



Vasco Da Gama
Training for Greener
and Safer Maritime Transport

Vasco-da-gama.eu



WORKSHOP 2 WORK PACKAGE 2 “TRAINING AND MARITIME SIMULATORS”

Meeting in Le Havre (ENSM)

18/19 JUNE 2014

ENSM – Route du Cap – Ste Adresse

MEETING REPORT

18 JUNE 2014

Participants introduced themselves (see list of participants p. 3).

Giuseppe SCIACCA, Project Manager of Vasco Da Gama, made a [presentation](#) of the very first results of the questionnaire on Bridge and Engine simulators that was sent to the Core Group and to the METs within the project.

The following points were discussed: number of hours of simulation vs training on-board; duration of the simulation sessions; level of exercises according to the level of education; connectivity & manufacturers.

It was pointed out 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 this summer. The CPRM has already sent the questionnaire to all the METs of the project and intends to complete this mailing with a series of METs.

Jean-Pierre CLOSTERMANN, ENSM and expert for WP2, [presented](#) the main issues to be discussed during this first experimental session:

- Define relevant topics to be illustrated in simulation
- Define limits of simulation
- Define instructors' skills

After this introduction, the participants split into 2 groups to work on the simulation facilities provided by ENSM: 1 group for Engine room simulation and one group for bridge simulation rooms.

At the end of this working session on simulators, a visit of the new premises the Ecole Nationale Supérieure Maritime will occupy in September 2015 was organised for all the participants. This new 5-floor building (with high energy performance) situated on the docks of Le Havre will benefit from the “Ship-in-School” concept linking different types of simulators within a building simulating the accommodation of a handysize vessel.



This project is co-funded by the European Union

19 JUNE 2014

The participants debriefed on the simulation sessions (engine & bridge) of the previous day. The following issues were addressed and discussed:

- Combination of engine & bridge simulation: brands of simulators, communication, length, interaction between the 2 teams, level of cadets, importance of technical skills and nontechnical skills during the simulation...
- Human resources / instructors (recruitment & instructor's skills, lifelong learning...), teacher's assessment,
- Possibility for the cadets to train themselves using single station simulators (e.g. with laptop) or via Mymoodle,
- Main defined key compliance elements for the scenario,
- Assessment of simulation training and evaluation of the cadets.

The participants also exchanged very openly about the way they train their cadets (n./hours, type of briefing, debriefing, kind of scenarios and kind of assessment/evaluation of the cadets).

MAIN CONCLUSIONS & NEXT STEPS

The members of the Core Group agreed:

1/ QUESTIONNAIRE ON SIMULATORS & MAP OF SIMULATORS

- to send this questionnaire to its own networks in order to gather the maximum number of answers to finalise the mapping this summer.

- If needed, the questionnaire can be adapted – adding a definition of part task and full mission.

2/ SCENARIO COMBINING BRIDGE AND ENGINE ROOM FOR THE EXPERIMENTAL SESSION WITH CADETS IN KALMAR

The Core Group confirmed the high level of interest for setting-up simulation combining engine and bridge rooms and agreed that the first experimental session with cadets would take place in Kalmar in February 2015 (exact date tbc).

The feasibility of having cadets coming from all the METs involved in the project was evoked and greatly appreciated and demanded (gender equality will be taken into account).

The CPMR will analyse if it is financially feasible for the project to cover the cost of one cadet/METs.

Following the basis of the scenario draft by Kalmar, the Core Group agreed on the following:

- the scenario will be established in order to allow the 2 teams (3 cadets for bridge and 3 for engine) to work for the duration of the exercise.
- it will be a normal situation of a boat leaving a port in an archipelago (it can be developed with 1 or 2 boats). Eco-driving and safety at sea will be taken into account.
- Each MET is invited to send the scenario (or the synopsis) they play.

Jean-Pierre Clostermann (ENSM) and Pär Karlsson (Kalmar) will send the scenario to the METS before the end of September for comments and harmonisation. The level of challenges, goals and assessment needs to be defined and validated.



3/ NEXT MEETINGS

- Core Group meeting: 2 October 2015 in Brussels
- February (date tbc) 2015 in Kalmar for the first session of testing the scenario
- 14/15 May 2015 (date tbc) meeting in Warnemunde if feasible, pending confirmation.

ATTENDEES

REPRESENTATIVES OF METs

- Jean-Pierre CLOSTERMANN, Ecole Nationale Supérieure Maritime, Expert for WP2 (FR)
- Hubert ARDILLON, Ecole Nationale Supérieure Maritime (FR)
- Marie-Charlotte GOURDAIN, Ecole Nationale Supérieure Maritime (FR)
- Ralf GRIFFEL, Simulation Engineer, Hochschule Wismar, Faculty of Engineering, Department of Maritime Studies (DE)
- Sven HERBERG, Wismar University, Technical Head of MSCW, Department of Maritime Studies (DE)
- Pär KARLSSON - Linnaeus University, Kalmar Maritime Academy– Expert on WP1 (Training for Maritime Safety) (SE)
- John OHLSON, Linnaeus University, Kalmar Maritime Academy (SE)
- Capt. Ossi WESTILA, Manager of Simulator Training, Senior Lecturer, ABOA MARE (FI)

CPMR

- Giuseppe SCIACCA – CPMR Senior Policy Officer & Vasco da Gama Project Manager
- Anne LEZIN – CPMR Policy Assistant & Vasco da Gama Project Assistant

