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Bucharest

*March 23rd
2007*



SECURITAS MARE and SECURITAS MARE II

Two projects aiming at setting a path towards harmonization of Crowd and Crisis Management training.

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SECURITAS MARE

Content :

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- Project Partners, present and past
- Achievements so far
- Planned Developments
- Future possibilities

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Project Background

In the aftermath of the ESTONIA disaster, it was decided that it now was time to introduce a new type of training for onboard personnel, namely, the so-called

CROWD AND CRISIS MANAGEMENT

The focus of this training should, for the first time, not be directed towards technical and operational issues but more towards HUMAN BEHAVIOUR and HUMAN FACTORS.

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IMO

Seafaring is - and has always been a completely international activity.

Since the later part of the 50:s, we have had a common international body, acting as the U N: s shipping arm named I M O short for the International Maritime Organisation

IMO suggests common conventions and standards for the International Shipping Community and one of the many conventions IMO has created is called the STCW.

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STCW

Standards of Training, Certification and Watchkeeping for Seafarers

IMO has always been working **Reactive** and this particular convention came about as a consequence of one of the largest disasters we have had in Europe - The AMOCO CADIZ grounding which, led to the largest oil spill we so far has had in the world, more than 220 000 tons of oil was spread on the coasts of France and Britain.

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STCW

The shipping community realised that it was time to arrange some kind of common standards for the training of Mariners.

STCW was taken in 1978, had its first amendments in 1995 and is now up for a new round of updating through the IMO's training committee **STW**.

The convention is the international standard accepted by all member states, presently 165 countries and gives thus the **lowest common acceptable** training standard worldwide.

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Acceptance Procedures

When a convention is ratified by a member state it means that they will bring it with them back home and make it part of their own national legislation.

BUT it is up to each individual country to interpret the convention text and introduce it as national legislation in whatever formats they seem fit for their own national purposes.

This leads inevitably to a wide variation of how a convention text is introduced by the various flag states around the world.

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Identified problem areas

The industry recognised that there was a clear need for this type of training, and courses started to be given in various countries around the world. Unfortunately, with a somewhat diverse course content.

Even though the IMO, as is common practice, presented a Model Course for the training procedure, the course concept accepted by the various administrations, differed substantially, and this was also the case between the different flag states within the EU.

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Project Background

When this new requirement was imposed, it was decided that time now where ready to create a common standard for this type of training at least between Sweden and Finland

The curriculum thus created was configured through co-operation between academies in both countries and in close collaboration with external experts on human behaviour and reactions, with the largest ferry operators and with the respective shipping administrations.

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SECURITAS MARE

The Nordic Project "TRYGGT HAV" continued to be a success – with an almost overwhelming positive response from the course participants.

Having received this advantageous feedback, and after having had initial discussions with a number of academies around Europe, it was decided that the time had come to attempt the creation of a standardised training procedure, as a first step, within the European community.

Thus an application for the project SECURITAS MARE was sent to Brussels, and later also accepted.

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Project aims

The SECURITAS MARE project had as its **MAIN OBJECTIVE** to develop and establish a common EU-standard for the conduct of

CROWD and CRISIS MANAGEMENT training.

If the project would be able to meet this primary goal, a **SECONDARY OBJECTIVE** was to try to expand this standard to a larger group, through the IMO.

The **THIRD OBJECTIVE** was use the same way of establish standards for the development of other types of mandatory training, which are required for various types of certificates.

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Project partners – Securitas Mare

Project coordinator:

Kalmar Maritime Academy, Sweden

Partners:

- Hochschule Bremen, Germany
 - Maritiem Instituut "Willem Barentsz", Holland
 - Universidad de Cadiz, Spain
 - University of Piraeus, dep. of Maritime Studies
 - Åland Polytechnic, Mariehamn, Finland
 - Sydväst Polytechnic, Turku Finland
 - Vestfold University College, Norway
 - Estonian Maritime Academy, Tallinn, Estonia
 - Tallinn Medical School, Estonia
 - Maritime Safety and Survival Centre, Iceland
 - IFSMA, United Kingdom
 - Swedish Shipping Administration
 - VIKING LINE, Finland
 - Buskerud University College, Drammen, Norway
- Subcontractor and expert advisor :*
- Psychiatrist Nils-Gustaf Eriksson

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Project Results

During the project time we managed to get the projects course concept accepted as the standard for **Crisis Management Training** in the following partner countries –

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- Finland
- Estonia
- Holland
- Spain
- Iceland

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Results

The course concept has also been taken up as part of Master studies for Nurses both in Sweden, Finland and Norway.

However –Timing of the project was not perfect - since it coincided with the formation of the new EU Shipping agency EMSA- which, when the project was completed, was only about to get started and could not handle an issue related to a new EU –standard for training of seafarers.

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SECURITAS MARE - Results

The project was though considered to be a success, by external reviewers, as well as by all participants and was chosen by Brussels to be one of the 50 best projects, amongst 2 000 completed projects, during the Leonardo da Vinci's program period between 2000 - 2005

A new application for a continued "Transfer of Innovation" project was thus filed and accepted.

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Project partners – SECURITAS MARE II

Project coordinator:
Kalmar Maritime Academy, Sweden

Partners:

- Maritiem Instituut "Willem Barentsz", Holland
- Universidad de CADIZ, Ciencias Nauticas, Spain
- Åland University, Marine Dep. Mariehamn, Finland
- Sydväst Polytechnic, Turku Finland
- Estonian Maritime Academy, Tallinn, Estonia
- Maritime Safety and Survival Centre, Iceland
- IFSMA, United Kingdom
- Cork Institute of Technology, Ireland
- North West Kent College, U K
- Holland America Line, Holland and USA
- Swedish Ships Officers Association, Sweden
- Det Norske Veritas, Norway

Subcontractor and expert advisor :
-Psychiatrist Nils-Gustaf Eriksson

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SECURITAS MARE II - Goals

The new projects goals and aims has due to the experiences from the first project over time developed to be

- To increase of understanding and readiness for Crisis Management in a multinational and multiprofessional perspective
- To create common Standards for the training of seafarers in Crisis Management
- To promote Crisis Management training to become compulsory for all maritime officers
- To expand Crisis Management training to shore based staff in shipping companies
- To increase awareness for Crisis Management training in general

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SECURITAS MARE II

The project was started in October 2006 and will continue until October 2008

During the project time, more demonstration courses will be held in the new participating countries and also in a number of countries, not previously visited such as **Latvia, Turkey, Romania and Bulgaria.**

There will also be a number of courses aiming at the training of lecturers.

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SECURITAS MARE II

A number of seminars and work-shops is planned in Estonia, Spain, the UK and Holland but also meetings with politicians at EU level, EMSA and national authorities.

During the projects first six months the course concept will be included into DNV:s Sea Skill concept, to enable the course to be given at any institution around the world quality assured by DNV.

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EMSA : s role

EU : s new shipping agency EMSA has now got the task of arranging a system within the EU for acceptance of Certificates between the member states

– i e a certificate issued by the authorities in one of the member states should automatically be accepted as valid by the authorities in another member state.

-This is however not easily achieved due to the existing system with variation of content of the same certificate, as explained earlier.

-- Reputable ship owners and operators, as well as several of the EU shipping authorities have enormous objections against an acceptance, as described without any kind of quality control.

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ECVET

A solution to this problem **COULD** be to introduce the ECVET system to make a competence comparison possible.

My suggestion would be that a presentation of the ideas behind ECVET is made to EMSA soonest possible, in order for them to be able to adopt the system in time, before a decision is taken of the mutual acceptance principle.

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Project Information

If anyone wants to learn more about

- The project
- The courses
- The seminars
- Other dissemination activities

You are welcome to visit the projects home page

<http://securitasmare.sjofartshogskolan.nu>

OR Pick up a brochure, which you can find at the back of the room

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**Thank you very much
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