



## WORKSHOP 2 WORK PACKAGE 2 “TRAINING AND MARITIME SIMULATORS”

# MEETING REPORT

## 2 October 2014 - Brussels

### ATTENDEES

#### REPRESENTATIVES OF METs

- Jean-Pierre CLOSTERMANN, Ecole Nationale Supérieure Maritime, Expert for WP2 (FR)
- Hubert ARDILLON, Ecole Nationale Supérieure Maritime (FR)
- Pär KARLSSON - Linnaeus University, Kalmar Maritime Academy– Expert on WP1 (Training for Maritime Safety) (SE)
- Capt. Ossi WESTILA, Manager of Simulator Training, Senior Lecturer, ABOA MARE (FI)

#### CPMR

- Patrick ANVROIN, Director, CPMR & Vasco da Gama Coordinator
- Giuseppe SCIACCA – CPMR Senior Policy Officer & Vasco da Gama Project Manager
- Anne LEZIN – CPMR Policy Assistant & Vasco da Gama Project Assistant

**Jean-Pierre CLOSTERMANN**, ENSM and expert for WP2, debriefed the meeting held in Le Havre on 18 June 2014 where 2 non-connected scenarii were played (bridge & Engine). [See presentation](#) prepared jointly by JP Clostermann and Pär Karlsson.

He presented the scenarios played which were quite complete and very demanding (may be too much complexe) and needed be slightly alleviated. At the end of the June meeting, a new combined scenario to be played in February 2015 in Kalmar, was designed. It will be discussed during this today meeting.

This new scenario can be run anywhere (no specific area designated). It will involve 3 cadets bridge and 2 cadets engine room and will last between 45 and 90 minutes approx.

The learning assessment of such exercise was debated in depth : type of ships ; necessary requirement and level of knowledge ; level of English ; management level ; type of check list to be used (from maritime company or check list corresponding to the simulator ; who ? instructor and / or observer.



**Pär KARLSSON**, Linnaeus University, Kalmar Maritime Academy – Expert on WP1 (Training for Maritime Safety) presented a global proposal for the training session to be run in Kalmar at the end of March (on 3 days) for both engine and bridge.

- 1/ Meeting with all the students to prepare the exercise
- 2/ Passage plan prepared by the “international team”
- 3/ Running of the scenario

Then the type of vessels to be used and the type of problems encountered are discussed with all the participants :

- use of Use of tug, wind, current and VTS can be used to make the exercise more challenging depending on the situation and the level of the bridge team.
- use of Pielstick engine in Kalmar.
- Emergency anchorage
- interaction between inbound- and outbound.

The importance of having the students to communicate between bridge and engine room is pointed out.

**Pär KARLSSON**, Linnaeus University, Kalmar Maritime Academy – Expert on WP1 (Training for Maritime Safety) made a brief presentation of Kalmar Maritime Academy: 700 students, 3 navigation simulators, radio simulators... and a safety & security center under construction.

It is stated that 10 students (Management level) from 6 VDG METs will participate in the simulation session. Students will be requested to present their own Academy.

Participants also stressed the importance of this type of exchange which also includes and concerns teachers.

#### **NEXT STEPS: FINALISING THE SCENARIO**

**By 28 November** : each METs must now build and play its own scenario on the general basis previously discussed (and sent by WP2 experts):

Area to be decided by each METs ; Fareway 15 metres deep ; 2 ships (a vessel of about 20 000 Tons)

**By 26 December** : return to JP Clostermann and P. Karlsson a report indicating what did and did not work well and the main difficulties encountered, in order that the the scenario is finalised.

**By 16 January 2015**: delivering of the final scenario.

**25/27 March 2015** : Assessment session in Kalmar. The session could take place as follow:

Day 1: Afternoon meeting – Day 2: all day – Day3: Morning meeting and departure

**Giuseppe SCIACCA**, CPMR, confirmed that the CPMR will do his best to ensure a financial contribution of 1 student per Academy participating in the pilot scenario in Kalmar, depending on the results of the financial report available after the second reporting period (November 2014).

Par Karlsson will send an estimate of the cost per student in Kalmar (stay, accommodation...) to help the CPMR to develop a financial plan and define what is feasible.

Finally, before closing the meeting it is recalled that the number of questionnaires received is not sufficient to achieve relevant and reliable results allowing a European map of simulators to be set up.



It was pointed out that the members of Core Group were expected to send this questionnaire to their own networks so that we can have the maximum of answers to finalise the mapping. The CPRM has sent the questionnaire to a very large number of European METs.

