such as Mumbai, Manila, Shanghai and Odessa?

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GLOBALMET and its members, including Anglo-Eastern would be happy to discuss further areas of co-operation.

Contact details: Capt Pradeep Chawla

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7 Minutes is a short time> Can speak for an hour on this subject.
Let us do it over email.

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Thank You

