

# Workshop on Capacity Building – Working Group on Flag State Implementation

Analysis of the outcome of the pre-workshop  
questionnaire on Member States identified needs and  
best practices

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## Pre-workshop questionnaire

Circulated in December 2016, deadline end of February 2017

Number of respondents: 26 (of 30 – MS, Iceland and Norway)

Questions aimed at mapping the training needs of the national authorities performing the functions concerning **FSI**, PSC and Environment.

This presentation summarizes the training needs indicated for:

- **Capacity building through training:**
  - training courses (2.1)
  - e-learning modules (2.2)
  - *Vocational training (2.3 and 2.4) – next presentation*
- **Capacity building through Guidelines, Recommendations and Best Practices (2.5)**

## The question (2.1):

Consider the EMSA Training Catalogue and indicate the training needs of your national authorities for Flag State Implementation that could be of added value.



## **General comments / policy issues**

1. General training v. expert meeting
2. For beginners v. refresher
3. Competence
4. EMSA's mandate
5. General support for the organisation of trainings and the CNTA network

## 1. Maritime Safety

- ISM Auditing Techniques (12)
- ISM Code – Train the Trainer (7) \*new\*
- ISM Code (5)
- Marine Equipment (7)
- Flag State Implementation (11)
- RO monitoring, auditing techniques (4) \*new?\*

## 1. Maritime Safety (cont.)

- Passenger ship safety ("best practices", directive 2009/45/EC on safety for passenger ships, directive 2003/25/EC on stability requirements for ro-ro passenger ships, directive 99/35/EC on mandatory survey for ro-ro ships) (~5) \*new?\*
- Places of refuge (1)

## 2. Maritime Security

- ISPS Code – Basic Training (8)
- ISPS Code – Advanced training on Ship Security (8)

## 3. Marine Environment

- Ballast Water Management (8)
- Ship recycling (5)
- Port reception facilities (3)
- Exhaust Gas Cleaning Systems and other emission Abatement Methods (1)
- Sulphur directive (5)
- EU maritime environmental legislation (1)
- International Environmental Protection Agreements and their implementation (1) \*new\*
- THETIS-EU (1)



## 4. Human Element

- MLC (13)
- STCW (5)
- ILO work in fishing convention (1) \*mandate\*

## 5. Accident investigation

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## 6. Port State Control

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## 7. Maritime Legislation

- EU maritime legislation (for newcomers) (7)
- (New) legislation for FS surveyors or Refresher for FS surveyors (1) \*new\*
- Liability and compensation (5)

## 8. Vessel Traffic Monitoring and Reporting

- SSN for operators (5)
- EU LRIT for operators (3)
- Basic Training for Maritime Traffic Service Personnel (1) \*new\*

## 9. Maritime Surveillance

- CSN for operators (2)

## Other proposals – all **\*new\***

- Training for MS officials responsible for visits to MS
- Specialized training on specific types of ships (oil tankers, LNG)
- Lead auditor courses and auditing techniques
- Fishing vessels (Directive 97/70)
- IMO Conventions in force
- FSA (formal safety assessment) for use in the IMO rule-making process
- GBS (goal based standard) approach
- SAR Mission Coordinator (SMC) – Coast Guard Functions
- On Scene Coordinator (OSC) – Coast Guard Functions
- Survey guidelines on FSI inspection under the HSSC

## The question:

Please review the e-learning modules developed or under development in the Maritime Knowledge Centre system (MaKCS), and indicate new modules that could be of an added value.



- Support for the e-modules already under development (MLC, maritime legislation for newcomers, ship recycling, BWM, ship security, MED, EU leg on RO's etc.)
- Some proposals for new e-modules (next slide)
- "E-modules cannot replace regular trainings with consultations with EMSA" (1)
- "E-modules should be coordinated within CNTA" (1)
- "Each new surveyor and every 5 years" (1)

- Passenger and ro-ro passenger ships
- Torremolinos Convention
- STCW-F
- THETIS / THETIS-EU
- Insurance of Shipowners for Maritime Claims - Liability

## **The question (2.5):**

An extract from the inventory of Guidelines, Recommendation and Best Practices developed by EMSA is available in Annex 5. Please consider the inventory and indicate specific needs of your national authorities responsible for Flag State Implementation that could be of added value.



## In general

- less reactions than for other questions in the questionnaire
- some misunderstanding of the purpose of the question
- support for development of best practices etc.

## Some comments:

- "Added value for most of the EU directives, i.e. not regulations" (1)
- "Not for EMSA to develop, should be addressed internationally to have worldwide application" (1)

- RO monitoring (2)
- Marine equipment (2)
- Ballast Water Management (2)
- Ship Security (1)
- Maritime Cyber Risk Management (1)
- GBS (1)
- Pleasure crafts engaged in trade / traditional ships engaged in commercial activities (1)

# Thank you for your attention

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