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SURPASS

SURPASS: PROJECT PROGRESS REPORT

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Project Progress Report - July 2012

Course Development and Valorisation

This newsletter reports on the progress been made of SURPASS Course from June to July 2012.

Additional materials have been developed for SURPASS Course chapters in response to the needs of target groups. In parallel, several enhancements have been made to course materials and e-learning platform after the feedbacks received. The new developed materials are being added onto Surpass e-learning platform. The Surpass course is further piloted with wider target audience such as Institutions /Universities/Maritime Training Providers (TUDEV, C4FF and Plymouth University).

On the other hand, The SURPASS Course are progressively being disseminated and exploited at local, regional, national and European Level. Two recent major dissemination activities took place at two major conferences: one is at IMLA20, (www.imla20.com) in West-Terschelling, The Netherlands and other at European Maritime Day (www.ec.europa.eu/maritimeaffairs/maritimeday) in Gothenburg, Sweden. The feedbacks received were impressive and several contacts have been acquired to follow-up.



Picture 1 – Prof. Dr. Reza Ziarati from TUDEV directs questions to European Maritime Day – Key Note Speakers

Lately, The SURPASS Course has been submitted IMPACT Platform (www.maritimetraining.pro) for evaluation. The Surpass Course will now go through evaluation process in accordance with the Quality Criteria set for the Platform. If successful, the course will be promoted as “Good Practice” Course to wider audience within the scope of IMPACT Platform. IMPACT Platform that provides access to a number of innovative IT based

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Further Developments & Valorisation

2012

SURPASS: COURSE DEVELOPMENT & ACCREDITATION

Maritime Education and Training (MET) products, which directly address particular problems or deficiencies in MET. The platform raises the standards of Maritime Education and Training (MET) and provide institutions with tools to improve the quality of education.

Another good news is that SURPASS Course has recently been part of UniMET (Unification of Marine Training and Education) Programmes (www.unimet.pro). UniMET Programmes intends to unify the core of Maritime Education and Training (MET) of seafarers based on the STCW (Standards of Certification, Training, and Watch-keeping) and incorporate the good practices in the partner countries with an aim to disseminate and exploit these programmes across Europe and Worldwide. 9 UniMET partners across Europe make use of UniMET Programmes and its constituent elements (such as Surpass). This enabled Surpass to reach wider target audience.

The Surpass Course is being disseminated and discussed in Social Medias that has a wide means to reach the potential target group. This includes LinkedIn, Twitter and Facebook. Several discussion took place in LinkedIn regarding how SURPAS can help reduce the accidents taking place or awaiting to happen.

A recent discussion has been initiated recently on LinkedIn regarding Cargo Ship run aground Off Italy's Western Coast on 1st June 2012. Local authorities on the scene of the accident claim that the manoeuvre leading to the ship's grounding was most likely human error. Several comments of the users from the discussion were as follows:

Discussion subject: "Cargo Ship Runs Aground Off Italy's Western Coast | Maritime News | Maritime Executive Magazine"

User 1: "Can these incidents be prevented? Seems too many are happening; ECDIS may not be providing significant assurance of safe navigation?"

User 2: *It is believed that the majority of human errors could have been prevented by adopting a more human oriented approach which I also fully agree. The reason behind is throughout the maritime education and training courses that I joined, I found "learning from past accidents method" very useful in improving my knowledge, skill and attitude hence my competence.*

I think it is worth to have a look at the projects that systematically developed a set of accident and/or incident scenarios for the training of seafarers at different ranks related to automation (www.surpass.pro). It is expected the approach will reduce human related error hence accidents waiting to happen to happen.

This has been supported by several users:

User 3: *I agree that scenario-based learning is very effective. In my own time at sea, training new officers, I frequently used descriptions of past experience (my own as well as others') in highlighting specific modes of failure. Success is comprised of 49% good habits, such as that portrayed in the Bridge Resource Management literature and training, and 49% recognition of modes of failure before critical events take place. The other 2%? Pure luck is at least 1%.*

User 4: *Yes, accidents can be prevented, but accidents will also happen in future no matter what is done to prevent them. Errors happen to everybody, and if you are not working with pencil your errors can become an accident. Fatigue, stress, pressure, poor education and training, etc are contributing factors only. VTS can help. But you may put as many radars as you like, but you can not have enough operators to supervise all ships at all the times.*

User 5: *Technology can help and there are numerous achievements that can help us to reduce the probability of accidents! However, the weak link remains the human element, mainly in terms of training/behaviour.*

For more information about SURPASS Course and developments, follow www.surpass.pro website. To access Surpass Course, follow www.surpass.pro project website.