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REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE  
FOR THE MEDITERRANEAN SEA (REMPEC)



EURO-MEDITERRANEAN PARTNERSHIP

EUROMED COOPERATION ON MARITIME SAFETY AND PREVENTION OF POLLUTION FROM SHIPS  
(SAFEMED)

*EU-Funded MEDA Regional Project MED 2005/109-573*



## REGIONAL SEMINAR ON HUMAN ELEMENT INFLUENCE ON MARITIME ACCIDENTS

Lisbon, Portugal

17 - 19 June 2008

SAFEMED Project Task 4.1 O

# EUROMED

## REPORT



## **INTRODUCTION**

1. The Regional Seminar on the Human Element Influence on Maritime Accidents (hereinafter referred to as “the Seminar”) was held at the premises of the European Maritime Safety Agency (EMSA), in Lisbon, Portugal, from the 17 to the 19 June 2008. The Seminar was organized by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) in collaboration with the European Maritime Safety Agency (EMSA) which hosted the Seminar. The Seminar was organised within the framework of Activity 4 (Task 4.1O) of the MEDA Regional Project “Euromed Cooperation on Maritime Safety and Prevention of Pollution from Ships – SAFEMED” (MED 2005/109-573) financed by the European Community (hereinafter referred to as “the SAFEMED Project”).

## **PARTICIPATION**

2. The organization of the Seminar and the participation at the Seminar of two representatives from the ten beneficiaries of the SAFEMED Project (Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestinian Authority, Syria, Tunisia and Turkey) was financed by the SAFEMED Project.

3. Besides the ten SAFEMED Project beneficiaries, the invitation to participate in this Seminar, was also extended to all the other Contracting Parties to the Barcelona Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean as well as to Portugal, as the co-host country, and to the European Maritime Safety Agency (EMSA), being the host of the Seminar.

4. Over twenty participants attended the Seminar. All SAFEMED beneficiaries participated, except for the Palestinian Authority which could not participate for reasons beyond its control. Two participants representing the other Mediterranean coastal States not benefiting from the SAFEMED Project, namely two participants from Italy, also attended. Four other participants represented the host country, Portugal, whilst a number of EMSA officers attended different presentations according to their interests. The names of these EMSA officers were not included in the list of participants given in **ANNEX I** to this report.

5. Participants in the Seminar were mainly Government officials from various ministries, such as the Ministry of Transport, and Governmental departments/agencies responsible for maritime affairs and maritime safety. A good understanding and basic knowledge of the ISM Code and casualty investigations by most of the participants resulted in a number of questions and fruitful exchanges during the proceedings. The fact that there was also English/French/English simultaneous interpretation encouraged the participants, especially those from the French-speaking countries, to participate more fully throughout the Seminar.

## **OBJECTIVES**

6. The main objectives of the Seminar were:

- (a) to familiarize participants with human element aspects;
- (b) to familiarize participants with the work carried out by the International Maritime Organization (IMO) on human element, in particular the International Safety Management Code (ISM Code);
- (c) to familiarize participants with the European Union (EU) policy on human element related issues;
- (d) to provide the participants with the lessons learnt, ten years after the introduction of the ISM Code;
- (e) for the participants to appreciate the influence of human element in maritime accidents; and
- (f) to present and discuss the work related to the implementation of the ISM Code being undertaken by the SAFEMED Project’s short-term experts in the project beneficiaries.

## **SEMINAR CONTENT AND SCHEDULE**

7. The content and schedule of the Seminar were discussed and agreed upon with IMO and EMSA prior to and as part of the preparations and organisation of the Seminar. The Programme and the selection of speakers and presentations were based upon the main objectives Seminar. A copy of the Seminar programme is given in **ANNEX II**.

8. Eleven speakers participated in the Seminar. The speakers included Mr. Milhar Fuazudeen, from the International Maritime Organization's (IMO) Maritime Safety Division, Mr. Giuseppe Russo and Paulo Correia from the European Maritime Safety Agency (EMSA), Dr. Philip Anderson, Consultant and SAFEMED Project short-term expert, Dr. Kirsten Rognstad representative of the Norwegian Classification Society, Det Norske Veritas (DNV), Mr. Martti Heikkila, from the Finnish Maritime Administration and Chairman of the European Marine Accident Investigators International Forum (EMAIF), Adm. Jean-Mark Schindler from the BEAmer of the French Maritime Administration, Mr. Joao Garcia from the Portuguese Maritime Administration, Mr. Karl Lumbers representative of Thomas Miller UK P&I Club, Mr. Tim Southam, Consultant and Mr. Mat Spencer from Wilhelmsen Lines Car Carriers. The complete list of lecturers is included in the list of participants given in **ANNEX I**. At the end of the Seminar, two DVDs related to the main topic of the Seminar, which were kindly provided by the UK P&I Club and the International Transport Workers' Federation (ITF) were shown.

## **ORGANIZATION AND LOGISTICS**

9. REMPEC was responsible for the organization of the Seminar, with the assistance of the European Maritime Safety Agency (EMSA), hosts of the event.

10. The role of REMPEC included:

- invitation of participants;
- preparation of the programme of the Seminar;
- providing and making arrangements for the venue of the Seminar;
- identification, selection and invitation of external speakers;
- providing its own Seminar co-ordinator and moderator;
- making the necessary travel and accommodation arrangements for speakers and participants;
- covering the costs of travel and daily subsistence allowance for the SAFEMED Project sponsored speakers and participants;
- covering the costs of lunch and coffee breaks for all the participants and speakers;
- providing a Seminar folder to all participants and speakers;
- providing a CD, containing all the presentations of the Seminar together with other related supporting documentation, to all the speakers and participants, after the Seminar.

11. The role of EMSA included:

- identification of a local hotel for the accommodation of the participants, speakers and SAFEMED officers;
- identification of interpreters (English/French/English);
- identification of a local supplier of interpretation equipment;
- providing a fully equipped conference room and other facilities, such as the cafeteria facilities; and
- secretarial support;

12. All the participants and speakers were provided with a Seminar folder consisting of the following documents:

- Copy of the final Programme of the Seminar;
- Copy of the 'Information to Participants' note;
- Evaluation Form;
- Provisional List of Participants;

- Copy of the IMO A. Res. 913(22) – Revised Guidelines on the Implementation of the ISM Code by Administrations;
- Copy of the IMO A. Res. 947(23) – Human Element Vision, Principles and Goals for the Organization;
- Copy of the EU Regulation (EC) No: 336/2006 on the Implementation of the ISM Code within the Community;
- Copy of the IMO MSC Res. 255(84) – Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code);
- One DVD, kindly provided by the International Transport Federation (ITF) entitled ‘Working Together for Safety on Board’;
- One DVD –‘No Room for Error’ and accompanying booklet – ‘Getting to grips with THE HUMAN FACTOR – an insight’, kindly provided by the UK P&I Club;
- Information leaflet on the French BEAmer provided by Adm Jean-Mark Schindler;
- One copy of the ReportISM provided by Dr. Phil Anderson.

As far as possible, the French speaking participants were provided with documentation in French.

13. The Seminar was held in the main conference room of the European Maritime Safety Agency (EMSA) in Lisbon, Portugal while all the speakers and SAFEMED participants were accommodated at the Hotel Art’s Vip Executive located a few metres from the EMSA premises.

14. The working languages of the Seminar were English and French. Hence, all presentations were simultaneously interpreted into these two languages.

15. Captain Joseph Zerafa, SAFEMED Project Officer (Maritime Safety), acted as the coordinator and chairman of the Seminar and was responsible for ensuring the smooth running of the Seminar. With regard to the organizational aspects of the Seminar, Captain Zerafa was assisted by Mr. Souhail Ben Musbah, SAFEMED Project Officer (Accounting and Administration).

## **PRESENTATIONS**

16. The first presentation on Day 1, entitled ‘The Human Element – IMO Perspective’, was delivered by **Mr. Milhar Fuazudeen**, a Chief Engineer by profession and employed as a Technical Officer within the Human Element Section of the Maritime Safety Division of the International Maritime Organization (IMO). Mr. Fuazudeen provided a comprehensive overview of the initiatives taken and work undertaken by IMO on this subject with constant reference to IMO Circulars, Assembly Resolutions and amendments to major international maritime conventions. A paper on the subject was also prepared, copy of which was included in the CD distributed to the participants.

17. The second presentation entitled ‘The Human Element – EU Perspective’ was presented by **Mr. Giuseppe Russo**, Project Officer for Co-operation with Member States and Training within Unit E – Technical Co-operation and Development of the European Maritime Safety Agency (EMSA). Mr. Russo first gave a general introduction on the EU legislation on the subject, and then went on to explain in more detail the EC policy and how this was formulated based on the IMO framework, including the STCW Convention and the ISM Code, and also on the ILO legislative framework.

18. The third presentation, entitled ‘The Human Element in a Recognised Organisation’, was delivered by **Dr. Kirsten Rognstad**, Principal Surveyor in the Maritime Management Section of Det Norske Veritas (DNV). Dr. Rognstad presented to the participants the human element issue from the Classification Society’s perspective by first explaining the different roles and responsibilities between Class and Recognised Organization. Dr. Rognstad also explained that the human element is integrated in the rules and regulations which are continuously under review based on feedback, such as the results of casualties and incidents investigations carried out by DNV and other research activities related to the Human Element.

19. The next presentation, entitled ‘The Human Element & Maritime Accidents – EU Approach to Casualty Investigations’, was delivered by **Mr. Paulo Correia**, EMSA’s Senior Project Officer on Accident Investigation. Mr. Correia presented a detailed account of the proposed EU Directive on

accident investigations, including the objectives of the directive and the issues that will be covered in the directive such as the investigation process, factual information and analysis, amongst others. Mr. Correia then went on to explain the human factors and their immediate causes, the accidental factors and the safety culture / safety climate, and their indicators.

20. The last presentation on Day 1, entitled 'Identifying Human Factors in Marine Accidents' was delivered by **Mr. Martti Heikkila**, Chief Accident Investigator of Marine Accidents within the Accident Investigation Board of Finland and Chairman of the regional European Marine Accident Investigators International Forum (EMAIIIF). Mr. Heikkila, whose presentation reflected his own personal views, first gave an overview of the Accident Investigation Board of Finland and how marine accidents are normally carried out in this country. Then Mr. Heikkila continued to explain in more detail how the human factor forms an integral part of the investigations and how the human factors are identified. The topic of 'Safety Culture' was also briefly covered by Mr. Heikkila who explained how this can reduce and prevent accidents. In concluding, Mr. Heikkila explained the changes that have been taking place in casualty investigations and what changes were planned in the future, especially with the introduction of the Vessel Traffic Services (VTS), Voyage Data Recorder (VDR), Automatic Identification System (AIS), Electronic Chart Display and Information System (ECDIS) charts, etc.

21. The first presentation on Day 2, entitled 'Training & the Human Element in Accident Prevention' was delivered by **Mr. Tim Southam**, a consultant on the Human Element and Human Factor analysis. In his introduction, Mr. Southam first referred to a number of major accidents, both from the aviation and marine sectors that involved human error, and analysed the different human factors issues. Mr. Southam then continued his presentation by tackling the issue of training.

22. The next presentation entitled 'Human Element – Lessons learnt from Accident Investigations' was delivered by **Mr. Martti Heikkila** of the Finnish Administration. In this presentation, Mr. Heikkila, covered three accidents, which were investigated by the Accident Investigation Board of Finland, in which cases issues related to the Human Element formed an integral part of the investigations.

23. The third and last presentation for the morning of Day 2 entitled 'The New Marine Casualty Investigation Code / Analysis of Casualty Investigation Reports (GISIS)' was delivered by **Mr. Milhar Fuazudeen** of IMO. In this presentation, Mr. Fuazudeen explained in considerable detail the recently adopted 'Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code)', including background information about the work carried out by IMO over a number of years which eventually led to the adoption of this Code. Mr. Fuazudeen gave a comprehensive overview of the Code, its aims and objectives, the different parts of the Code, including the mandatory and the non-mandatory parts, and the part on the recommended practices. The second part of the presentation covered the Global Integrated Shipping Information System (GISIS) which IMO has developed and which is found on its website. The main objectives of this system were explained to the participants. Mr. Fuazudeen encouraged all participants, as Government representatives, to report the findings of their casualty investigations by inputting the data in this GISIS system.

24. The first presentation for the afternoon of Day 2 entitled 'Implementation of the ISM Code – 10 Years on' was delivered by **Dr. Philip Anderson**, a Master Mariner and an ISM expert who also acted as a short-term expert for the SAFEMED Project. Dr Anderson, after a brief introduction of the ISM Code, including some background information, gave an overview of a number of surveys that have been carried out in order to try and measure whether or not the ISM Code was working. These included Dr. Anderson's own survey in 2000 that of IMO in 2005 and the most recent one carried out for the Maritime Coastguard Agency (MCA) of the United Kingdom. From each of these surveys a number of practical and legal questions remained unanswered and these were discussed during the presentation. Dr. Anderson went on to indicate how improvements are now being measured and what other factors are influencing such an improvement, such as, the revision of the STCW Convention, MARPOL amendments, Charterers' vetting inspections and P&I Clubs' condition surveys. Dr. Anderson concluded his presentation by highlighting both the progress that is being made and also the ongoing problems, such as the amount of paperwork, lack of standardisation of interpretation, and the lack of understanding of the role of the Designated Person Ashore (DPA), amongst others.

25. The next presentation entitled 'ILO Maritime Labour Convention (MLC 2006)' was delivered by **Adm. Jean-Mark Schindler**, Head of the French Marine Accident Investigation Office (BEAmer). Adm. Schindler first chaired the ILO High Level Tripartite Working Group that was tasked to draft the new convention and, later on, in February 2006, was elected as the President of the 94<sup>th</sup> Maritime Labour Conference which adopted the MLC 2006. Adm. Schindler gave a detailed overview of the preparatory work that led to the adoption of the convention in 2006 and explained the aims and objectives, and its different parts, including the mandatory and also the non-mandatory ones. A reference was also made to the promotional CD on the Convention which is freely available from ILO. A copy of this CD was mailed to all the participants.

26. The last presentation for Day 2 entitled 'The Role of the Company in developing and its promoting safety culture' was delivered by **Mr. Mat Spencer**, HSEQ manager with Wilhelmsen Lines Car Carriers Ltd, who, as a Master Mariner, also has a seafaring background. Mr. Spencer, after a short introduction of his company in terms of ships and number of seafarers employed, went on to describe the management functions in line with the company's mission statement. Mr. Spencer went on to explain the in-built system the company has in terms of training of seafarers, internal audits/surveys, follow-up of any deficiencies/non-conformities noted during port State control or during external audits, and the introduction of the 'Workbook' for each member of the crew. In concluding, Mr. Spencer reiterated the fundamental points for an effective 'Safety Culture' by involving the crew, carry out safety campaigns, effective training, and contact between the crew and the office.

27. The first presentation on Day 3, being the last day of the Seminar, entitled 'An Insurer's view on the Human Element' was delivered by **Mr. Karl Lumbers**, Director with Thomas Miller P&I Ltd. Mr. Lumbers, who is also a Master Mariner, has been associated with the marine insurance business for over twenty years. In his presentation, Mr. Lumbers, gave a very detailed account of the number, type and the costs involved of claims associated with the human error that are handled by his P&I Club. Mr. Lumbers went on to analyse the definition of different types of Human Error Incidents and explained how best to tackle these types of incidents.

28. The next presentation entitled 'Implementing the ISM Code: The National Approach' was delivered by **Mr. Joao Garcia** from the maritime administration of Portugal. Mr. Garcia, who was in charge of the implementation of the ISM Code in Portugal since it came into force, gave a very comprehensive account of how Portugal implemented its requirements both on a port State and on a flag State level.

29. The last presentation for this Seminar entitled 'Preliminary results of the Field Assessment Missions to the (SAFEMED) Beneficiaries' was delivered by **Dr. Philip Anderson**, who was appointed as a short-term expert in order to implement Task 4.2 O of the SAFEMED Project – Assessment of the Implementation of the ISM Code and identification of possible common problems'. Dr. Anderson gave an overview of the preliminary findings of the field missions carried out by that time by himself and Capt. Abdelfattah Bouzoubaa, the second appointed short-term expert.

30. At the end of the Seminar two DVDs were shown to the participants, namely 'No Room For Error' kindly provided by the UK P&I Club, and 'Working Together for Safety on Board' kindly provided by the International Transport Workers' Federation (ITF).

## **CONCLUSION**

31. The participants were requested to complete an Evaluation Form at the end of the Seminar. Twenty-two forms were completed and submitted. According to the feedback obtained from these Evaluation forms, 64% of the participants confirmed that the Seminar "met their expectations" while 34% stated that the Seminar went even "beyond their expectations". As regards the quality and the contents of the presentations, 36 % of the participants stated that these were "very good" while another 36% said that these were "good". Such a positive feedback was similarly reflected in the replies to other questions in the Evaluation Form and also from the feedback obtained from the speakers.

32. While it is to be noted that this Seminar was organized within the framework of the SAFEMED Project and hence it was primarily aimed at the ten SAFEMED beneficiaries, however, the lack of response from the other Mediterranean countries Parties to the Barcelona Convention, except for Italy which nominated two participants, is of great concern. Such Seminars with such a large number of high level speakers are not organised frequently and therefore every effort should be made to encourage these countries to take advantage of such events in the future.



**ANNEX I**

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**ANNEX II**

**SEMINAR ON THE HUMAN ELEMENT INFLUENCE ON MARITIME ACCIDENTS**

**Lisbon, Portugal – 17-19 June 2008**

**PROGRAMME**

<b>DAY 1</b>	<b>Tuesday, 17 June 2008</b>	
09.30 – 10.00	Registration of participants	
10.00 – 10.10	Opening	REMPEC
10.10 – 10.20	Welcome Address	EMSA
10.20 – 10.30	Introduction to workshop/objectives/logistics	Chairman
10.30 – 11.00	<i>Coffee break</i>	
11.00 – 11.30	The Human Element – IMO Perspective	Milhar Fuazudeen IMO
11.30 – 11.45	Questions	
11.45 – 12.15	The Human Element – EU Perspective	Andrea Tassoni / Giuseppe Russo EMSA
12.15 – 12.30	Questions	
12.30 – 14.00	<i>Lunch</i>	
14.00 – 14.30	Human Element in a Recognised Organisation	Kirsten Rognstad DNV
14.30 – 14.45	Questions	
14.45 – 15.15	The Human Element & Maritime Accidents - EU Approach to Casualty Investigations	Paulo Correia EMSA
15.15 – 15.30	Questions	
15.30 – 16.00	<i>Coffee break</i>	
16.00 – 16.30	Identifying Human Factors in Marine Accidents	Martti Heikkila EMAIF
16.30 – 17.00	Questions and discussion	

<b>DAY 2</b>	<b>Wednesday, 18 June 2008</b>	
09.30 – 10.00	Training & the Human Element in Accident Prevention	Tim Southam Consultant
10.00 – 10.15	Questions	
10.15 – 10.45	Human Element - Lessons learnt from Accident Investigations	Martti Heikkila EMAIF
10.45 – 11.00	Questions	
11.00 – 11.30	<i>Coffee break</i>	
11.30 – 12.00	The New Marine Casualty Investigations Code / Analysis of Casualty Investigation Reports (GISIS)	Milhar Fuazudeen IMO
12.00 – 12.30	Questions & discussion	
12.30 – 14.00	<i>Lunch</i>	
14.00 – 14.30	Implementation of the ISM Code -10 Years on.	Philip Anderson Consultant
14.30 – 14.45	Questions	
14.45 – 15.15	ILO Maritime Labour Convention	Jean-Marc Schindler French Administration
15.15 – 15.30	Questions	
15.30 – 16.00	<i>Coffee break</i>	
16.00 – 16.30	The Role of the Company in developing & promoting a maritime safety culture	Mat Spencer Wilhelmsen Lines Car Carriers
16.30 – 17.00	Questions and discussion	

<b>DAY 3</b>	<b>Thursday, 19 June 2008</b>	
09.30 – 10.00	An Insurer's View on the Human Element	Karl Lumbers Thomas Miller P&I Club
10.00 – 10.15	Questions	
10.15 – 10.45	Implementing the ISM Code: The National Approach	João Garcia Portugal Administration
10.45 – 11.00	Questions	
11.00 – 11.30	<i>Coffee break</i>	
11.30 – 12.00	Preliminary Results of the Field Missions to the Beneficiaries (SAFEMED Project Task 4.2 O)	Philip Anderson Consultant
12.00 – 12.30	Questions and discussion	
12.30 – 12.35	Closing Remarks	Chairman
12.35 – 14.00	<i>Lunch</i>	