



## SECURITAS MARE II

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Bremen

May 21 - 22  
2008

**A project aiming at setting a path towards harmonization of Crowd and Crisis Management training.**



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## Presentation

### Content –

- Short description of the projects
- Project aims
- Project Partners
- Course content
- Course pedagogy and performance
- Current Project status
- Future Developments

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## SECURITAS MARE - Results

The project was 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

**Six countries has so far accepted the CCM-course as a standard for this type of training.**

**A new application for a continued "Transfer of Innovation" project was thus filed and 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, perhaps through the IMO.

The THIRD OBJECTIVE was to use the same way of establishing standards for the development of other types of mandatory training, which are required for various types of certificates, through the STCW.

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## Identified problem areas

Our earlier project identified clearly that even though this type of training was given at academies and training institutions all around the world, course contents and course lengths leading to the same certificate differed a lot.

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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## 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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## Project plan

The project has been developed over a period of two years and has been conducted as follows :

- 1 - Demonstration courses given at participating academies but also in countries not previously targeted
- 2 - Training courses for lecturers
- 3 - Dissemination at conferences and industry meetings.
- 4 - Getting DNV accreditation
- 5 - Meetings with politicians and decision makers.

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The project was started in October 2006 and will continue until October this year.

During the project time, more demonstration courses has been held in the new participating countries and at all participating academies but also in a number of countries, not previously visited, such as Lithuania, Turkey, Romania and Bulgaria.

Demonstrations has also been held outside Europe in Argentina, Chile and The Philippines

There has also been a number of courses aiming at the training of lecturers.

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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

**Suggested curriculum  
CCM – training for seafarers**

STCW has identified 5 main areas

1. Organize shipboard procedures
2. Organize the use of resources
5. Control response to emergency
7. Control human behaviour
8. Establish and control internal communication.

These 5 key elements were broken down in much more detail, and treated within the different modules of the course, where also some additional elements has been included not so clearly identifiable by reading the IMO model course.

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## What is then the difference - The new approach

- E B L (Experienced Based Learning)
  - Two lecturers in parallel, dual competence
  - Frequent use of workshops, a certain number with pre-planned content.
  - Realistic exercises – used as base for demonstration of debriefing technique
- All with the ambition and goal that the participants will leave the course, not only with new knowledge for a short period ahead and a certificate BUT also with deep enough knowledge that will follow them for the rest of their lifes.

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## Experiential Learning methods

Various types of pedagogy analysed in the process of establishing " best practice", partly also used in the course concept

**Experience based learning**

- Participant's earlier experiences

**Problem Based learning**

- Case-analysis
- Theoretical problems

**Action learning**

- "Learning by doing"
- Reflecting

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## Experienced Based Learning – E B L

The EBL –pedagogy is taking into account

- How our Brain is functioning
- How we learn new things
- How our memory is functioning
- How we develop attitudes
- And is also making use of the students own experiences in the learning process

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## Mandatory Work shops

1. Assessment and risk analysis of a vessel.
2. Planning for an emergency
4. Building a drill
6. Analysing of accidents
8. Emergency communications
- 6 Preparation for a crowd management training session

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## The Modules

The course elements and main areas has been divided into six different modules–

1. Create a platform (4)
2. Emergency awareness and preparedness (12)
3. Human behaviour and response (12)
4. Emergency Management (3)
5. Training of instructors (3)
6. Summary (4)

Thus a total of 38 lecturing hours

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## Module 1

### 1. Introduction

Building up trust

- by presentation of experiences from earlier courses
- by presentation of the instructors own experiences
- by presentation of the participants own experiences

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## Module 2


### 2. Organize shipboard procedures and optimizing the use of resources

- Risk Assessment – assessment of a vessel
- Emergency Planning
- Building a Drill
- Optimizing resources
- Learning from experiences by analysing former accidents

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## Module 3


### 3. Control the response to an emergency Control Human behaviour

- Understand the impact of extreme stress
- Manage the acute reactions and behaviour
- Use of debriefing technique as a tool for learning
- Manage the emergency communication
- **APPLY THE KNOWLEDGE DURING AN EXERCISE**

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## Module 4


### 4. Emergency Management

- Leadership
- Group Dynamics
- Cultural awareness
- Conflict management
- Derived from videos and experiences stating "Best Practice"

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## Module 5


### 5. Training of instructors

- Workshop experiencing
- "How to set up the teaching of Crowd Management to the rest of the crew onboard"

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## Module 6


### 6. Summarizing

- Repetition of the most essential parts
- Assessment
- Evaluation

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### CCM - in a multiprofessional perspective

Based on earlier experiences, from performed courses and present curricula the work has as shown before been directed towards modularisation of the courses.

This means that certain elements of the courses are put together in such a way that they form modules or blocks. These can then later be part of the same types of courses, directed towards different categories of personnel who are in need of the training.

Some of the "modules" will than be changeable and contain the elements that has to be area specific, for each such group.

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## CCM Courses

The three types of Crisis management training that has been developed by he project –

- CCM for Seafarers (STCW requirement)
- Crisis Management for Shorebased Staff
- Crisis Management for other professions


All three has basically been drawn from the same "best practice" curriculum.

They have also a number of other elements in common -

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## CCM COURSES

- All three courses have in common that they are based on the same pedagogy, E B L, which was explained earlier.
- They have also in common that realistic exercises are used as part of the training.
- All courses are also performed by two lecturers in parallel, one representing the "domain knowledge" and the other one being human behaviour expert/psychologist/crisis psychiatrist or similar.

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## Future Developments- 1

**CRISIS MANAGEMENT** for shore based staff of shipping companies.

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**One essential lesson learnt during the development of the CCM-courses is that there is also a clear need to give the same type of training also to staff ashore at the shipping companies.**

**Formalized training for companies emergency teams and for the persons who are acting as DP:s in accordance with the ISM-code is badly needed.**



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## Future developments - 2

The requirement for CCM-training is presently only directed towards **key staff** onboard passenger vessels.

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**There is no doubt, that also every other officer at sea, in a decision making position, regardless of the type of vessel, would need knowledge about human behaviour and reactions in a crisis situation.**

**Thus, future courses should, in some form, also become part of the curricula for all future officers and engineers.**



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**Thank you very much  
for your attention !**



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