

# Is Life-Long-Learning an Essential Tool for Ship-Safety and Pollution-Free Operations on board Merchant Vessels?

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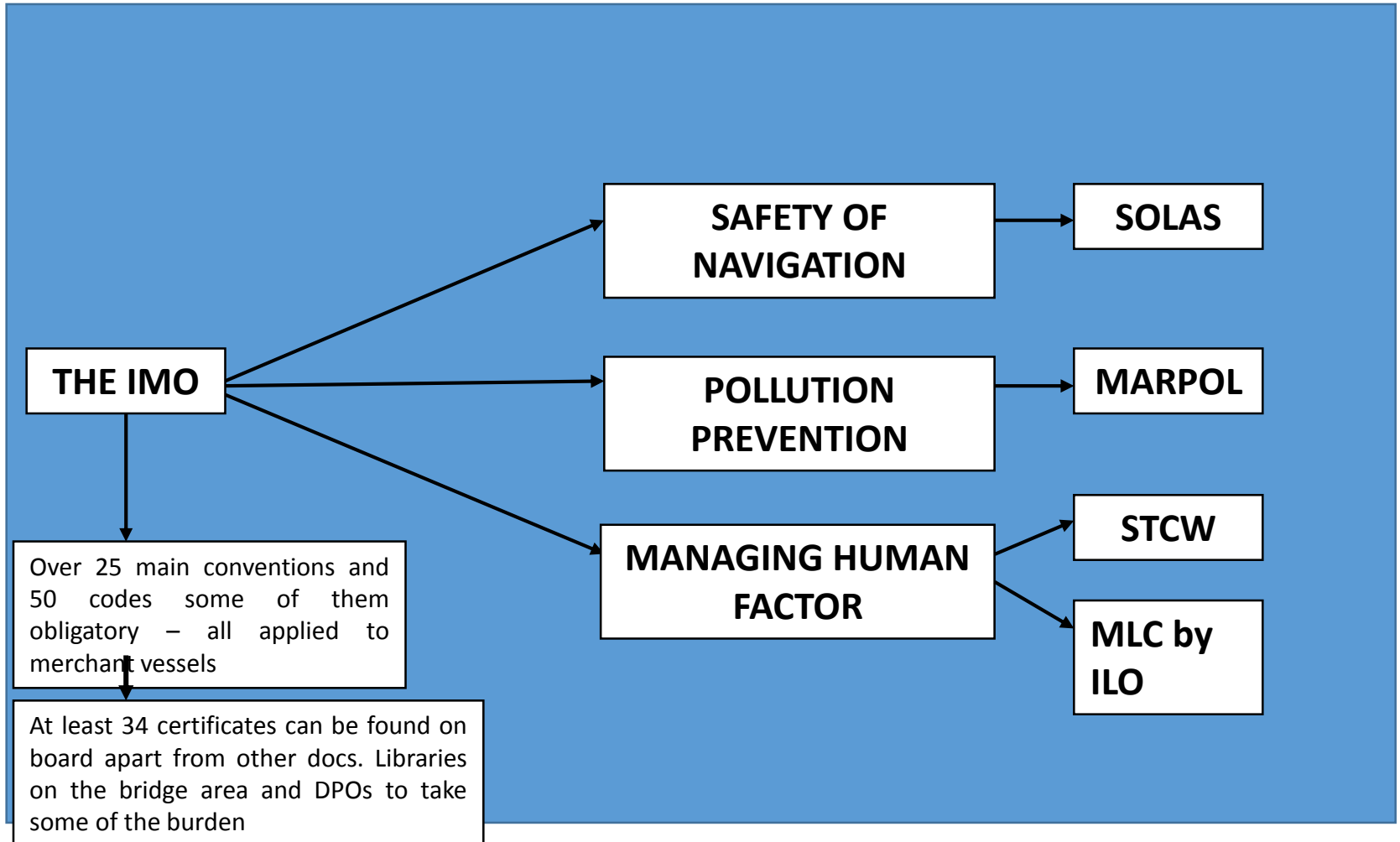
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*<sup>2</sup> E-learning Unit Manager, BCA*

# **A. THE ESSENTIALS IN TODAY'S SHIPPING**

- Shipping business is pure business.
- Internal environment: the company and its fleets.
- External environment: highly regulated industry with a variety of local legislations
- It enjoys a dynamic character – things change on a daily basis.
- Too many stakeholders participate on a typical voyage from A to B ports.
- Too many risks involved in a single voyage that need assessment.

# 1. THE ORGANIZATION



## 2. THE SEA

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- It must be open to all nations.
- No other state save the flag state has the right to jurisdiction and control over a vessel sailing in international waters.
- There is an exception to this rule when pollution threatens or damages the nearby coasts.

### 3. THE SHIPPING COMPANY

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- Offers services to potential customers for a reward.
- Catered for the needs of specific clients (charterers, shippers etc.)
- Promote high levels of safety/quality and support green shipping.
- Maintain a good reputation in the market.

## 4. THE SHIP

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- They are classified into many types.
- A simple approach would be into passenger, commercial/cargo and whether inland or sea-going.
- A ship whatever its type, size or flag, is nothing but itself, its sole purpose being to transport cargoes.
- When ships suffer accidents it is usually the result of a chain of events and not a sole reason as the main cause.

# 5. THE CARGO

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- A ship-owner or common carrier (depending on the contract of carriage) will be liable for its safety on board and for its safe delivery.
- Many legal and operational situations are related to cargo handling i.e. general average, jettison, lightering, salvage etc.
- Issues arise when dangerous cargoes are to be loaded.



# 6. THE CREW

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- It represents the largest part of the operational cost of the vessel.
- It would be appropriate to have highly skilled personnel on board.
- A combination of well-experienced seafarers with new entries to the profession equipped with high educational levels is desirable.
- Communication channels with the office are of primary importance.

## B. WHERE DO WE STAND?

- Port state controllers would opt for vessel's detention on account of documentation and crew's inability reasons.
- Clients often ask for their own inspections before chartering.
- In some states' waters some vessels are considered target-flags.
- ITF's regulations along with the STCW Manila and the last MLC requirements raised the demands.
- Shortage of good officers and unwillingness to follow a long-lasting career on board

## C. IT ALL COMES DOWN TO.....

- What must never be forgotten is that for every company it is people who are its most important asset and resource, whether it is the personnel on board ship or those that work in the offices.
- Information technology is an asset, but it still requires people to use it and operate the systems for support. Without people, an SMS becomes another set of docs lying unread or a set of folders and files in a computer hard drive that lie dormant until someone activates them.
- The shipping industry is very demanding and it operates 24/7 without breaks. People come and go, but the ships keep operating - if there are no ships there is no company.
- The people on board depend on those ashore to support them, that is why shipping depends on the interaction of people and not the completion of files and forms.

# D. SO, CAN WE MAKE THINGS MORE ATTRACTIVE?

- A good approach is to seek quality time on board apart from typical working hours and overtime. To what do we concentrate on?
1. An innovated and well-equipped chef that creates simple miracles for the crew!!!
  2. A good tablet/laptop with internet-based communications that can both offer recreation hours and save time by making it easier for the crew to get accustomed to ***new learning methods***.





# Highlights of Lifelong Learning



# Highlights of Lifelong Learning

- Learn
- Advance your knowledge and skills
- Revise knowledge gained





# Types of Training



# Types of Training

- In class teaching
- Distance learning



# Types of Training

- In class teaching
- Blended learning
- Distance learning



# Types of Training

- In class teaching
- Blended learning
- Distance learning
  - e – Learning
  - Remotely
  - Interactive learning



# Our Goal



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**To meet the need of continuous training in  
the Shipping Industry:**



# Our Goal

**To meet the need of continuous training in the Shipping Industry:**

- 1. Shipping company**
- 2. Industry's employees**
  - **Ashore**
  - **Onboard**



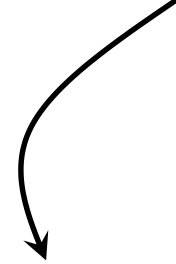
**Training**



**Training**

easy access

**Ashore**



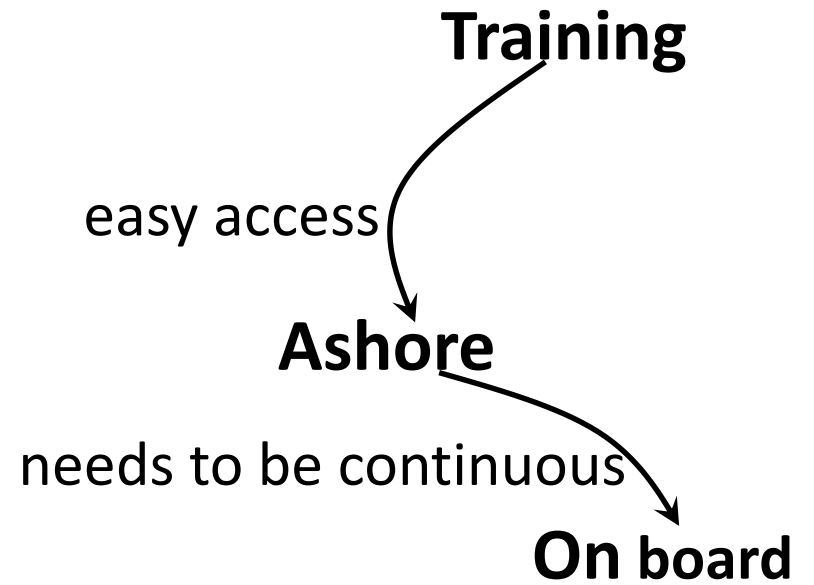
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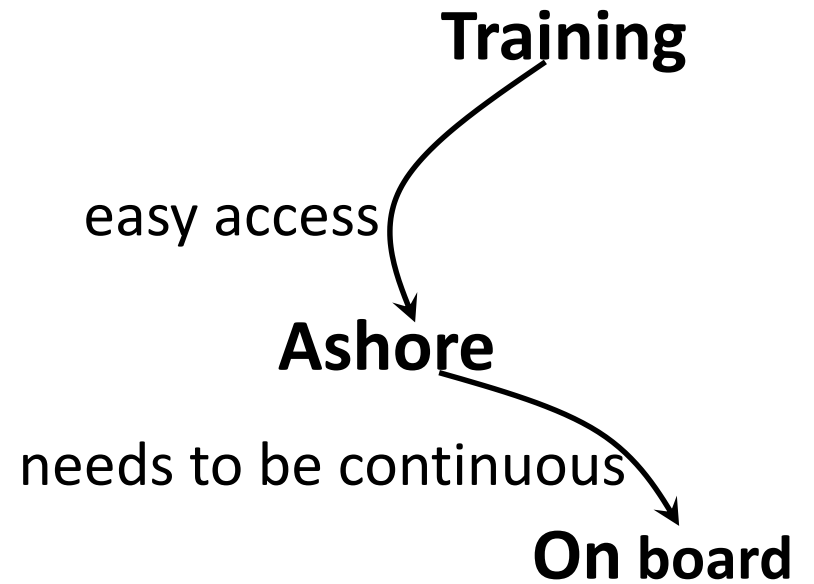
**Ashore**

needs to be continuous

**On board**



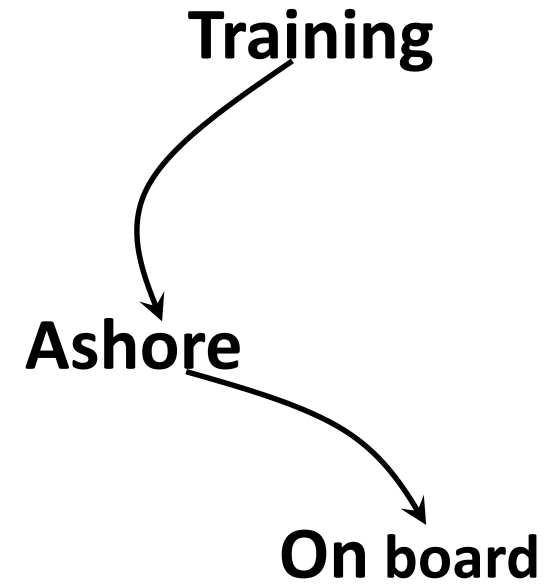
# e – Learning



# e – Learning

**Rich content material**

**Customized platform**



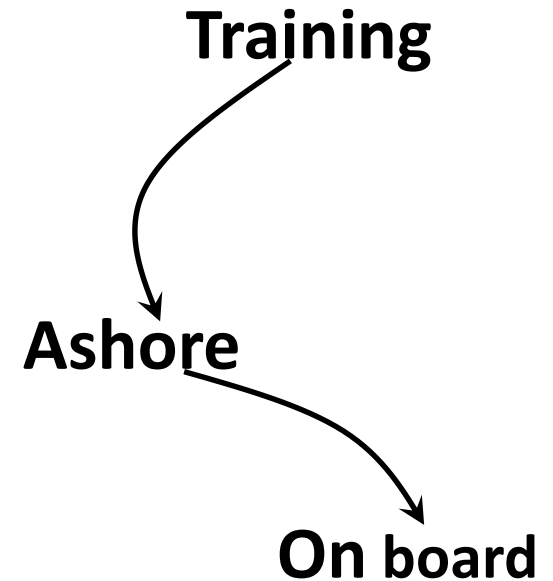
# e – Learning

## Rich content material

- Texts
- Videos
- Examples
- Case Studies
- Self – assessment tests
- Additional material and updates

## Customized platform

- User friendly
- Automatic grading
- Reporting
- Communication with tutors
- Updates



# e – Learning

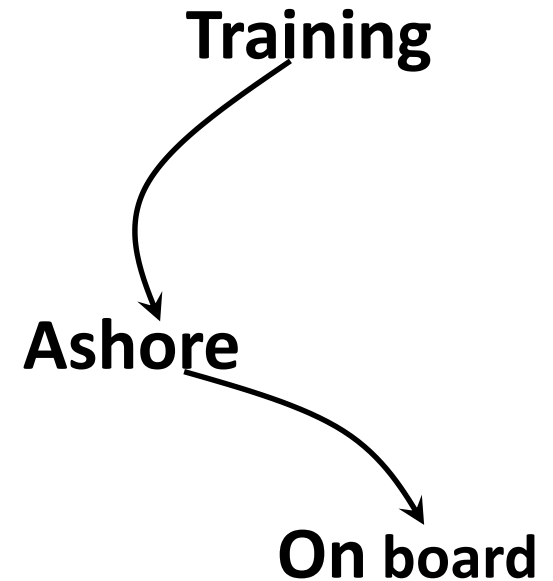
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**Leading to professional and academic diplomas and/or certifications.**



# Case Study

## MSc Shipping – Online

Offered ashore and on board

# Case Study

## MSc Shipping





# Case Study

MSc Shipping

{ accessible to everyone



**COLLEGE**

# Case Study

MSc Shipping

{ accessible to everyone  
e – Learning



**COLLEGE**

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MSc Shipping

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**IN  
PARTNERSHIP  
WITH  
PLYMOUTH  
UNIVERSITY**

# Case Study



**MSc SHIPPING**  
ONLINE

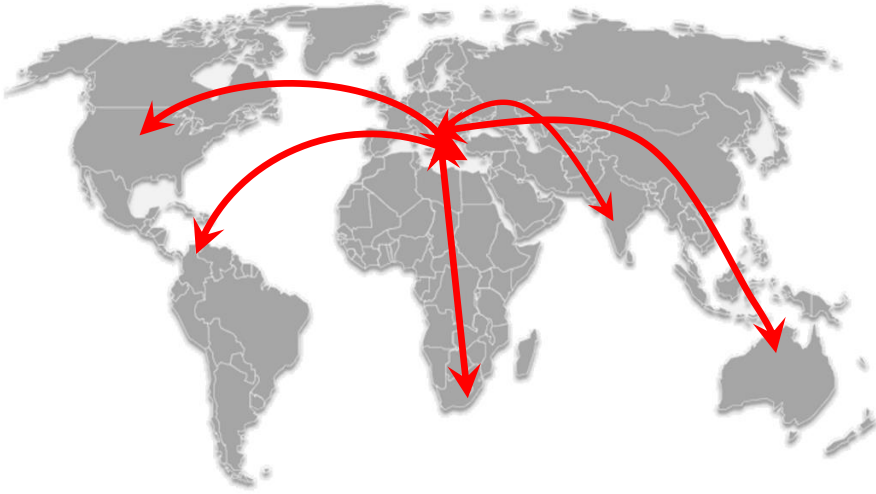
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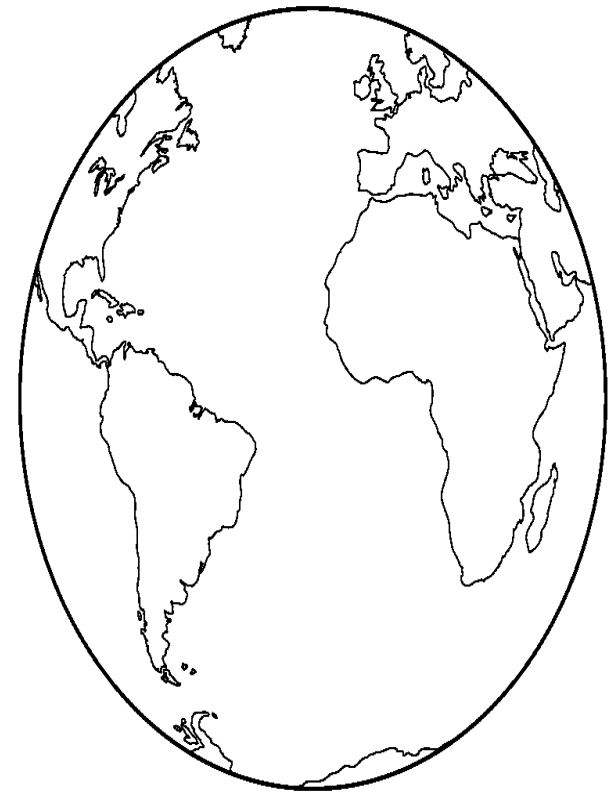


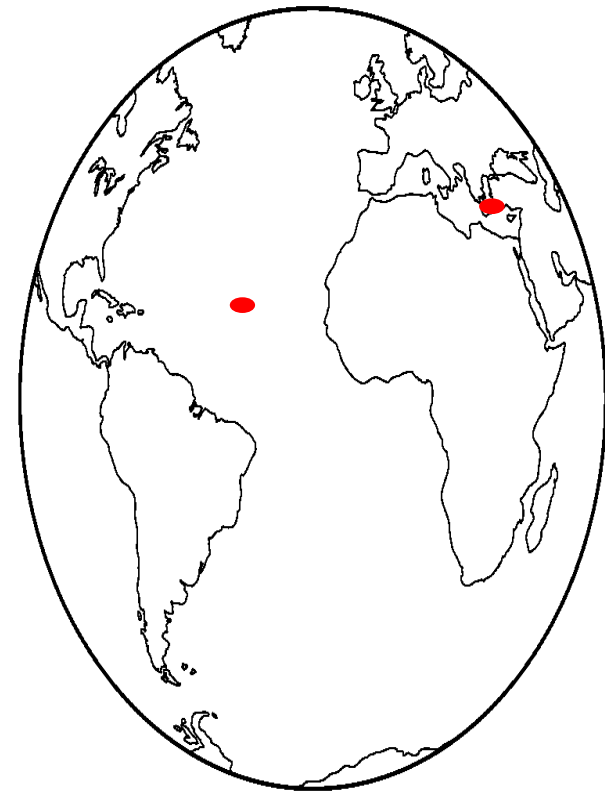
Home



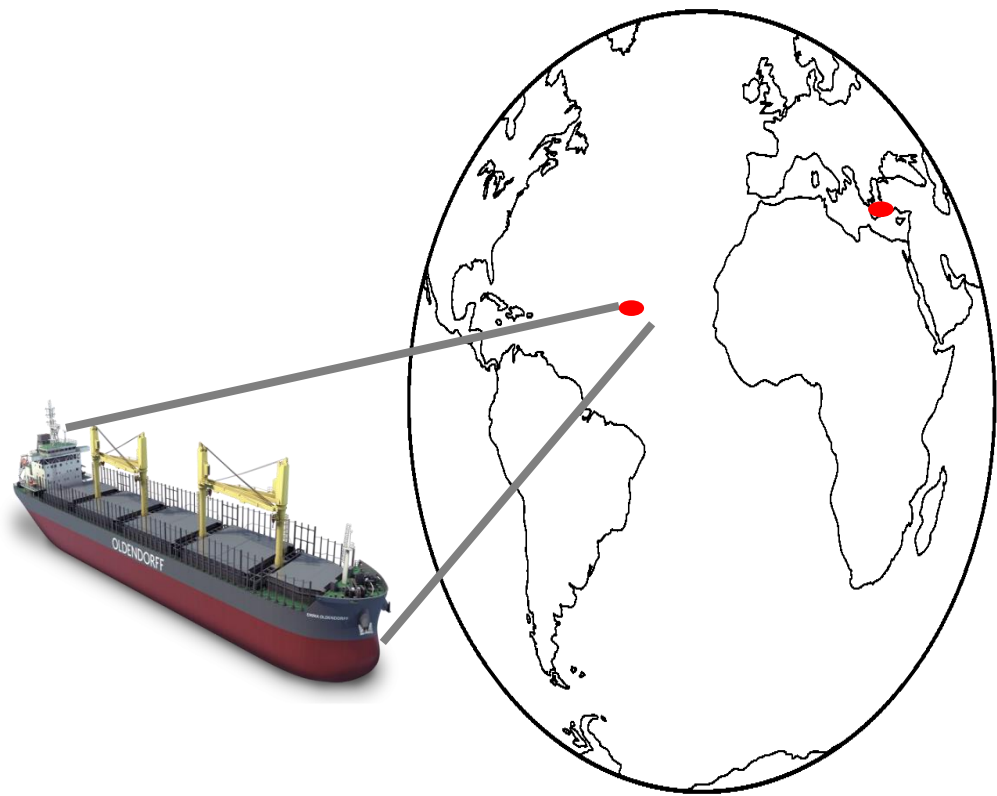
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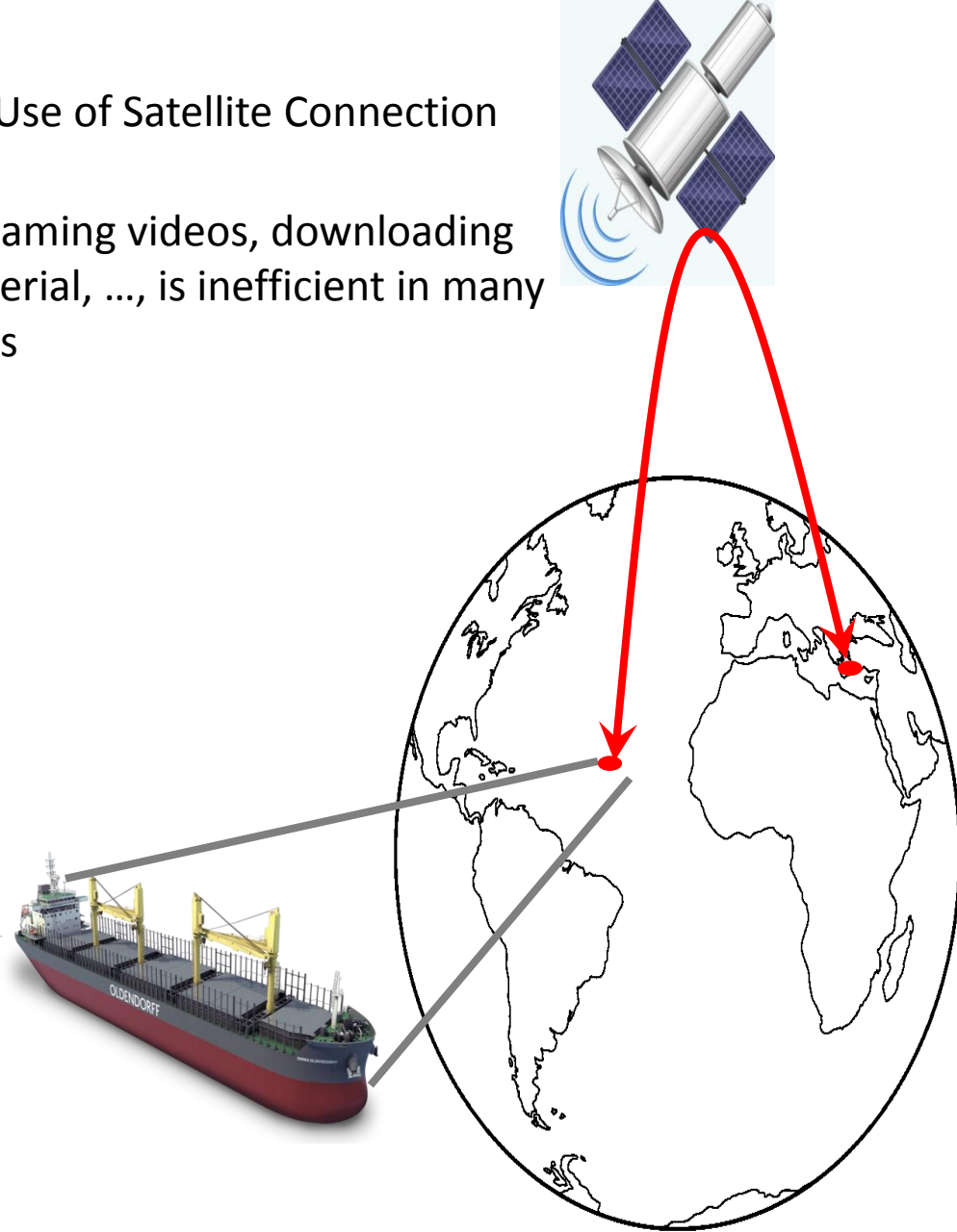






## Use of Satellite Connection

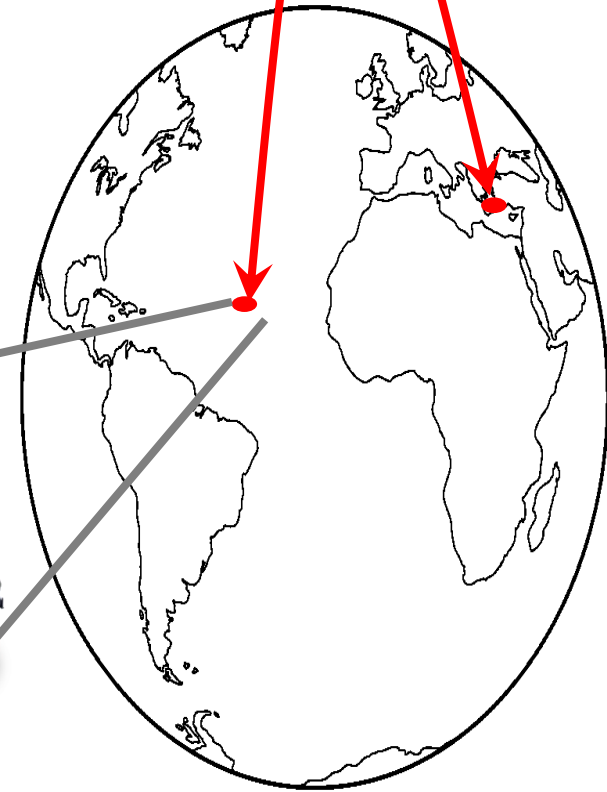
Streaming videos, downloading material, ..., is inefficient in many ways



## Solution

### Use of Satellite Connection

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 INFINITY

## Solution

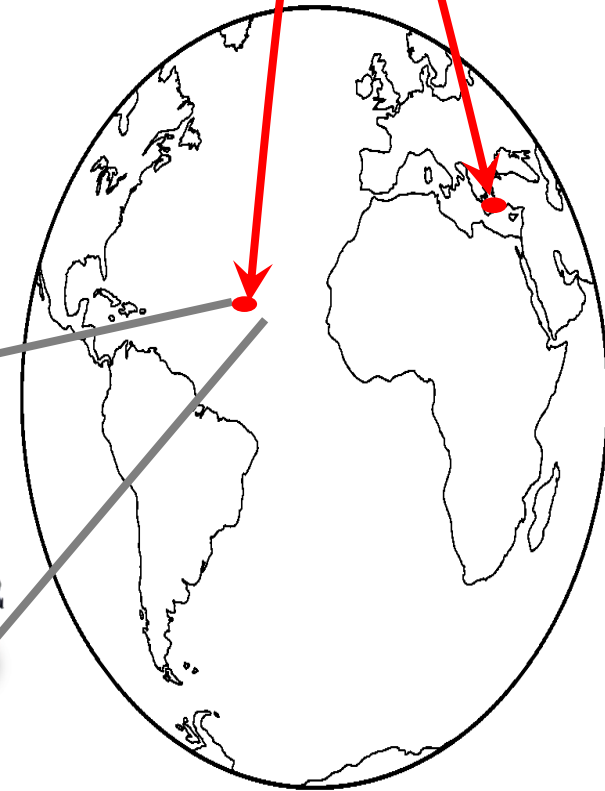
### Infinity by Navarino

An advanced maritime bandwidth management and optimization solution that is used on ships equipped with any type of satellite communications systems.

 INFINITY

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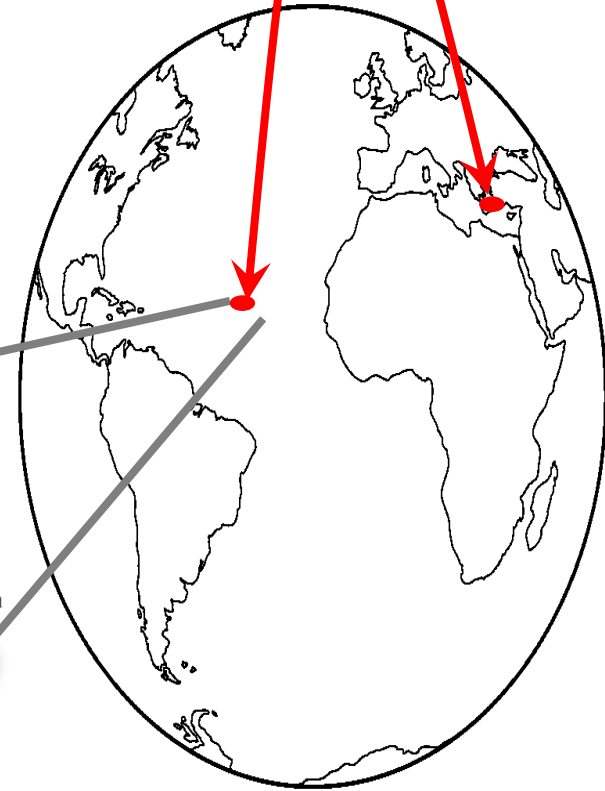
Installation of BCA's VM  
on Infinity

Synchronizing onboard  
VM with BCA's onshore  
server



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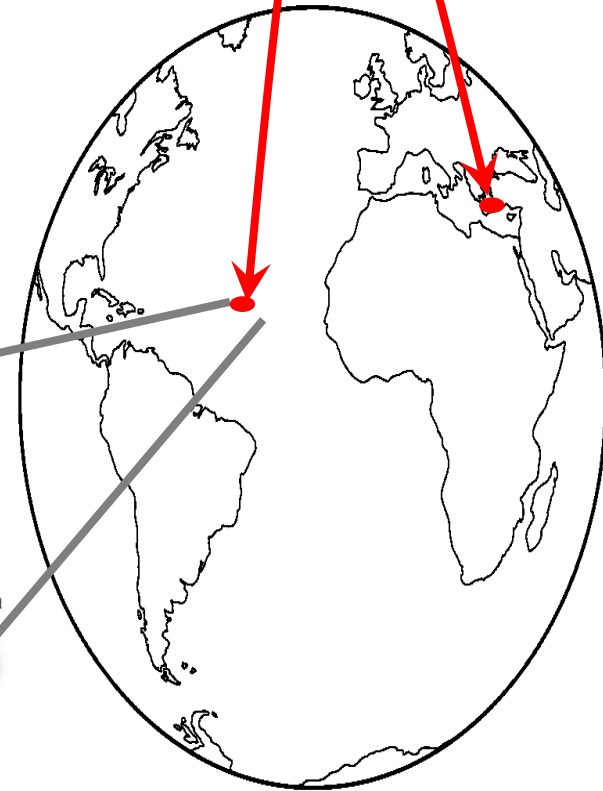
Synchronizing onboard  
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server

### Thus

1. Maximum Security
2. Cost Efficient
3. Stable Delivery of our Service

### Use of Satellite Connection

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**We are able to deliver everywhere**

# We are able to deliver everywhere

## Sophisticated structured platform

Easy access at any time from everywhere



ONLINE  
MSc SHIPPING

[Courses/Modules](#) [e-Resources](#) [Announcements](#)

## Masters in Shipping now online

PROGRAMME INFORMATION



### FEATURED COURSES/MODULES



Maritime Economics



Maritime Regulations



Research Methods



Shipping Law



Carriage of Goods by Sea



Marine Insurance



Chartering



Shipping Business  
Management



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## E – Resources

Databases, Plymouth

University Library

## Memberships

Clackson's, BIMKO, Intertanko,  
The International Propeller  
Club, The Maritime Industry  
Foundation

Message Us

- Instant Message Prof. Andreadis
- Instant Message Administrator
- Internal Messaging System

Messages

No messages waiting

Administration

Table of contents

- Carriage of Goods by Sea
  - Introduction
  - Ch. 1: Implied Obligations in a Contract of Affreightment
  - Ch. 2: Voyage Charterparties
  - Ch. 3: Time Charters
  - Ch. 4: Bills of Lading
  - Ch. 5: Application of the Hague/Visby Rules
  - Ch. 6: The Hamburg Rules
  - Ch. 7: Rotterdam Rules
  - Ch. 8: Bills of Lading Issued Under Charterparties
  - Ch. 9: Exceptions
  - Ch. 10: Limitation of Liability
  - Ch. 11: Freight
  - Ch. 12: Liens
  - Ch. 13: Dispute Settlement
  - Ch. 14: Breach of Contract
  - Summative Assessment

Academic Representation Community

### Carriage of Goods by Sea

Module Record


Course/Module Overview

Course/Module Descriptor


Study Planning

The Professor


Texts and Sources




[Introduction](#)




[Ch. 1: Implied Obligations in a Contract of Affreightment](#)




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## Advanced educational material

- HD video lectures
- Notes
- Presentations
- Self – assessment tests
- A variety of texts and resources



Message Us

- Instant Message Prof. Alexopoulos
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Messages

Administration

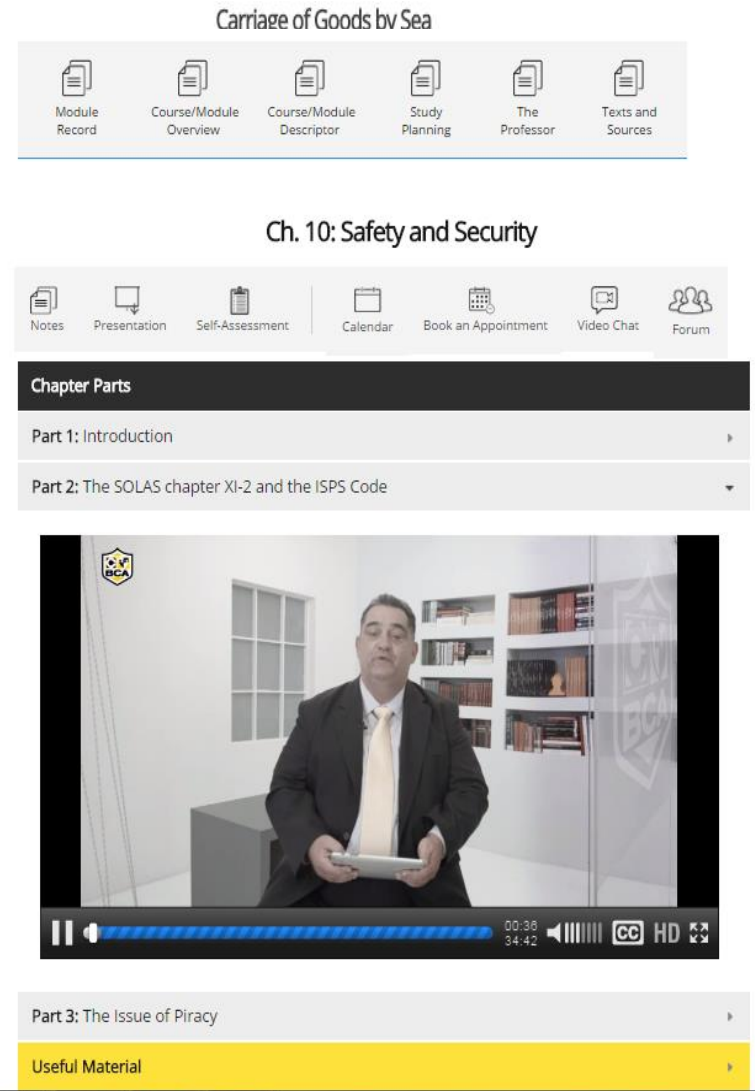
Table of contents

- Maritime Regulations
  - Introduction: Basic Principles and Definitions.
  - Ch. 1: IMO and its work
  - Ch. 2: Inter-governmental Organizations
  - Ch. 3: Private Shipping Organizations
  - Ch. 4: Non-Governmental Organizations
  - Ch. 5: Supra-National Organization
  - Ch. 6: Improving Safety Levels
  - Ch. 7: Managing the Human Element
  - Ch. 8: Prevention of Marine Pollution
  - Ch. 9: Safety and Quality Management
  - Ch. 10: Safety and Security
  - Ch. 11: Substandard Shipping
  - Ch. 12: Other Maritime Issues covered by IMO Conventions
  - Ch. 13: International Law of the Sea
  - Ch. 14: Unilateral Legislation
  - Ch. 15: National Legislations
  - Ch. 16: Risk-Based Methodologies
  - Summative Assessment

Use Stats

Self completion

The self completion criteria has not been enabled for this course



Carriage of Goods by Sea

Module Record Course/Module Overview Course/Module Descriptor Study Planning The Professor Texts and Sources

Ch. 10: Safety and Security

Notes Presentation Self-Assessment Calendar Book an Appointment Video Chat Forum

Chapter Parts

Part 1: Introduction

Part 2: The SOLAS chapter XI-2 and the ISPS Code

Part 3: The Issue of Piracy

Useful Material

00:38 / 34:42

# Next Steps...

## Training on board

Related to e-platform educational tool & training courses on demand

### Entities

Knowledge of the international framework

Ship operations

Aspects of ship management

Aspects of safety and security on board

Technical and environmental issues

## Academic Training

Already existing:

MSc Shipping

Independent modules

- Chartering
- Carriage of Goods by Sea
- Maritime Regulations
- Marine Insurance
- Shipping Law
- Shipping Business Management

# Thank you!!!



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PLYMOUTH  
UNIVERSITY**



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