



V.Ships
Leisure

POLAR CODE THE HUMAN ELEMENT

• Training Operator Perspective

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Job title: Training Manager – V.Ships

Date: 03rd June 2019

Human Element IMO Resolution A.947(23)

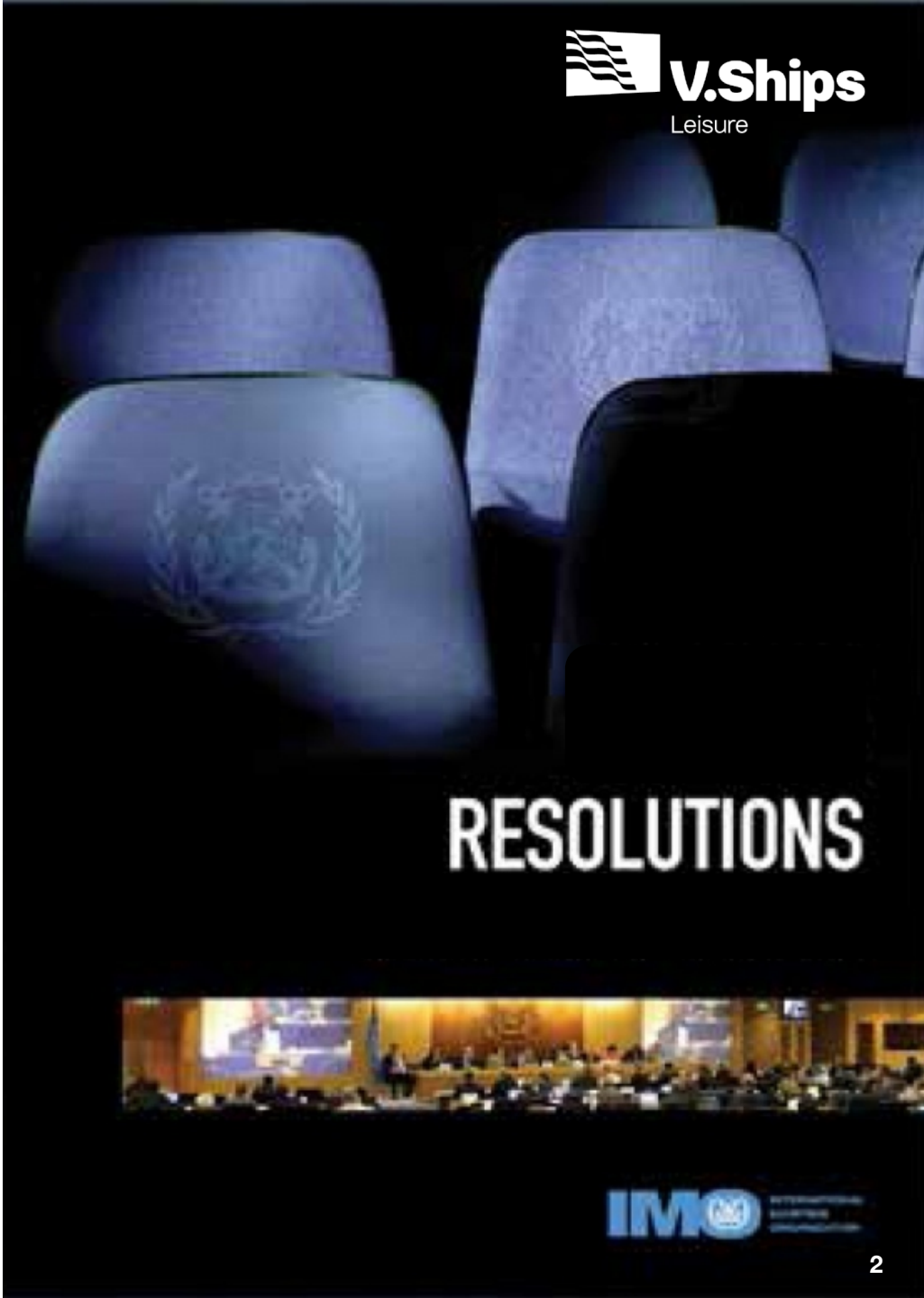
HUMAN ELEMENT VISION, PRINCIPLES AND GOALS FOR THE ORGANIZATION

VISION

To significantly enhance maritime safety, security and the quality of the marine environment by addressing human element issues to improve performance

PRINCIPLES

The human element is a complex multi-dimensional issue that affects maritime safety, security and marine environmental protection. It involves the entire spectrum of human activities performed by ships, crews, shore-based management, regulatory bodies, recognized organizations, shipyards, legislators, and other relevant parties, all of whom need to co-operate to address human element issues effectively.



What Makes Us Human?



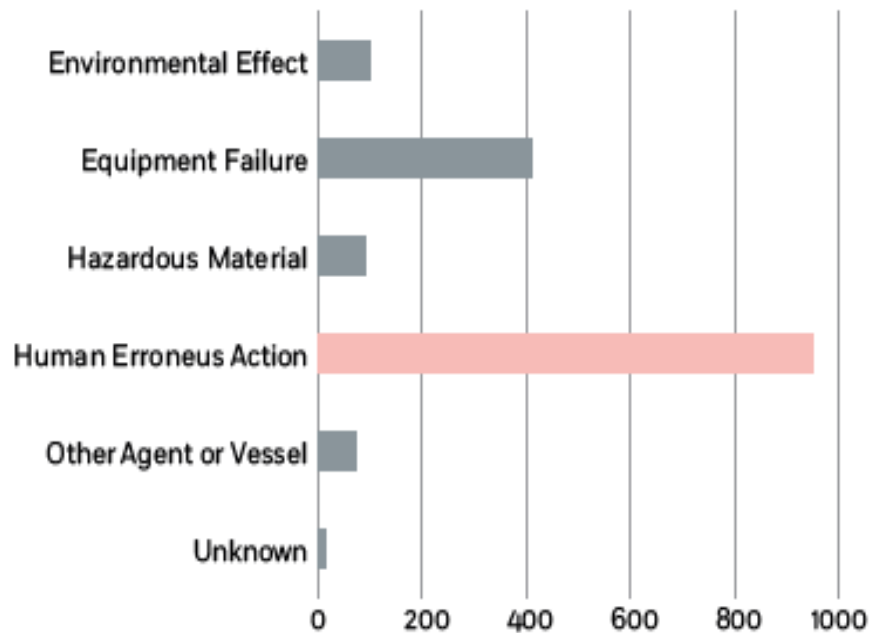
Human Element



Global Overview of Marine Casualties 2011 - 2017

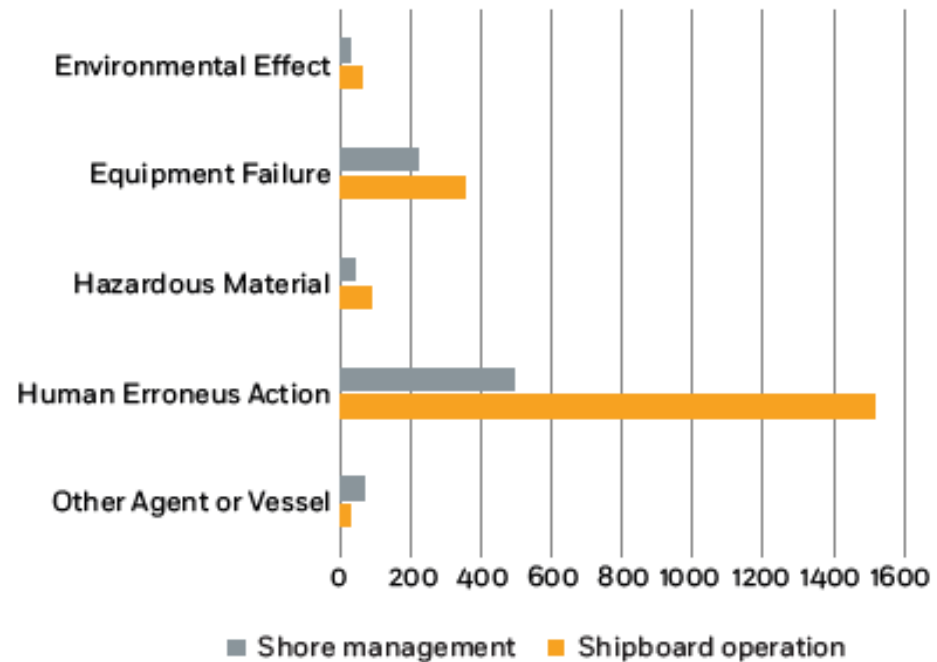
EVENTS AND CONTRIBUTING FACTORS

ACCIDENTAL EVENTS



From a total of 1645 accidental events analysed during the investigations, 57.8% were attributed to a Human Erroneous Action.

CONTRIBUTING FACTORS



Shipboard operations represented the main contributing factor at 70.1% of the total.

Global Overview of Marine Casualties in general 2011 - 2017

Figure 16: Global distribution 2011-2015



Figure 20: Global distribution 2011-2016

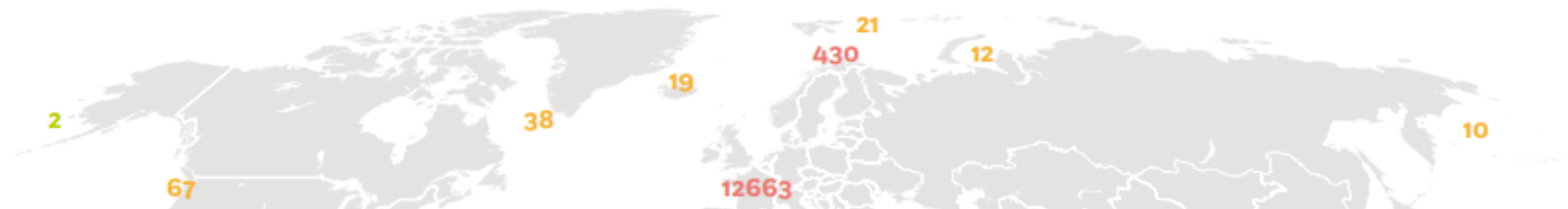


Figure 20: Global distribution for 2011-2017

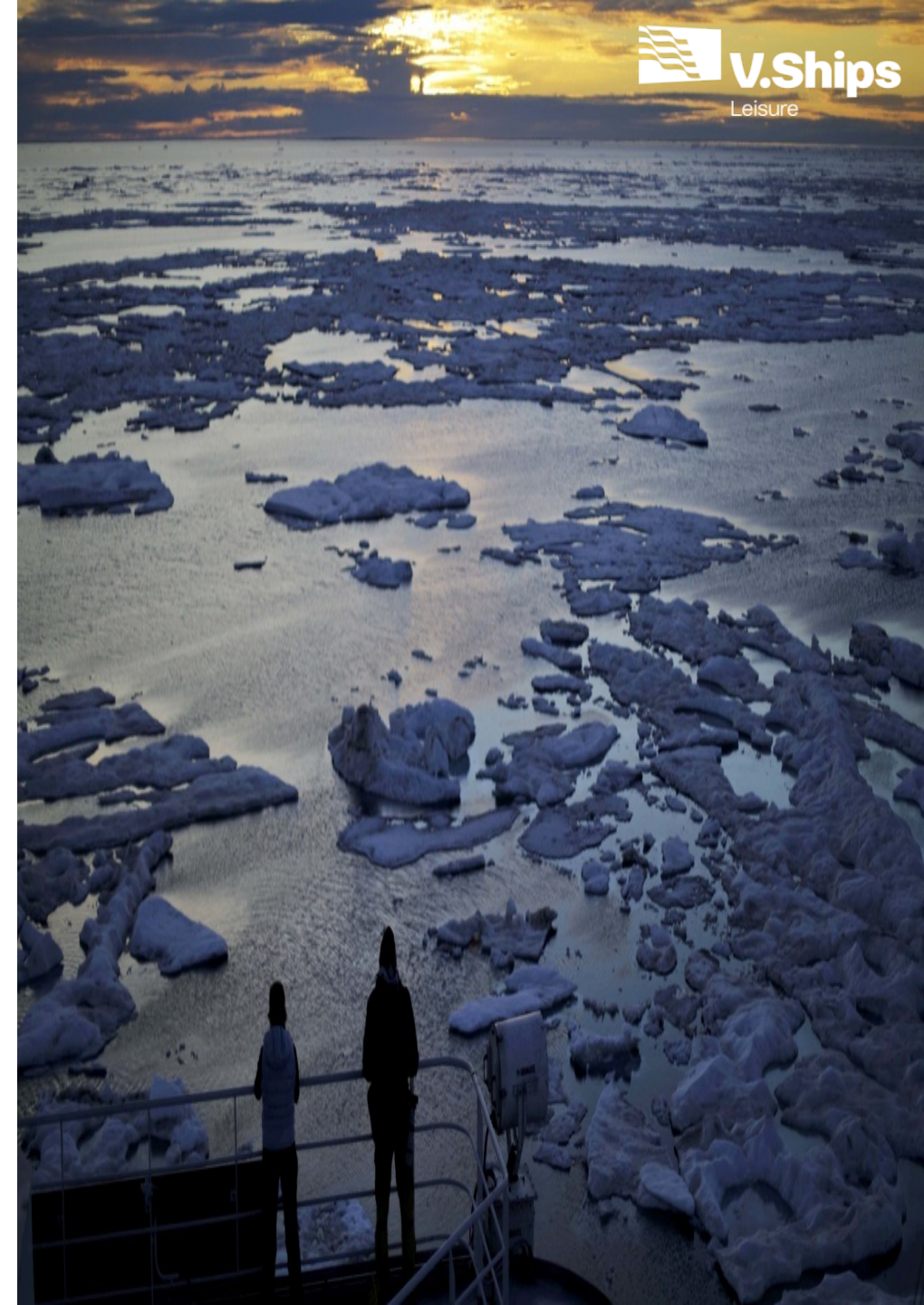


Training consideration

Polar Code

Chapter 12 Manning and training.

- ➞ The goal of this chapter is to ensure that ships operating in polar waters are appropriately manned by adequately qualified, trained and experienced personnel.
- ➞ How, STCW Convention V/4 and related minimum standard of competence provided by the Table A-V/4-1; basic and Table A-V/4-2; advanced

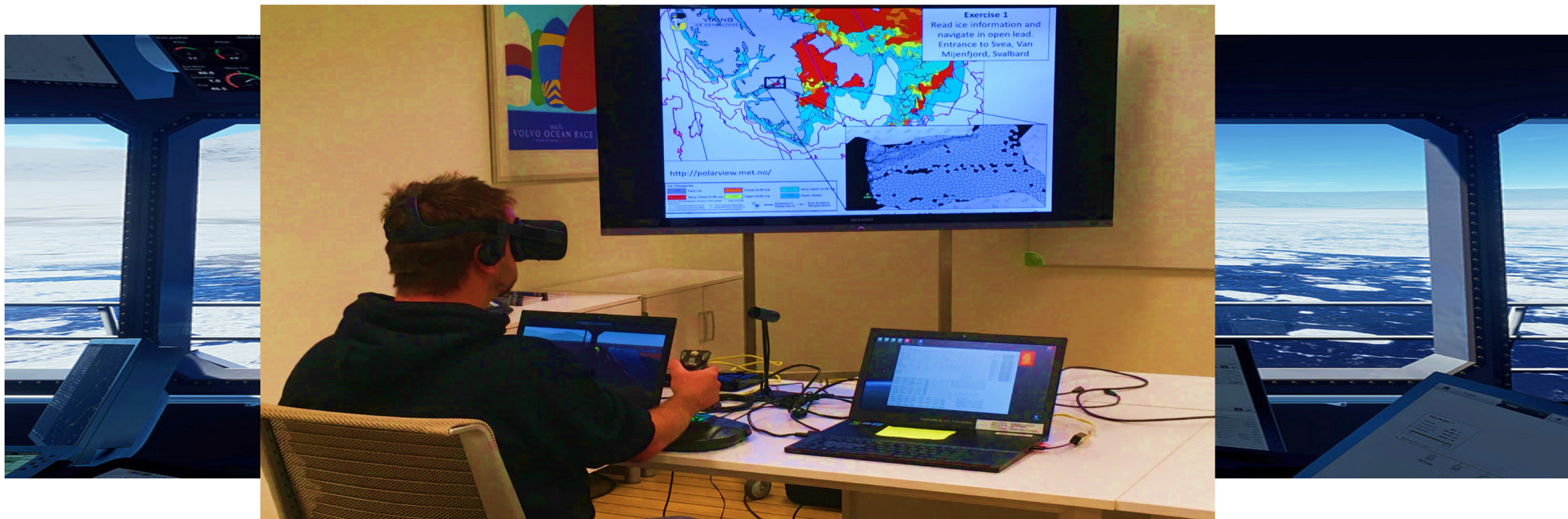


Minimum standard of competence

➞ eLearning

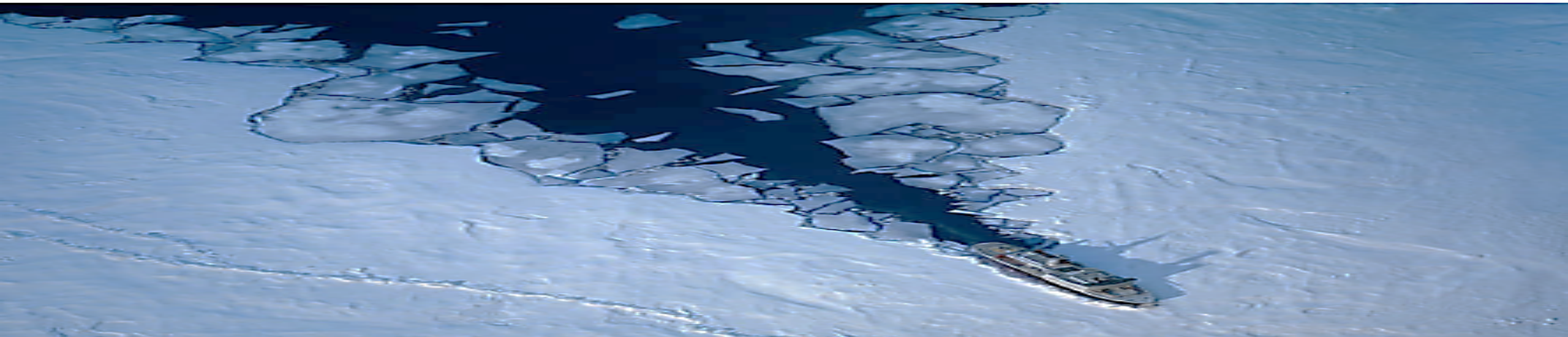
➞ Training Centre (Simulator)

➞ Virtual



Minimum standard of competence

- ➡ All those opportunity indeed contributed to comply with the requirement by all the company operating in the Polar waters, but did they achieve the objective to ensure that ships operating in polar waters are appropriately manned by adequately qualified, trained and experienced personnel.



Reflective Learning

- ➡ Meeting technical standards and supplying equipment is only half of the way to ensure safe implementation of the Code.
- ➡ Ultimately, it is the human dimension that matters and make the difference
- ➡ This is the real concern for all of us dealing with Polar water operation, and it's probably the biggest challenge for implementing and enforcing the Polar Code.”



The Concern

- ➔ PC and PWOM Training Gap .
- ➔ Training for all crew.



Training Gap

PC Part I-B Appendix 1 PWOM

2.3 Equipment and crew management

Guidance: Every crew member shall be made familiar with the procedures and equipment contained in the PWOM relevant to their assigned duties. The PWOM shall contain guidance on the use of the equipment and provision for appropriate training and drills.

EXPECTATION



PC Part I-B APPENDIX 1 Model Table of Contents for the Polar Water Operational Manual (PWOM)

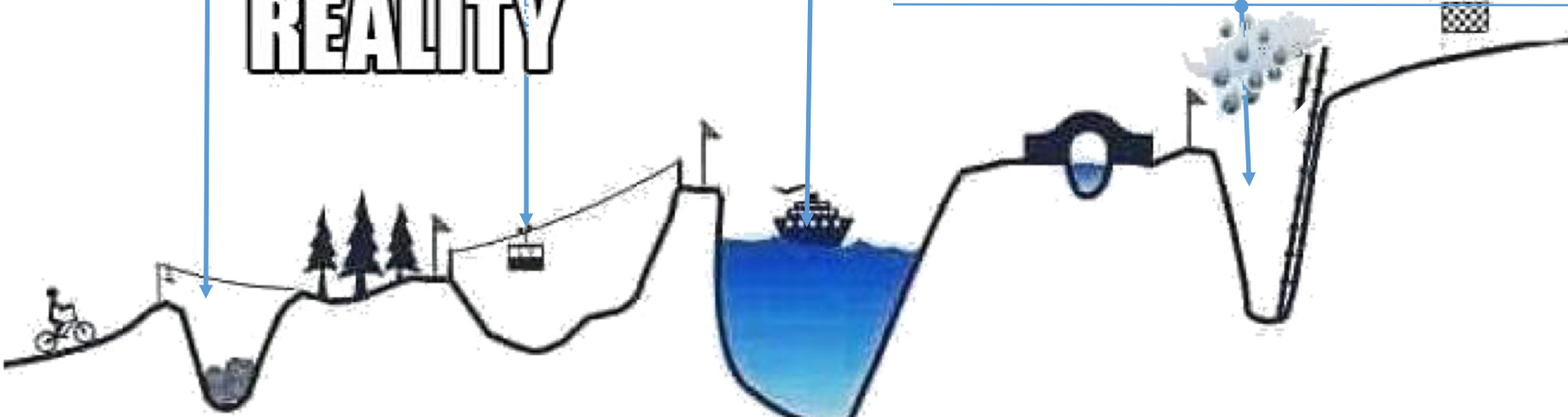
Lack of clear guidance for training & familiarisation for all crew

Different interpretation & Approach by RO & Company

Different PWOM, training offer and awareness by Crew

No Reference to IMO GUIDE FOR COLD WATER SURVIVAL

REALITY



Ships' compliments

- ➡ We do all also know how important and vital are the crew in case of any emergency on board
- ➡ We do all knows that the ship is formed by Officers and Ratings and that all person working on boards any vessels.



Nationality Factor

It is not only about culture, language, religion etc.. but it does include the habitat we have lived and grown up and the skin temperature we have developed living in certain areas.



SARex 3

Training + Heat loss + Leadership + Fatigue

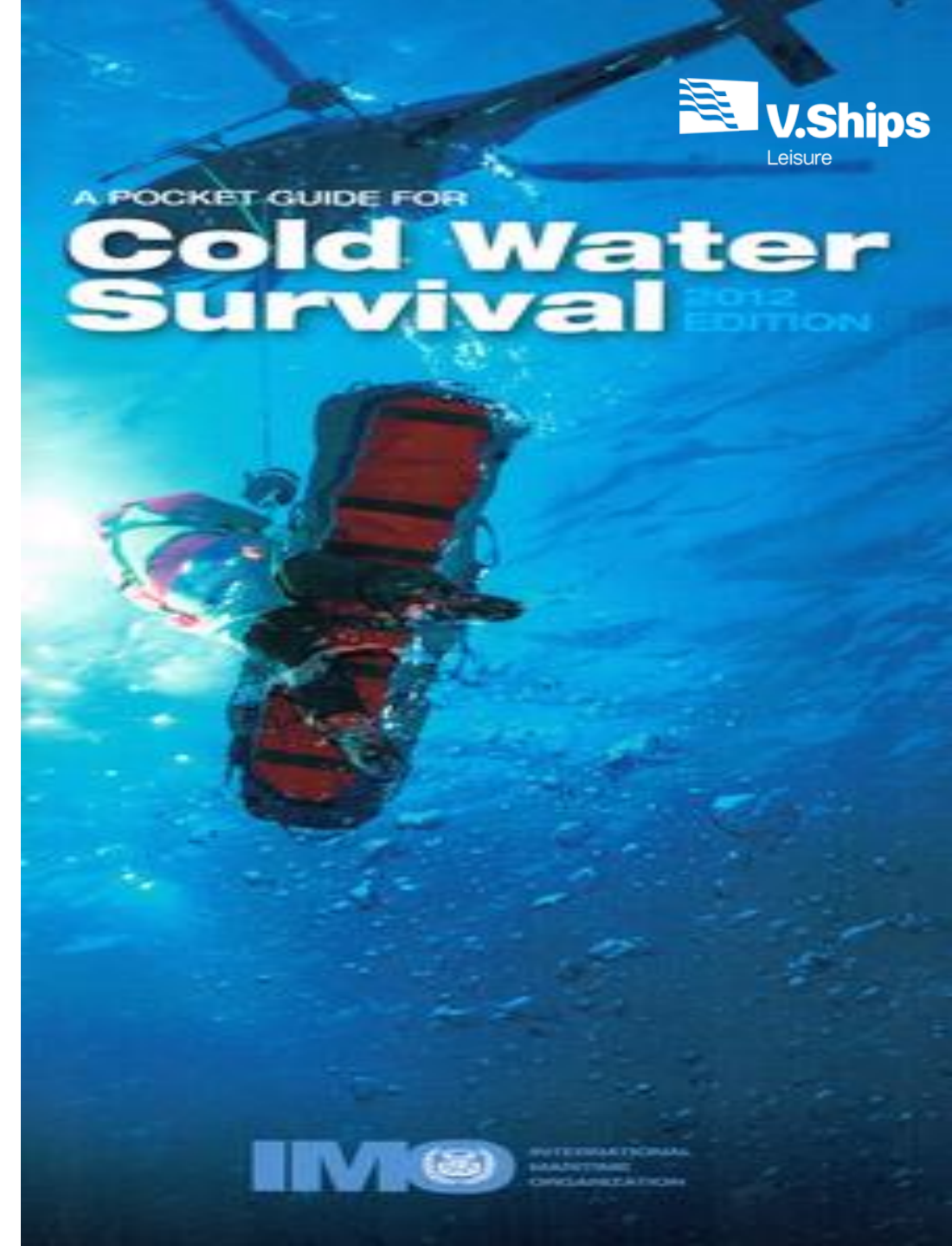
Prevention of local frostbite

Leadership preventing fatigue and encourage positive thinking



Suggestion

As part of the ongoing implementation of IMO's Polar Code, which safeguards the safety of ships operating in the Polar waters and adding value to the IMO previous work for the GUIDE FOR COLD WATER SURVIVAL, a minimum of this guidance, which can make the difference in saving proper life and other lives, shall be considered to be added as a minimum standard requirement for the either PC & PWOM.



Crew & Emergency

➡ Oceanos August 1991



Daily Dispatch

May 1991 1991
Friday 1991
Price 50c including GST

Reports by: PATRICK GARDNER
ANDREW JONES, NICK LORRICK
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Crew & Emergency

➔ Costa Concordia January 2012

WORLD NEWS JANUARY 18, 2012 / 4:50 PM / 7 YEARS AGO

Italy disaster ship crew fought to save passengers



“An investment in knowledge
pays the best interest”

– Benjamin Franklin

Thanks for the attention

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