

MaKCs - Overview of available modules & usage evaluation

12th Meeting Consultative Network on Technical Assistance (CNTA)

Lisbon, 3 October 2017

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MaKCs

E-Learning



Inspection procedures
Introduction > Port State control inspection procedures



Port State control inspection procedures

Port State control plays a significant role in the implementation of IMO and ILO Conventions, the so-called relevant instruments. Although port State control should be regarded as complementary to flag State measures to ensure compliance with convention provisions, its importance to enhance maritime safety, the protection of the marine environment, security and seafarers' living and working conditions on board is well recognised. Besides the principles governing port State control, integrity, professionalism, transparency, harmonization, uniformity, cooperation and exchange of information are the foundations of an effective port State control system. It is therefore important that the inspector, when exercising port State control, demonstrates an exemplary attitude and takes into account the relevant Paris MoU procedures in place for the inspection. References to inspector in this course mean a Port State Control Officer who is properly qualified and has been authorized by the Authority to carry out port State control inspections without prejudice to national provisions.

List of courses already available under the Capacity Building domain



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- 1 Ballast Water Management Convention - General Overview
 - 2 Guidelines for Approval of Ballast Water Management Systems (G8)
 - 3 Procedures for Approval of Ballast Water Management System (G9)
 - 4 Sulphur Directive and associated implementing acts
 - 5 Introduction to the STCW Convention and Code
 - 6 EU Maritime Legislation
 - 7 Sulphur Inspector's Guide including THETIS-EU
 - 8 EMSA's Equipment Assistance Service (EAS)
 - 9 EMSA's Public Key Infrastructure and Digital Certificates
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List of courses under the Capacity Building domain to be finalised until 31/12/2017



- 1 Accidents Investigation
- 2 Ship & Port Security
- 3 Marine Equipment
- 4 MLC convention & Flag State responsibilities
- 5 Ship Recycling
- 6 BWM Guidelines for inspectors
- 7 Course on reporting HAZMAT in SSN
- 8 EMSA surveillance services for FRONTEX & EUROSUR

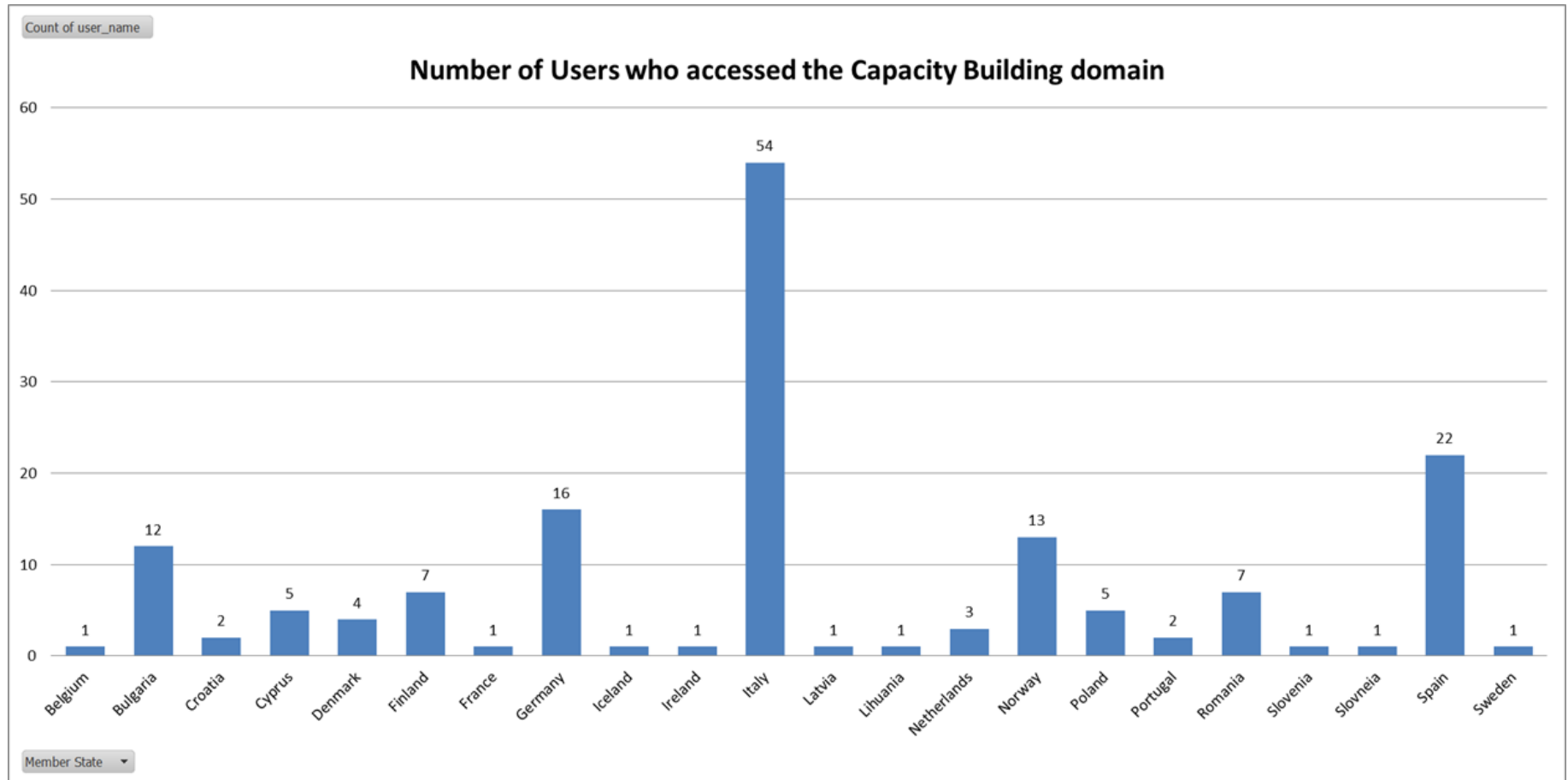
CNTA agreed to:

- **To inform the Agency by 18 April 2017 of the number of licences (excluding PSC) needed per MS**
- **EMSA to make available** clear guidance for administrators
- **Requests for support and clarification** should be addressed to the dedicated help desk on thetis@emsa.europa.eu
- **As from 2 May 2017 the platform is open to learners at national level.** The experience gained in the first months of implementation, as well as the **feedback gathered** will form the basis of further discussions **during next CNTA meeting in October.**

CNTA agreed to:

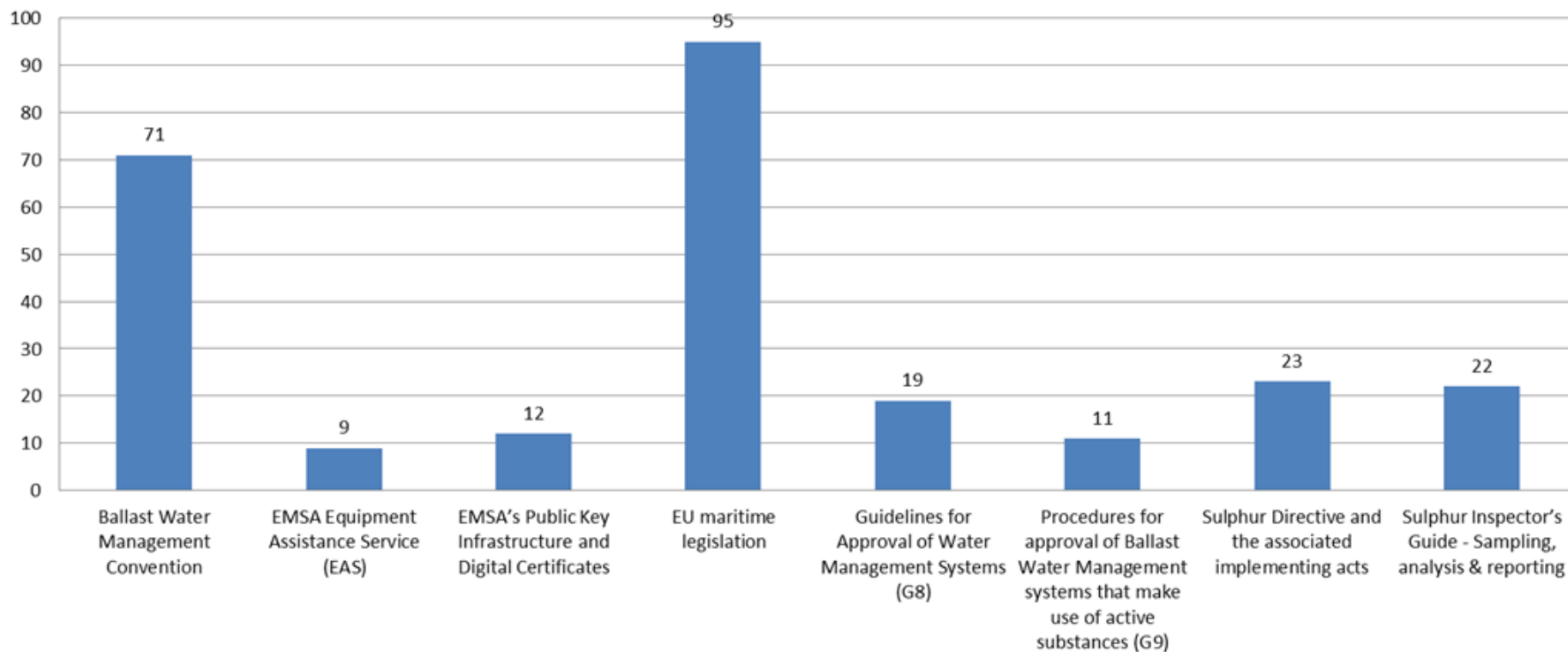
- **Staff belonging to private entities** could not be registered as “learners” in the platform
- **Two different domains** will be in use, one on capacity building and one for the PSC community.
- **The active role of the CNTA focal points** on promoting and managing the use of e-learning material as well as the monitoring of the learners activities was highlighted

Current situation



Count of user_name

Number of users who accessed the course



Course ▼



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Lisbon, 3 October 2017

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 **EMSA**
European Maritime Safety Agency