Integrating BRM

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Existing Bridge Resources Management (BRM) training courses deal just with the seafarers, not the interactions with the pilots. One key deficiency for instance is the current IMO SMCP chapter on pilotage and tug assistance as it does not cover the communication between the ship crew on board and the tug pilots/masters. This communication is still widely carried out in local languages instead of English. This can often be confusing for the ship masters as in these situations they do not have all the essential information but held ultimately responsible if anything goes wrong, and it does, all the time (see for example Ziarati et al, 2011, 2014 and 2017). This has led to increasing collisions and accidents at sea. Some large shipping companies even ask pilots who work at ports they use to join their companies' internal BRM trainings as there is no international accredited course for an integrated BRM course for both ship crews and pilots working at ports. International Maritime Organisation (IMO) is aware of the problem and there is recognition that a revision of current BRM is necessary and a new training programme is essential to overcome the gap in the BRM pilot training; taking into consideration importance of an integrated approach in developing the intended training programme.

The recent research (Ziarati, et al, 2018) has shown that even very progressive shipping companies such as SAS, Swedish Club, Silja Line and several others have now started to realize the need to revised their BRM CBT (computer based training) and some partners have started to run their own version of the course. The P&I company Swedish Club offers its own version of BRM and actively encourages shipping companies to involve both pilots and ship crew in BRM training. Shipping companies often change ports or sail to new ports hence a sensible way forward is to develop an integrated BRM course for both ship crews and pilots taking into consideration the importance of standardizing the proposed course for a European-wide application incorporating the IMO emerging guidelines.

Number and profile of participants – the partnership is composed on an organisation (C4FF) with unique knowledge of energy production and engine emissions, the project manager has considerable experience of training programme development and their validation and recognition internationally. C4FF is supported in the UK by one of the two major universities (SSU) with considerable experience of developing and offering high quality maritime programmes and as a university is an awarding body in itself. The university will work closely with professional bodies and relevant training boards and licensing authorities to ensure the specification and its associated training programme will receive the recognition intended. C4FF and SSU are supported by two Maritime Education and Training (MET) providers (SAMK in Finland (North); NVNA in Bulgaria (East) and UPC in Spain (West) covering the periphery of the Europe to ensure multiplier activities reach as many as

countries in Europe as possible. The partnership is complemented by IDEC and SeaTeach to make sure the training programme takes all practical aspects into consideration. SPIN in Slovenia has been invited into the partnership to support C4FF in the development of a novel online e-learning platform similar to the one developed by SPIN and C4FF in previous EU funded projects such as EGMDSS and MarTEL (www.egmdss.com and www.martel.pro): many of the projects by the partnership has been selected as Best in Europe by the EU.