



Global Maritime Education & Training Association

GlobalMET Limited

Australian Company Number 103 233 754

Chair: New Zealand Maritime School 2 Commerce Street Private Bag 92068 Auckland New Zealand

ExecSec: Rod Short P O Box 307 Waikanae Kapiti Coast 5250 New Zealand rod.short3@gmail.com

Secretariat: Core Competency Training Pvt Ltd C 7/3 1F Main Market Massodpur Vasant Kunj New Delhi 110070 India

Tel 91 11 2612 4221 Fax 91 11 2689 4188 secretariat@globalmet.org www.globalmet.org

Pacific Forum Center for Strategic & International Studies Workshop on Maritime Security in S E Asia Ho Chi Minh City, 29-30 March 2012

Presentation on behalf of GlobalMET

At the invitation of the Pacific Forum's Center for Strategic & International Studies in Honolulu, Executive Secretary Rod Short delivered a presentation during Workshop Session 3 on Maritime Safety. In the presentation, he responded to five of the questions set by the workshop organisers, as set out below, but initially stated that the four key elements listed below underscored his responses which focussed on human resource implications for the global shipping industry:

- strong political, economic, environmental pressures for greater regulation of maritime transport and other maritime activities
- technological revolution enables major change – automation, integration – and role of human must adapt accordingly
- critical global transport industry, hence sovereignty and cultural issues – ‘if the ships stop?’
- tried and trusted practices – the ‘ordinary practices of seamen’ – have long minimised risks of seafaring, but are now being challenged and change is being resisted, ‘the sea is still the sea’.

Q 1 What can be done to reduce the damage caused by unseaworthy vessels?

- Vessel may be seaworthy in a technological sense, but unseaworthy because of incompetent operation and management.
- Industry is comprehensively regulation – over-regulated, legal complexity already failing seafarers – criminalisation of masters and others
- Transition from traditional operations – eg astro navigation to eNav – visual to virtual is highlighting attitudinal and competence difficulties.

Q 2 How effective have PSC programs been in improving safety and eliminating substandard vessels?

- Satisfactorily effective, in hands of efficient administrations – the opposite with many others
- Some ‘Rena’ deficiencies identified in Australia still existed on vessels arrival in NZ
- PSC needs significant expertise and strength to resist political pressures
- PSC essential because many registries unable to provide effective FSC.

Q 3 What lessons can be drawn from the October 11 incident of the 'Rena' off the coast of New Zealand?

- Significant management and economic pressures on master leading to 'cutting corners'
- Falsification of records – cultural response to shame and loss of face
- Fatigue – now a common problem – confusion in use of electronic aids and paper charts
- Damage to industry's reputation in eyes of general public
- Maximum media hype
- Concern about effectiveness of Maritime New Zealand and need for review.

Q 4 Are 'flags of convenience' a serious problem?

- They are, but the 'genuine link' concept is now weak and FoC's are entrenched
- Many FoC's don't have the expertise needed and contract expert services in
- Largest registries are in small developing states or in states with history of political instability – some registries have little or no national expertise
- Many FoC's do not exercise accountability – poor investigation of incidents, often no official report and findings released
- Sovereignty sensitivities and participation in IMO may be contracted out.

Q 9 Are there opportunities for regional cooperation in improving substandard shipping?

- In many areas, and especially in improving education and training
- Need for state-of-the-art educational methodologies to be generally adopted – use of information technology – delivery of educational services to seafarers at sea – assessment needs improvement
- Some cultural resistance to change, with preference for traditional lecturing which is not student focussed
- Learning needs of new recruits – 'Y generation' - not catered for
- Ageing teaching staff, with difficulties in replacing
- Need for a critical analysis of the situation – otherwise drift into future
- Proposal to establish a regional maritime teaching academy.